

The

January
2007



Trainmaster

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



Pacific Northwest Chapter Timetable #534

Membership Meetings: Jan 19, Feb 16 7:30 PM, St. Mark's Lutheran Church, 5415 SE Powell Blvd.

Interested in program presentation at one of our meetings? See p. 12

January 19th Program: *50th Anniversary of the Farewell to Steam Excursion* (June 10, 2006), featuring the SP&S 700, DVD by Brian McCamish.

February 16th Program: The *P811 Track Renewal Machine* video by Harsco Track Technologies & Vol. #2 *SP Shasta Route (Mostly Oregon)*, c.1950, rare footage of the Tillamook Branch, Coos Bay Branch, vast Brooklyn facilities, etc.

Board of Directors Meetings: Jan 11, Feb 8, Room 208, Union Station, 7:30 PM

Lending Library: Jan 20, 27, 1:30 to 4 pm, check-out subject to loan agreement..

Notable Non-Chapter Events:

Jan 20 *SP&S Historical Society Swap Meet*, 10 AM – 3 PM, Holiday Inn Portland Airport

Jan 17-18 *World's Greatest Hobby on Tour*, Portland Expo Center, 10 AM to 5 PM, www.wghshow.com

Jan 21, 27, 28 *The Return to Steam (Alco 2-8-2T)*, Yacolt – Lewis River Valley, Chelatchie Prairie Railroad, trips 10 AM, noon, & 2 PM departing from Yacolt WA, \$15 adult, more information: 360.686.3559 or www.bycx.com

May 18-20 *GorgeRail 2007*, Columbia Gorge Discover Center, The Dalles, www.dogcaught.com/gorgerail

May 26 – Sept 16 *Oregon Coast Scenic Railroad*, weekends and special events, Garibaldi – Rockaway Beach, 503.842.7972 or www.ocsr.net

June 3 – Sept 2 *Willow Creek Railroad*, every Sunday 11 AM to 3 PM, Antique Powerland Museum, Brooks Oregon, www.willowcreekrr.org

July 28-29 & Aug 4-5 *Great Oregon Steam-Up* featuring John Deere equipment, 7 AM to 6 PM, Admission \$8, 12 and under free, www.antiquepowerland.com, Brooks Oregon

OREGON-OREGON STATE CIVIL WAR SPECIAL

Photo by Mike Haywood

On November 24th a special Portland & Western Railroad VIP train departed Albany at 10:45 AM for Corvallis via the Toledo Branch. The train is pictured here on the Union Pacific Railroad mainline in front of the nicely restored historic Albany depot. After detraining the passengers for the football game, the train wye'd at the yard in Corvallis, then backed to Gill Coliseum



for the return trip to Albany. The consist included: DLM #274 Great Northern F7 on point, lounge *Plum Creek*, baggage car *Gordon Zimmerman*, lunch-counter diner *Running Crane Lake*, and business car *Casper Mountain*.

The Civil War Game is played annually between the University of Oregon and Oregon State University. This year's game was in Corvallis and was won by OSU 30 – 28.

Additional Mike Haywood photos are available for viewing: www.railpictures.net.

PRESIDENT'S UPDATE ~ January 2007 by Arlen Sheldrake

The Seattle Times reported on November 21st that Mayor Greg Nickels has struck a deal with BNSF Railway to purchase **King Street Station** for \$1. This agreement needs City Council approval. If approved this agreement will help facilitate the continued restoration of this historic building.

Beginning November 22nd the **Portland & Western Railroad** detour (PTR/BNSF/UP) between Linnton and Salem was terminated with traffic returning to the Oregon Electric line. The P811 Track Renewal machine finished up on the 18th with final touches being done by general contractor Stacey & Witbeck. This is good as the Chapter and Northwest Rail Museum need to get the Chapter's 6200 coach and NRM's round end back to Brooklyn from the Port of Tillamook Bay for the Holiday Express runs. If the detour had still been in place, the cars would have gone to Linnton, then to Salem, then to Albany, then from Albany back to Brooklyn. Yes, they would have passed Brooklyn southbound but the P&W detour would not have stopped to drop off any cars. Did anyone say railroading is easy?

Did anyone catch the Portland & Western Railroad special train to the **Civil War (OSU/UofO)** football game in Corvallis on November 24th? The consist included: DLM #274 Great Northern F7 on point, *Gordon Zimmerman* baggage car, *Plum Creek* lounge, lunch-counter diner *Running Crane Lake*, and business car *Casper Mountain*. The train was scheduled to back down to the Albany station at about 10:30 and depart at 10:45 for Corvallis via the Toledo Branch. After detraining the passengers for the game, the train wye'd at the yard in Corvallis, then backed to Gill Coliseum for the return trip to Albany.

The Portland Tribune ran a front page article November 24th titled ***Dilapidation Station* which** outlined the problems with Portland's Union Station building. Reporter Jennifer Anderson selected some excellent pictures that depicted the leaking roof and pretty well covered the problems and the needs for our 110 year old Portland icon. Portland's KGW TV followed up with some good news coverage also on November 24th.

The inaugural run out of Elgin for the **Eagle Cap Excursion** train was on November 18th. Expect their 2007 season to feature many runs out of Elgin versus Wallowa. Sometime during 2007 they will implement trips using the former Lewis & Clark Explorer RDC units. More information: www.eaglecaptrain.com.

Did you do the **Oregon Zoo ZooLights Festival** this year? Rita and I took our two granddaughters and their parents on November 25th. What a wonderful display. We all especially enjoyed the beautifully decorated trains and the train ride. We'll be back next year!

The December 6th Hood River News reports that the **Mount Hood Railroad** does not qualify for FEMA emergency funds to repair the November flood damage. The railroad has spent \$110,000 so far to repair track at its .5 and .7 mileposts so that trains can now run to Odell. Fixing the railroad so runs can return to Parkdale will take another \$1.5 million. These are tough times for MHRR, a privately owned railroad. The November 6-7 floodwaters coming down the Hood River deposited approximately 15 acres of sand/rock at the mouth of the Hood River in the Columbia River creating a new delta.

On December 4th **Ralph Johnson** announced that he is resigning his Chapter Director at Large position effective December 31st due to medical conditions. Ralph has faithfully served the Chapter for many, many years and he will be missed from the Board. Ralph has agreed to continue to be our liaison with St. Mark's Lutheran Church. Thanks Ralph! Ralph's current Board position is 2005-2007 so the Chapter Board will nominate a member to serve out the 2007 year.

Washington #11 and **Oregon #16**; pretty good rankings in the January 2007 issue of Trains magazine according to 1,000 polled Trains readers. I was impressed with the write-ups on both states done by Jeff Schultz and very much appreciated his mentioning our Oregon Rail Heritage Foundation efforts.

I am pleased to report that on November 27th a joint letter from **Congressman Earl Blumenauer** and **Portland Mayor Tom Potter** went to Union Pacific Railroad President & CEO Jim Young requesting donation consideration of the UP site near OMSI to the **Oregon Rail Heritage Foundation**. The support of the Congressman and Mayor is greatly appreciated.

One of the very nice features of last year's **Holiday Express** was steam heat in many of the rail cars. This year George Hickok led the efforts of many to provide steam heat in all the cars. One of the major projects that

took a bunch of hours was re-installing steam heat in the Plum Creek car owned by the Friends of SP4449. The Chapter is providing the Mt. Hood #600 and Red River #6800 for the consist. The original plan was to also include the 6200 coach, but it couldn't get over the hill from Tillamook in time so it was replaced by the Friends of SP4449 Clackamas River sleeper in daytime configuration.

My what GREAT food and good attendance we had at the December 12th membership meeting which included a potluck, *Train Toys for Tots*, 2007 Board & Officer elections, 2007 Budget election and adoption of the Chapter's first Mission Statement. Thank you all for attending and making this Holiday special for your fellow Chapter members and many deserving kids.

From the November 2006 Wilsonville to Beaverton Commuter Rail Project Report:

-The P811 completed its track building along the project alignment within the 30-day window as scheduled. The combined efforts of the P811 crew and the general contractor resulted in this critical phase of construction being completed by November 18, 2006. The P811 averaged about 2500 feet of progress per day, and had its best day of operation November 11, 2006 at 5500 feet. Heavy rains and wind for several days hampered the P811 work (this was the wettest November ever recorded in the Portland area); and some mechanical breakdowns also resulted in minor delays. Harsco sent a relief crew of five employees to provide staff and extra mechanical repair support midway through the scheduled 30-day work window. Overall, the design and execution of the work was a great success.

- Reconstruction of the Fanno North Bridge was completed November 21, 2006 and allowed the PWRR to resume unimpeded running of freight traffic. The formal "hand off" to PWRR occurred as scheduled at the completion of the 30-day work window at midnight November 21, 2006.

- A value engineering workshop on maintenance facility design was held in Portland November 2, 2006. Colorado Railcar Manufacturing sent several representatives to the session. The workshop was a productive gathering to rethink the building design and determine what were critical and non-essential aspects of the current design. TriMet staff is reviewing the various options and cost estimates. TriMet intends to re-bid the procurement after January 1, 2007, with construction anticipated to start by May of 2007.

Good to see Bruce Carswell, President of Portland & Western Railroad, visiting the Holiday Express II on December 14th as he accompanied the SP4449 from Brooklyn to Oaks Amusement Park station on the Oregon Pacific Railroad. In spite of the absolutely terrible weather (extremely high wind & rain), the planned 7 PM trip for the Holiday Express advertising partner Safeway Stores employees went off without a hitch even if our event tent attempted a trip to Vancouver and left all it's moorings behind. Oregonian writer John Foyston enjoyed a cab ride during this Holiday Express trip.

Be sure to attend the January 19th membership meeting to see the excellent DVD by Brian McCamish and also see the roll out of our new **Chapter logo apparel**. The first apparel item we will be offering for purchase by members is a denim long sleeve shirt. The shirt comes in a bunch of sizes including tall and has some neat stitching. We are using Oregon Screen Impressions as our vendor.

While the December 20th press deadline for the January *Trainmaster* precludes an extensive report on the Oregon Rail Heritage Foundation's **Holiday Express II**, preliminary reports indicate it was a resounding success. With the full cooperation of our major partners: Oregon Pacific Railroad, Oaks Amusement Park, Safeway Stores, and TicketsWest we entertained just under 9,000 smiling passengers over two three-day weekends (December 8-10 & 15-17). Trips were also run on December 7th as a volunteer orientation and December 14th for Safeway Store employees & family. One of the many highlights of all the trips was the cold weather and a consist fully steam heated thanks to our Chapter's Rolling Stock crew.

2007 Meeting Snack Sign-Ups

Meeting Snack Sign-Ups To volunteer for *available* months, please contact Arlen at 503.223.7006 or email to: ASheldrake@comcast.net The following members have graciously volunteered to prepare the monthly (3rd Friday) membership meeting snacks funded by attendee contributions:

January = *available*

February = Diana & Darel Mack

March = *available*

April = *available*

May = *available*

June = *available*

July = *available*

August = *available*

September = *available*

October = *available*

November = *available*

December = Potluck

P811 REPLACING P&W TRACKS

In fall 2006, construction began on the Washington County Commuter Rail Project. Washington County Commuter Rail trains will use an existing railroad trackway owned and operated by Portland & Western Railroad. To accommodate Commuter Rail speeds of up to 60 MPH, the current rail, ties and ballast all require upgrades and replacement as the first construction task. The design and construction of the new rail alignment will allow commuter rail passenger trains to operate at peak rush hours and Portland & Western freight trains to operate at other times.

The first phase of Commuter Rail construction involves removal of existing track and installation of new track between Wilsonville and Beaverton. A specialized track rehabilitation machine called the P811 will be used to efficiently accomplish this work. Stacy and Witbeck, Inc., the project's contractor, has contracted with Harsco Track Technologies to provide this first phase of railroad track reconstruction.

The P811 track renewal system is approximately 800 feet long. It uses modified rail cars and specialized computer automation operated by a 25-person crew.

Prior to the start of the P811 operation, rail had been positioned along the track and concrete ties have been stockpiled at designated staging areas. As the P811 moves down the track, it moves the existing rail to the outside of the track, removes the old ties, places new concrete ties and threads the new rail on the concrete ties.



November 9th just north of Durham Road showing the on-board tie transporter gantry which rides on rails between multiple flat cars. In this picture the gantry is unloading old wood ties, it will now move forward and pick up a load of concrete ties for delivery to the P811 which is to the right of this picture. Photo by Arlen Shel Drake.

The next phase of work is called ballast and surface. Rail cars will dump ballast rock between and outside the rails following the P811 work by a day or two. The ballast distribution will occur between 7 p.m. and 11 p.m. each night. (*The ballast comes on rail from Wellsdale via Corvallis Junction and Albany.*) The following morning, a tamping machine will raise and align the track by squeezing the ballast beneath the ties. Later, finish ballast and surfacing will occur over the course of the following month.

Following the completion of P811 and the ballast and surfacing operations, the road crossings will be reconstructed during weekend shutdowns in 2007. At least two weeks advance warning will be provided for the road crossing closures.

P811 work schedule:

- October 24 – November 22, 2006
- P&W freight trains will not operate on the Commuter Rail alignment during this 30-day window.
- Starting in Wilsonville and moving northward, the P811 will progress along the tracks at an expected rate of approximately one mile per day.

- Hours of operation for the P811 work will be Monday through Saturday, 7 a.m. to 7 p.m.
- Ballast deliveries will be between 7 p.m. to 11 p.m. each workday.
- Daily work activity may vary from the planned schedule depending on weather, equipment and other typical construction variables.
- On November 18th @ 3 PM, day #26, the P811 completed its tasks. The remaining work will be completed by Stacy & Witbeck, Inc. using more traditional methods. (This information from the final P-811 Work and Schedule Update.

This information extracted from *Making Tracks, P811 Construction Summary*, published October 2006 by TriMet.



Photo November 14th just south of Progress by Arlen Sheldrake. The P811 completed its tasks on November 18th.

PNWC 2007 ELECTION RESULTS

The election of officers for 2007 was held at the Chapter business meeting on December 12, 2006 with the following results:

President: Arlen Sheldrake

Vice-President: Keith Fleschner

Secretary: *no candidate*

Treasurer: Jean Hickok

Directors-At-Large 2007-2009: Bill Hyde & Al Baker

National Director: George Hickok

Because none of the write-in candidates for Secretary were notified or published prior to the election to ascertain their candidacy, per bylaws Section 4.01, the votes for them could not be accepted. The Chapter Board is looking for someone who is willing to fill the Secretary position. Please contact any Chapter Board member.

Ralph Johnson, Director-At-Large and Chapter Program Chair, announced his resignation effective December 31st for personal reasons. He will continue as our meeting hall coordinator at the Church. The Chapter Board will nominate a person(s) at the next Board meeting on January 11th and that nomination(s) will be published in the February *Trainmaster*. The membership will be asked to vote on this nomination to fill the remaining year of Ralph's term February 16th membership meeting.

Respectfully submitted by the Elections Committee: Jim Loomis & Trent Stetz

~ ~ **Adopted MISSION STATEMENT** ~ ~

Pacific Northwest Chapter
National Railway Historical Society

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

The above Mission Statement was adopted by the membership on December 12, 2006.

Train Toys for Tots, Year 3

By Al Hall



Pictured from left to right: Al Hall, event organizer, Cpl Danielson, SSgt Lopez, and Keith Fleschner, idea founder.

On December 12th a large turnout of Chapter members brought 77 train toys to the annual potluck and elections meeting. An additional 12 train toys were dropped off at our Union Station Room 1 office by members who were not able to attend the meeting. Our scheduled meeting night was moved from Friday to Tuesday because of our involvement in this year's Holiday Express. That raised the total donations to 89, and an additional donation later on brought that total to an even 90. Although we were short of our goal of 100 it still exceeded our 2005 record total of 87.

The United States Marine Corps Reserve and your PNWC officers and directors sincerely appreciate our member's support of *Train Toys for Tots*, which we initiated in 2004. We hope to involve every chapter of The National Railway Historical Society in supporting *Train Toys for Tots* and I ask our entire membership to please contribute a train toy next year. It feels good to donate, especially when we donate trains.

Gondolas by Gunderson – Portland by Arlen Sheldrake



Spotted departing BNSF Railway's Lake Yard in northwest Portland 9.15.2006 were four sparkling new Gunderson built mill-type gondolas. Designed for the steel scrap industry and for hauling pipe and other steel products; length over couplers = 71'3.5"; light weight = 75,000 lbs; load limit = 211,000 lbs.

OMNX reporting mark was created in May 2006 and is owned by OmniSource Corp. (www.omnisource.com), a \$1.8 billion/year scrap processor based in Fort Wayne Indiana. A Google search develops the following commentary:

OmniSource is omnivorous when it comes to scrap metal. One of the largest scrap processors and distributors in North America, OmniSource takes unusable metal products and turns them into raw materials for use in mills and foundries that produce steel, aluminum, and copper. The company operates some 35 scrap processing facilities in the eastern US and Canada. In addition, OmniSource designs and manages scrap-handling operations at more than 100 customer-owned facilities. The company's Superior Aluminum unit operates a smelting facility that turns scrap into aluminum alloys. OmniSource is owned by the family of chairman and CEO Leonard Rifkin, whose father, Irving Rifkin, founded the company in 1943.

As space and time allows, the *Trainmaster* continues to print various summaries of the rail related projects that are being funded under the ConnectOregon 2005-2006 Budget.

Connect Oregon 2005-2006, an Approved Project

Project Name: Phase II Coos Bay Railroad Bridge long-term rehabilitation

Applicant: Oregon International Port of Coos Bay

Project ID: #063-06 **Approved Amount:** \$4,000,000 **Match:** \$8,000,000 in SAFETEA-LU funds

Location: Coos Bay Channel Mile 9.2; MP 763.6 on CORP's Coos Bay Branch Line

Ownership: The Port acquired the bridge for \$1.00 from the Union Pacific Railroad in August 2000 with the intent of rehabilitating the structure and maintaining rail access for the Coos Bay area.

Project Description: This project would comprise Phase II of the rehabilitation of the Coos Bay Railroad Bridge between Jordan Point on the North Spit of the Coos Bay estuary and the rail corridor near North Point in the city of North Bend. Phase I construction which started in December 2003 and was completed in

February 2005, extended the working life of the bridge for five to eight years. Phase II would extend the working life of the bridge for 25+ years and would 1) continue replacement of steel support members, connection pieces and cross bracing in 11 north and south approach spans and the swing span section, 2) rehabilitate the support pier of the swing span section, 3) remove several layers of various paints and other deteriorated coatings from remaining viable steel components, including full-containment of all work areas to protect marine estuarine environment, 4) apply high-tech coating to bridge structure to protect and preserve steel from harsh salt water/salt air environment, and 5) upgrade and rehabilitate the swing span mechanism.

Purpose and Need: The purpose of the project is to repair and rehabilitate the Coos Bay Railroad Bridge in order to maintain and improve rail service to marine terminals and other rail users in Coos County, Oregon. The Coos Bay Railroad Bridge connects several active marine terminals on the North Bend/Coos Bay waterfront, two major forest products manufacturing plants (Georgia-Pacific Coos Bay Sawmill and Roseburg Forest Products Coquille Plywood Mill), general-purpose multi-commodity rail reload facilities, and a variety of other Coos County rail-served sites with the North American rail system via the Central Oregon & Pacific (CORP) Railroad. The project is needed because the bridge has a remaining useful life of only five to eight years. Extending the working life of the bridge will enable marine terminals, wood product manufacturing plants, and other shippers in the Coos County area to maintain rail access to domestic and international markets. Rail is the most cost-effective land-based transportation option for many of the commodities produced in the region or moving through marine terminals in the harbor. The Coos Bay Railroad Bridge is a critical link in the movement of these commodities. Extending the working life of the bridge will help maintain the economic viability of the CORP's Coos Bay Branch Line which will benefit shippers in multiple counties.

This information extracted from the application located on the ODOT Web site: www.oregon.gov/odot.

ANNUAL HOLIDAY CHEER



Photo by Arlen Sheldrake, 11.30.2006

Each year for about 15 years the Northwest Rail Museum members have installed this display in Portland's Union Station on the information counter, sometimes called "Grant's Tomb", in the middle of the lobby. This year the display was installed by NRM members Ed Immel and Pete Dorland.

The display is put up shortly after Thanksgiving and is taken down after New Years. The display is enjoyed by thousands of holiday travelers as they move through Union Station. The display was built originally by Bruce Wasson, who was an Amtrak Ticket Agent, as a HO layout but had problems with people

bumping it and knocking the train off the track. When Bruce retired, NRM took over the display and modified it to G Scale with a LGB engine modeled on an engine that belongs to the Zillertalbahn in Austria. The 30 inch gauge Zillertalbahn celebrated its 100th birthday several years ago and runs out of Jenbach, Austria. The ZB provides passenger service between Jenbach and Mayerhofen, a distance of about 20 miles.

The engine displayed is a model of the Zillertalbahn's #6. In real life it is a 760mm, 0-4-0T constructed in 1916 by Kraus Maffei. The engine weighs between 12-15 tons, is about 15 feet long, carries about 250 lbs of coal and has a top speed of about 12 MPH. It is used on the railroad's "Hobby Train" which is available for charter and permits charter personnel to take part in the running of the engine.

The small poster in the picture is one of two in the display advertising the Oregon Rail Heritage Foundation's *Holiday Express* runs. NRM is one of the seven active ORHF member organizations. This information supplied by Ed Immel.

OREGON'S MERCI BOXCAR



Photo by and used with permission from the Coos County Voiture #316, Kevin Owens

A ship bearing 49 boxcars arrived at Weehawken New Jersey on February 2, 1949. These boxcars were a gift from the French people to American citizens in gratitude for their war relief efforts after World War II.

Each state capital and the District of Columbia received a boxcar. Ours arrived December 12, 1949 in Salem, Oregon. It was brought to Astoria in May 1962 and was placed at Fort Stevens, Oregon, August 1995. In July 2006 the boxcar was moved to its permanent home at the Coos Historical & Maritime Museum in North Bend, Oregon.

Oregon's boxcar contained numerous gifts that included oil paintings, china plates, church bells, children's toys and drawings on brown paper.

The boxcar is authentic and was used by the French railroad during World War I and World War II to transport men and equipment to the front line. In World War I a boxcar would hold 40 men or 8 horses. In World War II they carried a platoon of men and their equipment.

The Merci Boxcar is a permanent display at the Coos Historical & Maritime Museum in North Bend, Oregon. It is maintained by La Societe des 40 hommes et 8 chevaux Du Oregon and Local Voiture 316 of the 40/8.

This material extracted with permission from the Merci Boxcar brochure produced by the Coos County Voiture #316.

(For more information about the 49 Merci Boxcars and the Merci Train, an excellent Web site is maintained by Ed Bennett: www.mercitrain.org. The Coos Historical & Maritime Museum is located at 1220 Sherman Avenue just off Highway 101 in North Bend (541.756.6320 or www.cooshistory.org). Having been built in the 1872-1885 timeframe, this boxcar may be the oldest still existing boxcar in the State of Oregon. Article by A. Sheldrake)

Huntington Union Pacific Railroad Bridge By Kenn Lantz

The Huntington, Oregon end of the Union Pacific Railroad Bridge over the Snake River is easily seen about one mile from town, but at a distance. The Idaho end of the bridge is more difficult to access, but is worthwhile as you can drive to the bridge.

In Weiser, Idaho, drive Main Street to 7th, then to Pioneer, then Tenken Creek Road, and finally Olds Ferry Road. This soon becomes unpaved, but after about ten miles you are at the bridge, in an overnight park, and at the end of the road. The stone piers of the original bridge still exist, and indicate the width of the river before the construction of the dam.

The original 1883 bridge was replaced in 1902 on the original piers; both were four span deck truss bridges. The Brownlee Dam and its 58 mile reservoir, completed in 1958, resulted in another replacement, this time a three span through truss that is used today.

PNWC-NRHS

Membership meeting minutes

October 20, 2006

Chapter President Arlen Sheldrake called the meeting to order at 7:32 pm.

New member Roger Mattson was welcomed.

The minutes of the June 16th meeting were amended to show that the minutes of the March 17th membership meeting were approved as published in the June Trainmaster. A motion by Ed Ackerman and Al Baker was passed to approve the June minutes as amended.

Treasurer Ken Peters gave a treasurer's report, and Arlen said that copies of the 2005 audit report were available. Once again, the Chapter appreciates the volunteered services of Bob McCoy for performing the audit.

Copies of the Board's proposed budget for 2007 were distributed. The budget is subject to membership approval at the December meeting.

Also to be voted on at the December meeting are the Chapter officers for 2007, and two Director-at-Large positions who will serve for 2007 through 2009. Nominations so far included: Arlen Sheldrake, President; Keith Fleschner, Vice President; Gerald Schuler and Bill Hyde, Directors-at-Large. Candidates were needed for Secretary, Treasurer and National Director.

Arlen announced that the Board was also proposing a by-laws change to be voted on at the December meeting on whether to simplify the Chapter's dues

structure by eliminating the mid-year discount. If approved, this change will bring the Chapter's dues structure in line with National's.

The Oregon Rail Heritage Foundation will present the second annual Holiday Express event on December 8-10 and 15-17, featuring steam train rides on the Oregon Pacific Railroad. The Chapter will be managing car mechanical support and car hosting.

Due to date conflicts with the Holiday Express dates, the December board meeting will be held one week earlier on November 30. After some discussion, the membership decided to re-schedule the December membership elections meeting for Tuesday, December 12. The annual holiday potluck will begin at 6:30 followed by the membership meeting at 7:30, at St.

Mark's Lutheran Church.

Arlen thanked Rosemary Scheel and Sara Ackerman for volunteering to provide snacks for the meeting. Many months of 2007 are available for anyone who wishes to volunteer for snack duty. Contact Arlen or sign up at any meeting. Without volunteers, there can be no snack service.

Concessions Chair Al Hall announced that the Chapter is now a dealer for Sundance railroad pins, offering pins from pretty much all western railroads. A number of excellent videos by Chapter member Joe Harper are also available, as are signed copies of "The Deschutes River Railroad War,"

an excellent brand-new edition published to favorable reviews by none other than the Chapter's own Jerry Tanquist. Thanks also went out to Chapter

member Gordon Zimmerman for donating 16 copies of his book "A Song of Yamhill" to Concessions.

Al Hall also kicked off the Chapter's third annual "Train Toys for Tots"

drive, and reminded all Chapter members to bring new, unwrapped train toys, books and games to the December potluck meeting. A representative of the United States Marine Corps will be on hand to accept the train toys on behalf of their "Toys for Tots" drive to provide gifts for needy children.

This year's goal is 100 toys, so everyone's participation is needed for this most worthy cause! Toys can be brought to the December potluck meeting, or dropped off with any Chapter board member.

Charles Stevens reported on the flanger restoration project, saying that the siding work is looking good, and some replacement lighting pieces are being sought.

Keith Fleschner reported on the 6800 and 6200 usage on the Port of Tillamook Bay, and thanked volunteers Randy Rock, Pete Rodabaugh and Glenn Laubaugh for covering while Keith was away. Randy Rock said the recent battery replacement and wheel work are paying dividends in rolling stock operations.

Doug Auberg said the Battle Ground, Yacolt and Chelatchie Prairie is running Halloween trains and

Christmas tree trains out of Yacolt. Visit www.bycx.com for more information.

Mark Moore said that the October 28-29 weekend would feature an event at the Expo Center on the history of Portland transportation. Along with lots of train and trolley photographs, plus displays by Oregon Electric Railway Historical Society, and the Pacific Northwest Truck Museum, a rare appearance will be made by the Oregon Historical Society's only remaining Meier & Frank delivery horsecart.

John Willworth had videos for checkout from the Chapter Library on Challengers, the 8444, Cass Scenic Railroad, Cuba Steam, Copper Canyon, and others. Library lending is a free service for members with signed library agreements on file.

Ralph Johnson said the evening's program would be a video entitled "War Trains," and that November's meeting would feature Bob Melbo from the ODOT Rail Division.

Arlen adjourned the meeting at 8:24 pm.
Respectfully submitted, Jim Long
Secretary, PNWC-NRHS

Chapter Officers

President: Arlen Sheldrake 503.223.7006
Vice President: Keith Fleschner 503.516.9272
Treasurer: Jean Hickok
Secretary: vacant, see page 5
National Director: George Hickok 503.649-5762
President 2005: Ron McCoy 503.244.4315

Chapter Directors-at-Large

Vacant Position as of Jan, 2006: (05, 06, 07) see page 5
Jim Hokinson (finish out 2006, 07 term) 503.635.4826
Mark Reynolds (06, 07, 08) 638.7411
Charles Stevens (06, 07, 08) 503.692.6611
William D. Hyde (07, 08, 09) 503.666.5530
Al Baker (07, 08, 09)

Committee Chairs

Activities: Ron McCoy 503.244.4315
Archives: William Hydey 503.666.5530
Auditor: Bob McCoy 360.459.3251
Concessions: Al Hall 503.699.5042
Chapter Rep., Oregon Rail Heritage Foundation:
Arlen Sheldrake 503.223.7006
Car #76 Restoration: Keith Fleschner, 503.516.9272
Elections: Jim Loomis 503.253.3926
Membership: Diana Mack, 503.723.3345
Museum: Glenn Laubaugh, 503.655.5466
Flanger Restoration: Eileen Brazil 503.647.5667
Meeting Programs: Ralph Johnson 503.654.1930
Rolling Stock: vacant, contact President, above
Chief Mechanical Officer:
Peter Rodabaugh, 503.771.8545
Car Rental Agent: Bob Jackson, 503.231.4808
Library: Irv Ewen 503.232-2441

Excursions: Jim Long 503.313.7382

Car Host: vacant, contact President, above

Safety Officer: Keith Fleschner 503.516.9272

Webmaster: Mark Whitson 503.533.7005



The Trainmaster is the official news-

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Attn.: Trainmaster Editor

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The chapter is a volunteer organization, and to function it needs the help of those who are members. Please consider what you are able to do.

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