

The

November 2008



Trainmaster

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



PACIFIC NORTHWEST CHAPTER TIMETABLE #556

Board of Director's meetings: November 13 & December 11, 9320 SW Barbur Blvd Suite 200, 7:30 PM

(Note new address for Board meetings; follow instructions posted on the door for entry.)

Lending Library is open two Saturday afternoons from 1:00 to 4:00 PM; the Saturday following the membership meeting and also the following Saturday. It is also open every Monday morning from 10:00 AM to noon. A wealth of material is available for PNWC member check-out.

Archives work parties on Mondays from 10 am until at least Noon

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

November 21 7:30 pm – Program: *Depots & Dispatching*, David Sprau

December 19 6:00 pm – Potluck, 2009 Board & Officer election, 2009 budget adoption, & Train Toys for Tots

January 16 7:30 pm – Program: *What Happened to the MagLev High Speed Rail Dream?*, Mark Reynolds

NOTABLE NON-CHAPTER EVENTS:

Through January 24, 2009 *The West the Railroads Made* exhibition, Washington State History Museum, Tacoma; more information: www.WashingtonHistory.org or 888.238.4373

Through January 4 *Designs for a Consumer Culture*, Raymond Loewy exhibit, Oregon Historical Society.

November ?? *Westside Express Service* opens, Oregon's first commuter rail service, Beaverton – Wilsonville

November 8 *Mt. Rainier Scenic Photo Freight*, Mineral to Morton, 888.783.2611 or www.mrsr.com

December 5-6-7 & 12-13-14 *Holiday Express 2008*, Oregon Rail Heritage Foundation, www.orhf.org

May 9, 2009 *National Train Day*, www.nationaltrainday.com & www.orhf.org

June 13-14, 2009 *Dunsmuir Railroad Days*, Dunsmuir, California (train focus returns)

June 25-27, 2009 *SP&S Railway Historical Society Convention*, Klamath Falls, www.spsrhs.org

August 10-16, 2009 *Steam on the Range*, NRHS Convention, Duluth, Minnesota, www.nrhs.com

MEETING SNACK SIGN-UPS

The following members have graciously volunteered to prepare the monthly (3rd Friday) membership meeting snacks funded by attendee contributions:

November = available

January = available

February = available

March = available

To volunteer for available months, please contact Arlen at 503.223.7006 or email to: ASheldrake@comcast.net.

PNWC – NRHS MISSION

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

PRESIDENT'S RAMBLINGS – November

by Arlen L. Sheldrake

Would you like the *Trainmaster* in color? One of the changes that our excellent Editor Steve Hauff has implemented is developing the *Trainmaster* in color, but due to cost considerations we still print the paper version in black and white. I say cost considerations because the one issue that we did print in color cost an additional \$550 over the normal \$250 or so. This \$550 was covered by a donation as our PNWC budget, even with the dues increase, just won't allow for this additional expense. Anyway, with Steve developing the *Trainmaster* in color, the electronic version is available if you would like it. The file size of the color version that is available via an email Adobe .pdf attachment is usually 8 or 9 MB (a higher resolution file goes to the printer). Depending on how many graphics and/or pictures are in the issue, a high speed Internet connection is needed. If you would like to be added to this distribution, please send me an email at pnwc@pnwc-nrhs.org so stating.

The good news is that the NRHS contractor, Fernley & Fernley, got the 2009 dues notices out to our membership in early October, well ahead of last year's very late delivery. The bad news is that Fernley & Fernley failed to update the PNWC 2009 membership rates. Each PNWC member should now be in possession of two documents: 1) your 2009 dues renewal materials, and 2) an October 14 memo from NRHS indicating the correct amounts to pay for PNWC dues; the NRHS dues amounts are correct. The correct PNWC dues rates for 2009 are:

Regular Members = \$20 Family Members = \$5.

Sorry for this confusion! As far as we and NRHS can determine, everything was done correctly on the PNWC end by our Diana Mack. Your timely membership renewals are appreciated.

The excellent *Friends of SP4449* 2009 calendar is still available at the November membership meeting or may be ordered by mail. The cost is \$15 at the meeting or \$18 via mail. Make checks payable to me and, if mailing, send to me at 1718 SW Parkview Court, Portland OR 97221-2640. All funds other than mailing costs go to the *Friends of SP4449*.

This *Ramblings* is on the short side due to a trip to Turkey that Rita and I just completed. We departed Portland on September 21 and returned late on October 9. Probably the longest birth date in my history, as we were in the air 15½ hours, plus five hours of ground time between flights at JFK during our return. Western Turkey is absolutely fabu-

lous and a wonderful country to visit. This was a ground tour with a fellow who believed we should learn all the history Turkey has to offer. The highlights for me were having lunch trackside on October 8 at the Orient Express Restaurant in the Istanbul train station, watching the trains coming and going, and visiting the Gallipoli WW I battlesites and memorials. Historic preservation in Turkey takes an interesting twist as they have to determine which of the



multiple histories to preserve when doing a dig. It seems that over the centuries, the various inhabitants just built on top of the former community. My thanks to Vice President Keith Fleschner for covering my extended absence.

Speaking of trips, my mid-November schedule includes a medical procedure that will slow me down for a while, but I fully intend, and the prognosis is, for the slowdown to be only temporary. As you all know, this getting older has some down sides.

PNWC #76 mystery: **Todd Schannuth**, noted American Freedom Train (AFT) historian and developer of the AFT model decals, has been searching for a side view picture of the PNWC #76 baggage car that was used for the entire AFT trip. Todd finally found a partial side view which shows that the #76 carried the name Columbia. Why did the PNWC #76 receive this name during the AFT?

2008 marks the 40th year that PNWC has had offices in Portland's Union Station. We started out in what is now a Wilf's Restaurant office, across from the men's restroom in the main building.

Correction: In the October *Trainmaster*, page 3 semaphore picture is incorrectly captioned. As **Kenn Lantz** points out, CORP did not have this type of semaphore. Checking with my nephew Dean, he confirms: "The semaphore came off the Santa Fe Raton Line, Levy, New Mexico mile post 719.7. It is a 3-position, upper quadrant T-2." Thanks, Kenn, for catching my error.

Our "torch crew" of **Jean Hickok**, **George Hickok** and **Keith Fleschner**, continues to make major progress scrapping the S-2 #39 locomotive. The amount of cutting that must be done to get the metal into manageable pieces is amazing. Expect a membership program slide show covering this project in 2009.

Welcome to new members joining in September: **Peter Baker**, Portland; **John Scannell**, Portland; and **Jeffrey Schultz**, Olympia. Welcome also to renewing 2008 members: **Adron Hall**, Vancouver, and **Timothy Wilson**, Silverton.

POTB ACQUIRES LOCOMOTIVE

In September, the *Port of Tillamook Bay* purchased the *Oregon Pacific Railroad* SamTrak #4501 for a reported \$35,000. On October 1, Rick Franklin Corporation transported the 4501 from Milwaukie to Timber on a lowboy trailer. The POTB Railroad will use the 4501 in their efforts to clear the tunnel and open the line from Banks to Cochran.

The 4501 was purchased by Dick Samuels in 1994 for use on his SamTrak passenger service that operated on the East Portland Division from 1993 through approximately 2001. This 45-ton diesel GE was originally built in 1943 for the U.S. Army Cornhusker Ordnance Plant in Nebraska, serial #15713. It later served on the *Alaska Railroad* as a switcher before being sold to the *Chelatchie Prairie Railroad* in Washington as their #007. The locomotive is powered by two 150 h.p. Cummins diesel engines. (From Brian McCamish's *Oregon Pacific Railroad* website www.oregonpacifcrr.com.)



Above: 4501 on delivery day at Timber. Left to right are POTB crewmembers: unknown, Dick Jones, Josh Balmer & John Lewis. (Photo by Larry J. Miller)

Right: Christopher Bowers is pictured standing near the east portal of Tunnel #25 3.5 miles west of Timber on the POTB Railroad on 7.5.2008. (Photo by Ron McCoy)



Theodore Roosevelt “Ted” Ahlberg

February 9, 1920 – September 23, 2008 - PNWC Member since 1998

Ted Ahlberg passed away in Vancouver, Washington on September 23, 2008 at the age of 88.

Ted was a many-faceted man who lived a very active life. He was an athlete, thespian, aviator, war hero, businessman, entrepreneur, volunteer and a wonderful husband and father. Born at home in Estacada, Oregon to Theodore Ahlberg Sr. and Elva May Adams Ahlberg, he was the first of four boys.

As a young man, Ted was very involved with athletics, mostly football, basketball, track and golf, with a little fast pitch softball thrown in. He was a member of the 1938 Commerce High golf team which won the Portland League Golf Championship. In 2005, this team was inducted into the Commerce High Athletic Hall of Fame. Ted continued to excel at sports, especially golf. He played regularly; starting in his teens where he caddied at Waverly Country Club in Milwaukie, Oregon and continuing into his late 70s, when he started having difficulty walking comfortably around the golf course. He was Club Champion at Green Meadows Golf and Country Club in 1971 when he was 51 and in 1998 he shot a 78 when he was 78 years old.

After graduation from high school, Ted became involved with the Studio Theatre in Portland. He was in four productions and did well but decided it was not for him long-term.

As so many young men did after the bombing of Pearl Harbor, Ted enlisted in the Army and was accepted into the Air Corps Pilot Training program. He was commissioned a Second Lieutenant in the Army Air Corps and was trained as a pilot, flying B-24 bombers. He served in the European Theatre, flying long-range missions out of Italy to Germany, Austria, Southern France, Northern Italy, Romania and other Southeastern European targets. Ted flew 35 combat missions and 15 support missions during his tour of duty. On one mission to Northern Italy, Ted's plane lost two of its four engines, both on the same side of the aircraft. He was able to keep the plane airborne for 600 miles to get out of harm's way before finally finding a small fighter aircraft field and landing safely. For this, he received the Distinguished Flying Cross. Unfortunately, on one mission at Christmas time in 1944, due to bad weather and a malfunctioning altimeter, he was flying co-pilot on a plane that crashed on descent to the landing field. All passengers in the back perished but, miraculously, he and three others were thrown into the rainy night with only cuts and bruises.

The mortality rate for B-24's was around 50% in this theatre of operation. The crews who flew these missions were aware of that fact and still carried out their duties, ultimately prevailing in the end. These crews were true war heroes, as was Ted.

After the war, Ted returned home to his beautiful wife Veramay and wonderful daughter Suzanne and began his life as a husband and father. Four more children made up his family of seven: Aprilanne, Theodore Jr., David and Douglas. He also began his career selling industrial supplies. For many years, his sales route took him through Oregon, Washington and Idaho. Selling on the road kept him out of town more than he liked, but it was necessary to support his family. Both Ted and Veramay participated in the children's activities growing up, everything from Scouting to sports.

Ted met Veramay Bushnell while attending Commerce High in Portland while she attended Lincoln High. They dated on and off for a few years, then, just before Ted enlisted, they were married on March 15, 1942. Veramay traveled with Ted during his military training.

Ted always had an entrepreneurial spirit and started his own industrial supply business in 1961 with two friends. Unfortunately, they couldn't make a go of it, but his spirit wasn't dampened. Among those who knew him, it was clear that he was always looking for “that invention” or “business opportunity”. One of his endeavors was “Ted's Train Terminal”. To help support his love of model trains, he ran a toy train business out of his basement for quite a few years. Toy trains were his passion. In 1958 he became one of the founding members of the Pacific Northwest Division of the Toy Train Collectors Association and was an active member all his life.

Ted also volunteered in many ways throughout his life. When younger, he was found in the evenings at the Salvation Army or Goodwill repairing and assembling toy train sets for them to sell. He was an active member in Kiwanis for many years and later in life could be found manning the desk at the Luepke Senior Center in Vancouver, Washington. He was also a dedicated volunteer with other organizations, including the City of Vancouver and the National Railway Historical Society.

Ted discovered later in life that one of his destinies was to become a caregiver. In 1995, when Veramay became ill, he was there for her with steadfast dedication to ensure her every need was met. When he lost her in 1996, after 54 years of marriage, it was very hard.

In 1998, Ted received a gift: Cora Jackson came into his life. Cora and Ted had known each other through train collecting for many years. The two of them became inseparable and it was as if they both received a new lease on life. They were married in 1998 and the two of them were “like kids again” for the eight years they had together.

Ted was one of those people who, when attempting a task, excelled at it. Whether it was flying a plane, playing a sport, or becoming involved in a hobby, he was at the lead. You could count on him.

Ted was preceded in death by his wife of 54 years, Veramay, and his second wife of 8 years, Cora. He is survived by his five children, Suzanne Burkick of Vancouver, Washington; April Hanes of Ontario, California; Tedd of Chesterfield, New Jersey; David of Temecula, California; and Douglas of Vancouver, Washington; two brothers, Arnold of Keizer, Oregon and Kenneth of Salem, Oregon; 11 grandchildren and 15 great-grandchildren.

The family has requested that donations be made in Ted’s name to the Ray Hickey Hospice House, 2112 E Mill Plain Blvd, Vancouver, Washington 98661.

A remembrance service was held on October 11 at the Montavilla Baptist Church and was attended by many of Ted’s friends and fellow PNWC members.

This article is a combination of Ted’s obituary published in The Columbian newspaper and a handout that was included in Ted’s service. Any errors are the responsibility of article editor Arlen Sheldrake.



Ted car hosting for PNWC on the 2001 PRPA-4-day Homecoming Excursion. (Photo by Ron McCoy)

AUGUST MINUTES

Pacific Northwest Chapter – National Railway Historical Society Membership Meeting – August 15, 2008

President Arlen Sheldrake called the meeting to order at 7:30 PM. Member Phil Barney first time attendee was welcomed as was David Brown, President of the Friends of SP 4449.

New Members: Richard Meyer, Newburg and Fred Vertel, Chiloquin; renewals: Marilyn Cloud, Gresham; Randy Rock, Vancouver; Maynard Orme, Lake Oswego were announced. We have 27 members who have not yet renewed for 2008.

Steve Hauff and his wife Mary from Port Angeles, our Trainmaster editor and presenter for tonight's program, were introduced.

Minutes for May, June, July as published in the August Trainmaster May, June, July Motion to approve, passed.

Treasurers' Report – Jean Hickok – No unusual expenses, Steamup Concessions income just received but not included yet. Scrapping project continues and is in the black (\$2,942.90 vs \$1,931.78) – Motion to accept, passed.

September 11th Board Meeting will be held at 9320 SW Barbur Blvd Suite 200, thanks to Mark Reynolds for the use of the space.

S-2 #39 scrapping project update – George Hickok/Keith Fleschner – The "torch crew" continues to cut. Most of the top section of the block has been removed, working on getting to the main bearing caps.

S-2 #36 Restoration Project – Mark Reynolds – Working on getting paint colors confirmed and getting a quote so we can apply for a grant to do the preparation and painting. Continuing to make good progress.

Great Oregon Steam-Up – Al Hall reported a gross of about \$1,600 for the two weekends, our revenue was down this year as was many other vendors. Overall attendance grew again this year. Based on survey data there were lots of first time visitors and many were from closer in than in previous years. This is an important event for our Concessions sales.

We also did well with outreach and Youth Passport program at the MofW Exhibit. The piston that had been removed from the S-2 #39 that was on display drew a lot of interest and many people recognized what the piston was and where it was from. Thanks to the Antique Car group for the use of their gazebo. We also gave away a number of items from our Concessions inventory to kids who participated in the Youth Passport program, the program did well. Thanks to Eileen Brazil for setting up the exhibit.

Snacks tonight provided by Ron McCoy and Christopher Bowers, please remember to feed the kitty so it can continue to feed you. Also need people to sign up to provide snacks for future meetings.

Chapter is working with other ORHF groups to strengthen Oregon's scrap buyer rules to help protect our equipment from metal theft. If you have ideas please contact Arlen.

Flanger Update – Charles Stevens - Windows are in progress, thanks to Phil Barney for his assistance. Roof is in good shape and holding well.

Westside Express Service tour update – Ron McCoy – It will likely be November before the service starts because of delays in delivery for the additional cars. We are working with TriMet management to see if we can arrange a tour for the Chapter as an activity. The opportunities are limited because of the contract limitations between TriMet and the P&W. Look for additional details as they become available.

Equipment Watch Volunteers needed: We continue to have problems with metal theft from our equipment that is in storage. If you are able to help, please contact Keith.

2009 Nominating Committee: Contact Arlen if you are interested.

Lending Library: Will be open the next two Saturdays. Volunteers are always welcome, contact Bob Weaver if interested.

Ogden Utah group is working on UPRR 4436, this is an 0-6-0 steam engine that is thought to have worked at Albina, if you have information please contact Arlen.

5,527 volunteer hours were reported for 2007. Please remember to report your hours to Jim Hokinson.

Thanks to the Oregon Electric folks who helped complete the track, move the locomotive, and for their help putting the steps back on the S-2 in preparation for Steam-Up.

We need programs for future meetings, please contact Al Baker if you have ideas or would like to present.

Meeting was adjourned 8:05 PM

Respectfully submitted, George Hickok, Secretary

SEPTEMBER MINUTES

Pacific Northwest Chapter – National Railway Historical Society Membership Meeting - September 19, 2008

President Arlen Sheldrake called the meeting to order at 7:30 PM.

Welcome, several members attending that we have not seen for some time, thanks everyone for coming tonight, please remember to sign in

New members announced: Peter Baker (Portland), John Scrannell (Portland), Jeff Schultz (Olympia)

Minutes for August are pending publication in the Trainmaster.

Treasurers report – Jean Hickok – See report for details, nothing out of the ordinary to report. Jim Hokinson, Al Hall: motion to accept, passed.

Nominating Committee report: 2009 nominations are: President = Keith Fleschner, Vice-President = Mark Reynolds, Treasurer = George Hickok, Secretary = Jean Hickok, National Director = Ed Berntsen, Directors at Large (2009-2011) = Ron McCoy and Christopher Bowers. Nominations from the floor will be accepted at the October membership meeting.

S-2 # 39 Scrapping Update – George Hickok – Our “torch crew” continues to cut, engine block is down to the crankshaft. Most of the crankshaft has been removed, copper removal has been completed from the armature, cutting on the deck has started again and we are moving forward as quickly as we can.

S-2 # 36 Restoration Update – Mark Reynolds – Getting close on the colors which will be based on the best available data. Working with painting contractor on a quote for professional cleaning and painting, including cleaning, rust abatement, primer, paint, and clear coat. Contractor is working with DuPont on Imron paint, the paint is expected to have a very long life. A fundraising project will be kicked off with an article in the October Trainmaster.

Baggage Wagon Acquisition Proposal – Al Baker reported there is a baggage wagon listed on Craig’s List, was brought to the Board as a proposal for acquisition by the Chapter. Al has seen the wagon, it is complete but the wood is in poor shape. It is supposed to have been used at Union Station. Need a place to store it and a plan for what happens to it. Terry Parker, Al Baker - Motion to acquire for not to exceed \$400 assuming we can confirm our present inventory. It is thought we own two (one at Eileen Brazil’s, one at Yaquina Pacific Chapter in Toledo) plus pieces of at least two more at Roger Whites place. Al Hall to work with Al Baker to visit White’s place and see what is there. Motion failed.

Snacks brought to you tonight by Mark Reynolds, next month Barbara and Miles Cereghino, Please sign up and remember to feed the kitty so the kitty can continue to feed you.

Program tonight is 8 mm movies from Bill Thomasson: Reel 1 = 1967 Alaska Centennial, Reel 2 = Building the Alaska Railroad Museum by the Alaska-Yukon Railroad Historical Society. (Bill is laid up with a broken ankle and is unable to attend tonight)

Archives Update – Arlen Sheldrake reported we have received three boxes of grade crossing records on loan from ODOT. The material includes hand drawn pictorials of each grade crossing and a list of accidents over the years.

Holiday Express 2008 update – Arlen Sheldrake – PNWC will be leasing coaches 6200 & 6800 at \$500/use day/car , and the Mt Hood at no charge to ORHF. PNWC will be providing Car Hosts and Carman staffing; expect to see a solicitation for event volunteers in the November Trainmaster. Holiday Express flyers are available

Please sign the Get Well card for Doyle McCormick who has undergone surgery to remove bone spurs in his back

2009 Friends of 4449 calendars are available for \$15/each, contact Arlen if interested.

Newly updated membership brochures are available, please feel free to take some and distribute

September 27th (Saturday) is Smithsonian Museum Day at Antique Powerland, everything will be running and admission will be free

Al Baker and Joe Mayer are willing to work on Chapter inventory.

We need additional programs, please contact Al Baker if interested.

Meeting was adjourned 8:35 PM

Respectfully submitted, George Hickok, Secretary

HISTORIC S-2 NEEDS YOUR HELP

Since 1943, this workhorse spent its life working the docks and warehouses of Portland for the Northern Pacific Terminal Company and its successor, Portland Terminal Railroad. The Alco-built S-2 has been preserved by the Pacific Northwest Chapter, National Railway Historical Society (PNWC) since its 1993 acquisition.

After considerable effort, the diesel-electric switcher locomotive pictured in this article is now safely stored on newly built tracks at Antique Powerland Museum in Brooks, Oregon. The Oregon Electric Railway Historical Society has graciously agreed to be our landlord with the S-2 joining the PNWC’s Jordan Spreader and Flanger at our maintenance-of-way exhibit.

The PNWC is asking you to donate to a dedicated fund that will be used to hire a contractor to restore (sand blast and repaint) the S-2 to its former Northern Pacific Terminal Company livery paint scheme. PNWC wants to preserve the locomotive with a “mainline railroad quality” paint job that we can all be proud of and will protect this legacy for the next 20 to 25 years. Our fundraising goal is \$50,000. All funds raised in excess of the amount needed for S-2 restoration will be used for other restoration projects such as painting our Jordan Spreader.

The PNWC is a 501(c)3 tax exempt, non-profit organization headquartered in Portland, Oregon and is an Oregon Cultural Trust partner organization. (See page 11)

Please send your tax deductible donations to: PNWC-NRHS, S-2 Restoration, 800 NW 6th Avenue Room 1, Portland, OR 97209.



TWO IN A ROW

by Joe Harper

It's not too often that one gets to see two different steam engines actually operating, but late in August I had the opportunity to observe the narrow gauge 2-8-2 #19 doing its magic along the Sumpter Valley Railway in eastern Oregon. Then the next weekend, I also saw the former SP #2472, a 4-6-2, operating along the Niles Canyon Railway in the San Francisco Bay area.

For years I have wanted to visit the Sumpter Valley Railway but just didn't get around to going so I decided to just commit a full weekend and drive over to Baker, Oregon. It is a long drive from Centralia but along the way the scenery is varied and there are places to stretch ones legs. I arrived around noon at the departure spot of McEwen and spotted a notice that #19 was out on the line. I drove over to the town of Sumpter (about 5 miles west) and discovered the engine and freight consist just quietly sitting there. They offer the opportunity to be an "Engineer For A Day" and I had just come upon their lunch break. For the rest of the day I was fortunate to see the engine go back and forth and this allowed me to get a few pictures plus video and, more importantly, study the route for locations on Saturday and Sunday.

The original Sumpter Valley Railway was established in 1891 and operated very successfully well into the 1940s. The current Sumpter Valley Railway began it's restoration in 1971 and over the years many dedicated folks helped bring back the railway to the point it is at today. They have several restored passenger cars, plus enough freight equipment to run photo charters, and two steam engines in addition to diesel equipment.

I was fortunate to see engine #19 operate. It was originally delivered to the SVRR in 1920, sold to the White Pass & Yukon Railway, and then brought back by the SVRR.

The current trackage runs a bit over 5 miles and is mostly accessible but it is hard to photograph as the trains are always going East to West against the sun. If one works at it, you can still get some good shots. It would be very enjoyable to participate in a photo charter on this line in late October, after the tourist season is over. In that way, the engine could be operated early in the morning with the nose of the train facing the sun and working West to East for maximum photographic opportunities for morning shots and then reversed for the afternoon shots.

My two-and-a-half days chasing the train on all its trips allowed me to get some pretty good video footage. I bought tickets each day to support the Sumpter Valley Railway and they appreciated me doing that. This would be a great location for our Chapter to go too, perhaps next year, arriving on a Thursday and then having the railroad all to ourselves for Friday runs. We could ride the passenger cars for one trip and then do a freight trip with a bus chasing the train to pre-selected locations. All in all, I had a great time at the Sumpter Valley Railway and highly recommend it. There are many places to stay in Baker, Oregon. Check them out on their website: www.svry.com.

After a wonderful weekend enjoying the Sumpter Valley Railway, I headed down to a full weekend along the Niles Canyon Railway to participate in their special event. The former SP #2472 is currently located at the Niles Canyon Facility and has been fully restored there. Earlier this year, they brought the engine out for a public event that I missed. When it was announced they would be bringing the SP #2472 out again, I was not going to miss it.

They operated a special photo charter on Saturday morning (8.30.2008) with just the engine pulling three Harriman passenger cars. The engine operated early in the morning so we got the best lighting possible. Later, the engine pulled tourist duty in the afternoon. On Sunday, it sat on display at the Sunol Depot and then on Monday, (9.1.2008) the engine pulled public passenger trips.

I have been to the Niles Canyon Railway many times so I know where to position myself for the best photos. It is a *very narrow* railway and you have to work at it to get good shots. It was very hot and as I walked down the track to get away from the traffic I was rewarded with good locations and some very good action video. The folks at the Niles Canyon Railway do a great job at both running public trips and restoring equipment. If you have an opportunity to be in the Bay Area and have the time to stay over a weekend, then by all means wander over to the Niles Canyon Railway and enjoy their steam engines (they don't run all the time) and their classic and restored Western Pacific and Southern Pacific diesels. Check them out at their web site: www.ncry.org.

A wonderful way to enjoy old fashioned, steam-powered weekends, watching these two *old beauties* doing their magic. Nothing like "Two In A Row" to put a smile on one's face.



Left: Sumpter Valley #19 positioning near water tank at McEwen, Oregon.

Below left: Sumpter Valley #19 at the end of the easternmost part of the track near the depot at McEwen.

Below right: Sumpter Valley #19 about to back in to fill the water tender for another run to Sumpter.

(Photos by Joe Harper)



Former SP #2472 heading into Niles Canyon pulling a consist of three restored Harriman passenger cars. *(Photo by Joe Harper)*



Volunteers and Holiday Express 2008

The Oregon Rail Heritage Foundation's premiere event, Holiday Express 2008, promises to bring holiday spirit to the people who support our mission along with raising much-needed funds. All ORHF member organizations have the support of dedicated volunteers providing resources for this event. However, due to the size and duration of this event, we are asking you to consider volunteering and being a part of this great event.

An interest in trains would be nice...

However, our most successful volunteers have the following characteristics:

- * Exhibit high self-esteem
- * Possess interpersonal skills
- * Acquire pleasure in helping others
- * Enjoy being a part of a Portland holiday tradition
- * Are seeking a fun and rewarding volunteer experience

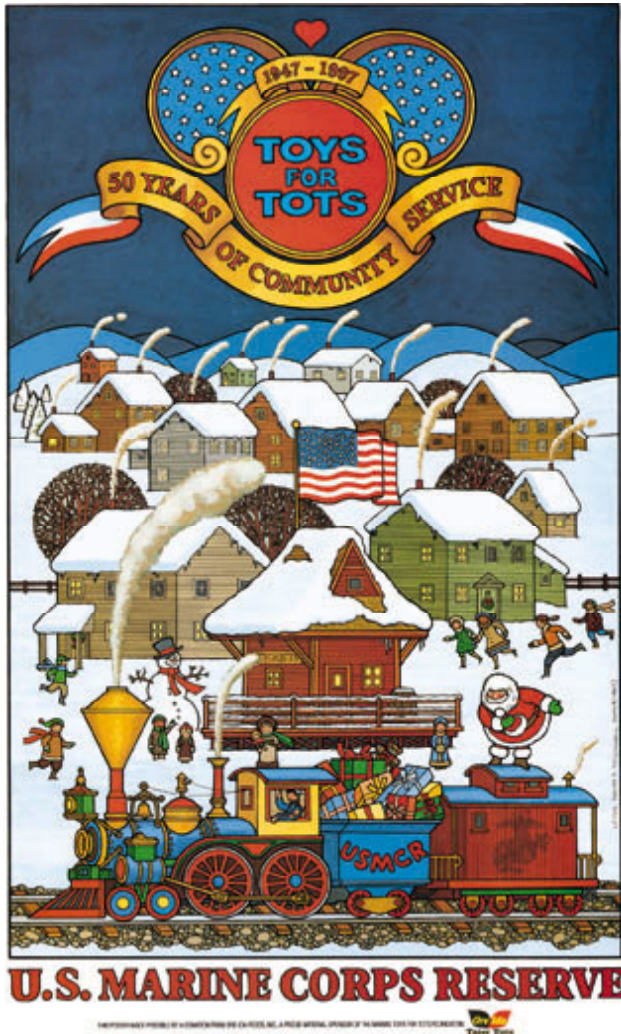
Event Location:

Holiday Express 2008 trains operate on the Oregon Pacific Railroad and depart from Oaks Park Station adjacent to Oaks Park in southeast Portland. All volunteer positions are located at the Oaks Park Station.

This year's event occurs December 5-6-7 & 12-13-14 and will entertain 10,000.

If you are interested in volunteering, you will find a link to the online job preference form on the Holiday Express 2008 web page located at www.orhf.org. You may also send an email to volunteer@orhf.org if you have any further questions. For those without email access, please drop a note with your telephone number to: ORHF, ATTN: Holiday Express, PO Box 42443, Portland OR 97242-0433.





Beat the December rush and have some fun in a toy department. Join in PNWC's 5th annual gathering of Train Toys for Tots. Last year we gathered 143 train-related toys for needy children. Bring your new toys to the December meeting or give them to any PNWC Board member or drop them at Room 1 during the Lending Library hours.

Every gift counts. Yours can count twice.

Add your support for Oregon's culture. 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**

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Chapter Officers

President	Arlen Sheldrake	503.223.7006
Vice President	Keith Fleschner	503.516.9272
Treasurer	Jean Hickok	503.649.5762
Secretary	George Hickok	503.649.5762
National Director	Edward M. Berntsen	253.383.2626

Chapter Directors-at-Large

Eileen Brazil	2008-2010	503.647.5667
Jim Hokinson	2008-2010	503.635.4826
Mark Reynolds	2006-2008	503.638.7411
Charles Stevens	2006-2008	503.692.6611
William D. Hyde	2007-2009	503.666.5530
Al Baker	2007-2009	503.645.9079

Committee Chairs

Activities	Vacant	
Archives	William Hyde	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
Chapter Home	Eileen Brazil	503.647.5667
	Al Hall	503.699.5042
Elections	Jim Loomis	503.253.3926
Membership	Diana Mack	503.723.3345
Flanger Restoration	Charles Stevens	503.692.6611
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- RAIL CAR REPAIR
- FLANGER AND S-2 RESTORATION
- LENDING LIBRARY
- MEETING SNACKS
- ACTIVITIES COMMITTEE CHAIR
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