

The

March 2010



Trainmaster

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



PACIFIC NORTHWEST CHAPTER TIMETABLE #572

Board of Director's meetings: March 11 & April 8, Thursdays, 9320 SW Barbur Blvd Suite 200, 7:30 pm (Note 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 (March 20) and also the following Saturday (March 27). It is also open every Monday morning from 10 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:

March 19 7:30 PM – Program: *TrainFestival 2009*, the official souvenir video, Steam Railroading Institute

April 16 7:30 PM – Program: *Locomotives of the Great Northern Railway*, Rick Piper

April 24 – Banquet: 5 PM social hour, 6 PM dinner, followed by program: *Trains, Planes, Wobblies and the Western Front* - Steve Hauff, Stockpot Broiler Restaurant, Beaverton

July 28– August 1 – Excursion: *Glacier Park Centennial*, www.pnwc-nrhs.org.

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

NOTABLE NON-CHAPTER EVENTS:

February 3 – March 13 *The Last Steam Railroad in America*, O. Winston Link exhibition, Charles A. Hartman Fine Art, Portland, Oregon, Tuesday-Saturday, 11 am-6 pm, www.hartmanfineart.net

March 13 *Winterrail 2010*, 9 am-10 pm, Stockton, California www.winterrail.com

March 14 *Western Rails*, Canada's Largest Railroadians Show, Burnaby, British Columbia, www.wcra.org

March 21 *Palouse Empire Rail Society Railroad Show & Swap Meet*, SEL Events Ctr, 9:30 am-3 pm, Pullman, Washington

March 27-28 *Spring Steam Weekend*, Niles Canyon Railway, Sunol, California, Golden State RR Museum, www.ggrm.org

April-Sept *Logging Train Rides*, weekends, Noon-4 pm, Point Defiance Park, Tacoma, Wash. www.camp-6-museum.org

April 3 *Easter Bunny Express*, Mt. Rainier Scenic Railroad, Elbe, Washington www.mrsr.com

April 30 – May 2 *Essexpress Railfan Weekend*, Izaak Walton Inn, Essex, Montana www.izaakwaltoninn.com, 406.888.5700

May 1-2 *North Coast Limited Restoration Project*, open house, noon-5, Yardley Yard, Spokane, Washington

May 1-2 *San Diego Steam Special II*, Los Angeles-San Diego, California ATSF 3751, www.goldenstaterails.com

May 8, *Amtrak's National Train Day*, 10 am-4 pm, Union Station, Portland, Oregon

May 9 *Mother's Day Lunch Excursion*, Garibaldi-Wheeler, Oregon 1 pm, Oregon Coast Scenic RR, www.ocsr.net

May 29 – September 26 *Chehalis-Centralia Railroad*, weekend 2-8-2 steam runs, www.steamtrainride.com

May 31 – October *Mt. Rainier Scenic Railroad*, Thursday = diesel, Friday-Saturday-Sunday = steam, www.mrsr.com

June 5-6 & 12-13 *Day Out With Thomas*, West Coast Railway Museum, Squamish, British Columbia, www.trainmuseum.org

June 11-13 *Dunsmuir Railroad Days*, Dunsmuir, California, www.dunsmuir.com

June 22-26, *Endless Mountain Rails*, NRHS 2010 Convention, Scranton, Pennsylvania, www.endlessmountainrails.com

July 4 *Fireworks Spectacular*, Oregon Coast Scenic Railroad, Tillamook, Oregon, www.ocsr.net

July 9-11 & 16-18 *Day Out With Thomas*, Northwest Railway Museum, Snoqualmie, Washington, www.wcra.org

July 10 *Rails to Ales Brewfest*, Cascade Rail Foundation, South Cle Elum, Washington, www.railstoalesbrewfest.com

July 13-17, *Northern Pacific Railway Historical Association Convention*, Spokane, Washington, www.nprha.org

July 14, *SP&S Railway Historical Society convention*, Spokane, Washington, www.spshs.org

July 24-25 & July 31-August 1 *Great Oregon Steam-Up*, Antique Powerland Museum, www.antiquepowerland.com

July 28-31, *Union Pacific Historical Society convention*, Boise, Idaho, www.uphs.org

August 21-22 *70th Annual Snoqualmie Railroad Days*, Northwest Railway Museum, www.trainmuseum.org

September 8 – 24 *Portland Rose*, Pendleton Roundup Centennial Special, UP Steam, www.uprr.com

September 11-12 *Steamfest & Classic Car Show*, West Coast Railway Assn., Squamish, British Columbia

September 25-October 1 *Rockies Steam Tour w/CPR 2816*, Calgary, Alberta – Vancouver, British Columbia, Society of International Railway Travelers, www.irtsociety.com

NOTABLE NON-CHAPTER EVENTS (cont.):

September 30-October 2, *SP Historical & Technical Society* Convention, Sacramento, California, www.sphts.org
October 2-8 *Rockies Steam Tour w/CPR 2816*, Vancouver, British Columbia – Calgary, Alberta, Society of International Railway Travelers, www.irtsociety.com
October 19-21, *Rail-Volution 2010*, Portland, Oregon, www.railvolution.com
January 2011, Brooklyn Roundhouse, yard vacated
June 9-13, 2011 *White Pass Railfan Week*, White Pass & Yukon Railroad, Skagway, Alaska, www.extra2200south.com
June 20-26, 2011, *Cascade Rails 2011*, NRHS Convention, Tacoma, Washington
January 2012, Brooklyn Roundhouse, vacated and steam locomotives moved

NOTES FROM A MEETING

Keith Fleschner, President

This time of year must be meeting season. A significant meeting that will happen a few days after I write this is the ORHF member organization open house. This represents the culmination of years of work by volunteers from a variety of organizations, including the Chapter. Continued progress on this is vital. We were just informed that the two trucking companies off Center Street, before you get to the yard, will be gone this summer. The *Holiday Express* consist will probably not return to Brooklyn after this year's *Holiday Express*. We need to continue to support the efforts of ORHF to develop a new home for the steam locomotives.

I also had the privilege of sitting in on a meeting of our website committee. Members are: Mark Whitson, webmaster; Ron McCoy; Christopher Bowers; Jim Long, who provides hosting for our site; George Hickok; and Jean Hickok who keeps everyone sane. If you haven't checked out the website recently, you should. New content is added all the time. We're fortunate to have such a tech-savvy group. Other organizations have to pay for work we're able to do in-house. The committee is working on new content and features to help keep the Chapter up-to-date. Take a look as you never know when you'll find something new.

If you haven't renewed your membership yet, doing so as soon as possible really helps us (and National) save the cost and work of second notice. We depend on your membership and support for our continued existence.

See you at the next meeting.

THOMASSON DONATION

Bill Thomasson, PNWC member since 1981, donated this pictured Flagger Kit case. Bill indicates that he acquired it some 15 years ago from a friend who obtained it while working for a now-defunct logging railroad east of Salem, Oregon. The red carrying case has compartments for flags on the left, fuzees on the top, and torpedoes in the small bottom compartment.

Doyle McCormack indicates that these kits were carried on both locomotives and cabooses and were used by crew members for flagging both ends of stopped trains. There are no railroad identifications on this case.

Thanks, Bill, for your very interesting donation.



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.

PNW SHORT LINES

by Arlen L. Sheldrake

I very much appreciate the comments I have received regarding the value of this column. I enjoy putting it together and I appreciate Steve giving me the space. The objective of this column is to give you rail-related news about the Pacific Northwest that you won't find in the normal, mass-media outlets. Occasionally, I will stray from this mission, but rarely. If you have such an item, send it to me: ashel-drake@comcast.net; thanks to all my sources.

Those interested in the *Northern Pacific Railway* will want to check out Stephen Thompson's website: www.earthseaimagery.com/npcollection. The site includes steam locomotive images from the 1930's through the late 1950's, with first generation diesel and streamliners as well. Tacoma, Washington is the center of the collection with images from Western Washington, Portland and a few from Idaho and Montana.

The City of Kendrick, Idaho began demolition of the former *Northern Pacific Railway* depot the week of January 11 and the job is expected to take a week. The depot opened on February 11, 1891; the community preservation effort failed as the property is needed for a City RV park.

The 2010 Winter Olympics came to Belmont Washington...well, sort of. Canexus Chemicals Canada, with a chlorine plant in the North Vancouver, British Columbia neighborhood of Maplewood, is storing 50 chlorine-filled, hazardous material rail cars on the *Washington-Idaho Railway* in Belmont during the Winter Olympics. On January 18, Canexus began building the \$250,000 barbed wire fence around the siding and is hiring six armed guards for round-the-clock security. During the Winter Olympics, the Canexus manufacturing plant closed for 30-40 days.

Congratulations to Steve Carter of Gig Harbor, Washington for winning second place in the 2009 *TRAINS/Canon Bridging the Gap Photo Contest* for his shot of the Columbia River Drawbridge in Vancouver, Washington. The photo is in the March issue, page 37. This location with the remodeled Vancouver *Amtrak* station continues, in my opinion, to be one of our premier train viewing spots. Steve has kindly allowed some of his excellent photos to be used in *The Trainmaster* (September 2009 and February 2010 issues).

Welcome to Kimberly A. Smith, Oregon Zoo's new director who started work March 1. Kimberly comes to the Oregon Zoo from the Brookfield Zoo in Chicago with 25 years comprehensive zoo experience. David Bragdon, Metro Council President (the Zoo is part of Metro) and a rail fan, assures me that Kimberly will get the word on how important the *Washington Park & Zoo Railway* is to the popularity of the Oregon Zoo, Oregon's number one paid tourist attraction.

The tourist train running between Anaconda and Butte Montana made its last run on November 29. The *Copper King Express*, operated by Patriot Rail Corp.'s *Butte, Anaconda & Pacific Railway* failed to attract sufficient passengers during its four years of operation.

Wallowa Union Railroad (WURR) may be looking for someone to operate their passenger trains. After six years of losing money on its passenger operations, the Railroad Authority is looking for a solution. Currently, revenue is bolstered by rent from storage of 1,980 centerbeam (some departed in February) rail cars from *Union Pacific Railroad*. The rail cars are stored west of Wallowa to Joseph leaving the line to Elgin open for passenger trains. The WURR is home to the former Lewis & Clark Explorer RDC units.

With little more than some placards on TriMet buses, the Westside Express Service (WES) noted its first anniversary of operation on February 2. Approximately 1,100 riders a day use WES between Beaverton and Wilsonville.

The Oregon Historic Property yearly open house requirement for tax benefits is also history as the Oregon Legislature passed SB 192 during the 2009 session dropping the requirement.

The Simpson Lumber Company railroad bridge over Goldsborough Creek washed out in the flooding of December 2008 has been replaced and is operational for the Shelton, Washington-based timber railroad beginning February 9.

Dave Brown reports that the Columbia River Maritime Museum began work in January to stabilize and repair damage from an earthquake that occurred a couple of years ago to their 1924-built *SP&S* Astoria Railway Depot. The Museum uses the BN-donated building for storage. Dave also reports that the *Astoria Riverfront Trolley* operations are temporarily halted due to a 3-ton weight limit restriction on the 11th Street crossing/trestle.

Most times I'll let the calendar entries speak for themselves, but the May 1-2 North Coast Limited Restoration Project open house is special. This is your opportunity to visit PNWC's *Mount Hood* sleeper/lounge 600 sister SP&S 601, the *Mount St. Helens*, and six to eight other former NP North Coast Limited cars in the Mike Gelhaus collection. Spokane's Yardley Yard is one block east of Havana Street on Wisconsin Avenue; the event is free. See page 4 of the January 2009 *Trainmaster* for more information about this collection.

The bankrupt Cascade Grain Products ethanol plant at Port Westward near Clatskanie was purchased by JH Kelly LLC Ethanol of Longview, Washington. The plant went into operation in June 2008 and shut down in January 2009 as a result of production problems and market conditions. The June 2008 *Trainmaster* featured a picture of the plant and an article about the planned two 110-car unit corn trains that were expected weekly to serve the plant on *Portland & Western Railroad's* Astoria line. The future of the ethanol plant has not yet been determined.

More changes coming this summer at the Brooklyn Roundhouse as TP (Tillamook Portland) Freight's lease is being canceled and they will be gone by July, with that building removed as the *Union Pacific* intermodal yard expands.

The Clackamas, Oregon-based Oregon Iron Works United Streetcar division is working on orders for 13 streetcars; six for Portland, Oregon and seven for Tucson, Arizona.

Mt. Rainier Scenic Railroad announces that all MRSR trains for 2010 will depart from the Elbe train depot now that the flood-damaged bridge is back in place.

On February 15, TriMet posted the Portland-Milwaukie Light Rail Project Conceptual Design Report online at www.trimet.org/pm/planninganddesign. Take special note of what is being called the Innovation Quadrant with ORHF prominently noted in figure 25.

VOLUNTEER HOURS

If an army runs on its stomach, an organization like the Pacific Northwest Chapter runs on the hours volunteers are willing to contribute. Jim Hokinson is managing our volunteer hour tracking and reports the following calendar year totals:

2006 = 5920	2008 = 7023.5
2007 = 5527	2009 = 8335.25

This tracking of volunteer hours is important to provide solid creditability for securing grants and showing the community the extent and depth of our commitment to railroad history.

Jim can only report those hours that you submit to him. Hours may be submitted by email: jhokinson@comcast.net or by USPS mail: PO Box 24, Lake Oswego OR 97034. Hours may be reported by event, by activity, or by month.

Many thanks to all the hard working PNWC volunteers and especially those reporting their valuable time donations that are represented in these growing totals.

Note: this tracking process began in 2006 so totals for previous years are not available.

A LOOK BACK AT PNWC's 2009

For those who missed the excellent *Year In Review* slide show (641 slides!) developed and delivered by Christopher M. Bowers at the December membership meeting, here is a summary:

Twelve monthly membership meetings were held with the following topics:

- January: Potluck, officer & director election, budget approval
- February: *What Happened to the MagLev High Speed Rail Dream*, Mark Reynolds
- March: *Mining for Jewels in the PNWC Archives*, Bill Hyde
- April: *America & the Passenger Train, 1830s – 2008*, a DVD
- May: *German Narrow Gauge in Slovakia*, Ed Immel
- June: *Oh Shay Can You See, Ephraim's Logging Locomotive*, Steve Hauff
- July: *Sumpter Valley Railroad*, author Alfred Mullet
- August: *Man Versus Metal, the Technology, Science, & Tools Used to Finish the 39 Story*, George Hickok
- September: *Oregon Coast Scenic Railroad*, Aaron Zorko
- October: *NRHS Adult RailCamp*, Al Baker
- November: *A Virtual Tour of PNWC's Rolling Stock*, Keith Fleschner
- December: Potluck, officer/director election, budget approval, Train Toys for Tots collection & year in review

Thirteen issues of the *Trainmaster* monthly newsletter were published with a total of 156 pages (12 pages per issue), of which 55 were in color. A total of 13 inserts were included with the newsletters. One special issue was published to honor the 50th anniversary of the Washington Park & Zoo Railway's steam locomotive *Oregon*. Eight pages of the 12-page issue were printed by Metro and were used as a handout at *Oregon's* birthday party. Two new monthly features were added this year: historical pictures from the extensive PNWC Archives and PNW Short Lines featuring rail news about the Pacific Northwest. Paper copies of the *Trainmaster* are mailed to each NRHS chapter in our Northwest Region. Electronic copies are shared with other requesting chapters.

A total of 8335.25 volunteer hours were reported by our 297 members in support of various Chapter projects.

Member and guest events included a picnic on the Washington Park & Zoo Railway at the Oregon Zoo and a tour of the Brooklyn Roundhouse, the home of the SP&S 700 and SP 4449.

During the year, a major upgrade was made to our Web presence (www.pnwc-nrhs.org), making it visually much more attractive as well as making it easier to maintain.

Our Concessions Team did sales at eight events during the year, including: Northwest Ag Show, SP&S Historical Society Swapmeet, Willamette Model Railroad Swapmeet, Camp 18 Logging Modeler's Congress, Willamette Cascades Swapmeet, Amtrak's National Train Day at Portland Union Station, Multnomah Falls Gorge Fest, and Great Oregon Steam Up at Antique Powerland Museum.

After 13 months of intensive volunteer hard labor, the scrapping of our second Alco S-2, former Portland Terminal Railroad #39, was completed in June.

January 28, members got a preview ride on the Westside Express Service (WES) commuter rail line which uses Colorado Rail Car DMU rail cars. During the grand opening January 30, PNWC provided a booth that focused on the extensive history of the Oregon Electric line.

In April, our 28th annual banquet was held with a Bruce Carswell presentation about his year's railroading in Australia. Charles Stevens was presented with our Jack Holst Member of the Year award.

May 9, PNWC provided a rail information booth and tours of the Mount Hood sleeper/lounge for 5,000+ Amtrak National Train Day attendees at Portland's Union Station.

The Meadows and Lake Kathleen Railroad was the destination of a May 16 excursion enjoyed by 45 participants.

Partnering with the Oregon Zoo, PNWC helped the Washington Park & Zoo Railway celebrate the 50th birthday of the steam locomotive *Oregon* on June 20.

During the first weekend of the Great Oregon Steam-Up, new permanent interpretive signs were unveiled on our Jordan Spreader and Flanger displays at the Antique Powerland Museum. During the year \$11,000 was raised to cosmetically restore the Alco S-2 #36 also displayed at that location; fund-raising continues.

During the year, outreach/information booths went to many events, including: Amtrak's National Train Day at Portland's Union Station; Great Oregon Steam-Up at Antique Powerland Museum; and Family Day at the Oregon History Museum.

As one of the partner organizations making up the Oregon Rail Heritage Foundation, PNWC members spent a great deal of time working to make the 5th annual *Holiday Express* the success it was. The event uses two PNWC coaches and the *Mount Hood* sleeper/lounge in the consist.

This slide show CD is available for member checkout from the PNWC Library.

@your library[®]



Hundreds of railroad-related books and hundreds of railroad-related videos await your checkout as a member of the Pacific Northwest Chapter. Yes, this is one of the many benefits of your membership.

Your library is located in Room 1 of the Annex building at Portland's Union Station and is easily reached by bus or MAX light rail. Affordable street parking is also available or you can park in the nearby Smart Park Station Place garage.

Your PNWC Library is open on each of the two Saturdays following the membership meetings from 1 to 4 pm. It is also open each Monday morning from 10 am to noon.

Come on down and browse our collection.

PNWC – NRHS MISSION

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

CABOOSES, CABOOSI (?), CABEESE (?)

A plea for advice and/or helping hands on an authentic Spokane Portland & Seattle caboose:

Mr. John Hartung, a native of North Junction, Oregon, contacted the Chapter in search of volunteers who might be interested in helping paint the SP&S logo and car number on a wood-bodied SP&S caboose located on his property near the Oregon Trunk Railroad in the Deschutes River canyon. This caboose, #731, is believed to have been built in 1921. Mr. Hartung became the owner when the flood of 1996 floated the caboose onto his property from his neighbor's land. Hartung remarked, "The neighbors didn't want to bother with the rehab and gifted it to me...it was in pretty sad shape, quite a mess, broken and full of mud and sand, laying on its side."

Mr. Hartung has taken seriously the responsibility of preserving this rare caboose. He was hopeful of making it part of a living history exhibit focusing on that section of the railroad. Unfortunately, the Wasco County Planning Department recently took an interest and is currently putting him through what he describes as "some rigorous hoops". The future of the caboose is not assured, even though it has been at North Junction for over 50 years. Having the caboose in restored condition can only help the cause.

A great deal of work has already been done to restore the caboose. It has been righted, leveled, cleaned and painted in the original red. Wood has been restored as have the windows. Other than repainting the lettering, there are finishing touches such as metal work but the painting is the current project. The outline of the authentic lettering is visible thanks to sand that was apparently added to the white paint.

If you have any advice for John, or if you are interested in doing a little work (as little as one afternoon), please contact him by email at bluhwy@easystreet.net or call 503-780-7040.

Photos by John Hartung, text by Ron McCoy.



AND, AVAILABLE IN LEBANON, OREGON

This car was utilized for several years as a kid's playroom at a McDonald's near the Yelm exit of Interstate 5 near Olympia. I don't know the present interior configuration or condition, nor whether the car was gutted inside or mostly left intact. It is believed to be one of perhaps 30 cars rebuilt about 1945 from 1903-era boxcars. I also don't yet know its former NP car number, nor whether the trucks under the car go with the carbody, if it is acquired by another person or entity. It may be just sitting on *shop trucks* to permit ease of movement within Rick Franklin Corp.'s rail yard. For information contact: Ed Berntsen, 253-383-2626, emb@railmove.com



TRIMET'S NEW (OLD) RDCs

TriMet's former Alaska Railroad Budd RDC cars 702 (RDC-3m) and 711 (RDC-2) are shown below in Wilsonville at the Westside Express Service (WES) service facility in January 2010. TriMet plans to retrofit the cars and put them into backup service by summer 2010.

ARR 702: Built May 1953, Budd Company, Red Lion, PA, RDC-3, Builder's # 5819

New Haven (NH) 129, RPO section removed in 1968, transferred to

Penn Central in January 1969 (merger), new number PC 96 not applied before the car was taken out of service as of July 1972 and sold to

PennDOT, renumbered PennDOT 9170 and leased to

PAT/SEPTA in 1976, stored at SEPTA's ex-RDG Wayne Junction shops (North Philadelphia) and cannibalized in September 1983, sold to

Alaska Railroad in 1985 and renumbered ARR 702. Rebuilt by Morrison Knudsen in January 1986 at Boise/Hillcrest, Idaho and rebuilt without the RPO section, current model designation RDC-3m.

ARR 711: Built September 1952, Budd Company, Red Lion, PA, RDC-2, Builder's # 5609

New Haven (NH) 121, transferred to

Penn Central in January 1969 (merger), new number PC 82 not applied before being sold to

Amtrak about 1973; renumbered Amtrak 36, rebuilt in RDG shops Reading PA; leased to

ConnDOT July 1980, sold to

Alaska Railroad in 1986, renumbered ARR 711, rebuilt by Morrison Knudsen in May 1987, at Boise, ID.

(Car histories provided by Ed Berntsen; photos by Arlen Sheldrake.)



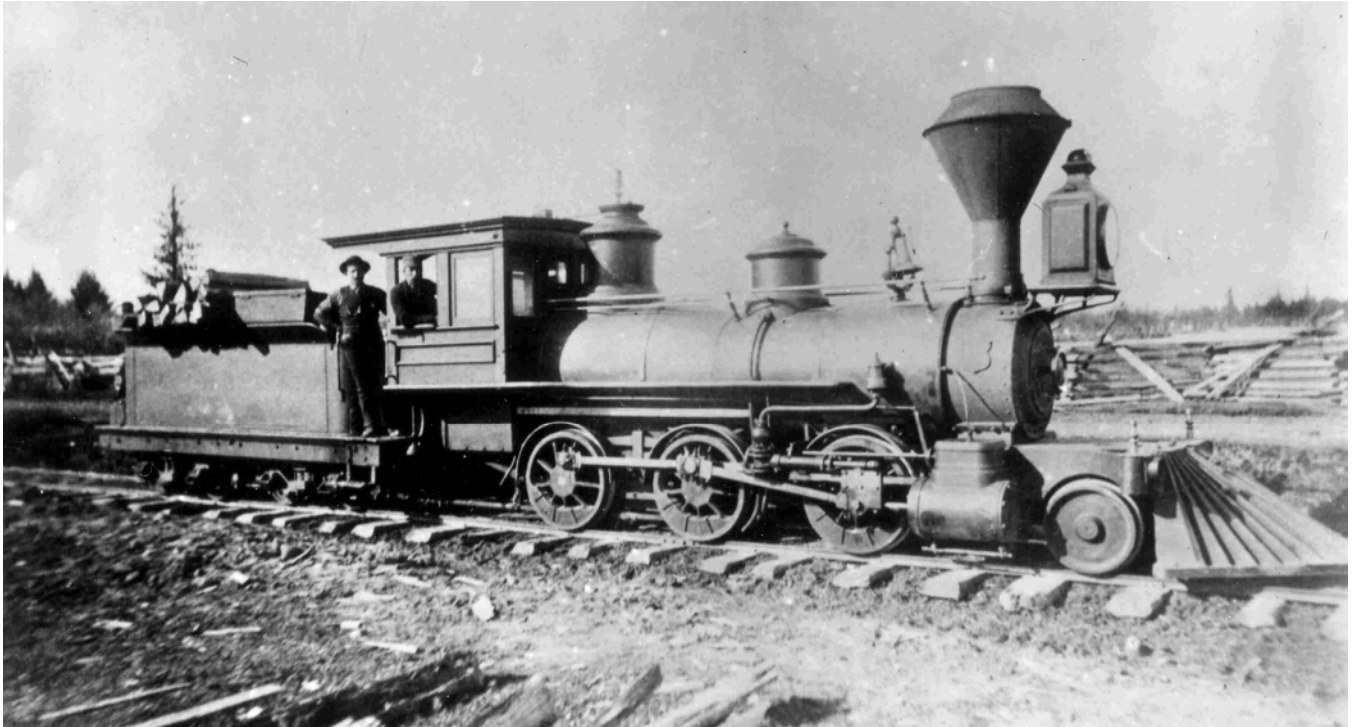
TILLAMOOK DEPOT

The dilapidated former Southern Pacific Railway Station that served Tillamook from 1915 to 1982 faces an uncertain future as the Port of Tillamook Bay has other uses for the land. The Oregon Coast Scenic Railroad is evaluating preservation depending on the viability and cost of moving the station. Pictured outside the station is equipment from Rick Franklin Corp. that was used to load boxcars on trucks for highway movement to Banks. A March 1977 station photo can be found on page 215 of the Austin/Dill, *The Southern Pacific in Oregon* book.

Photo taken February 9 by Arlen Sheldrake.

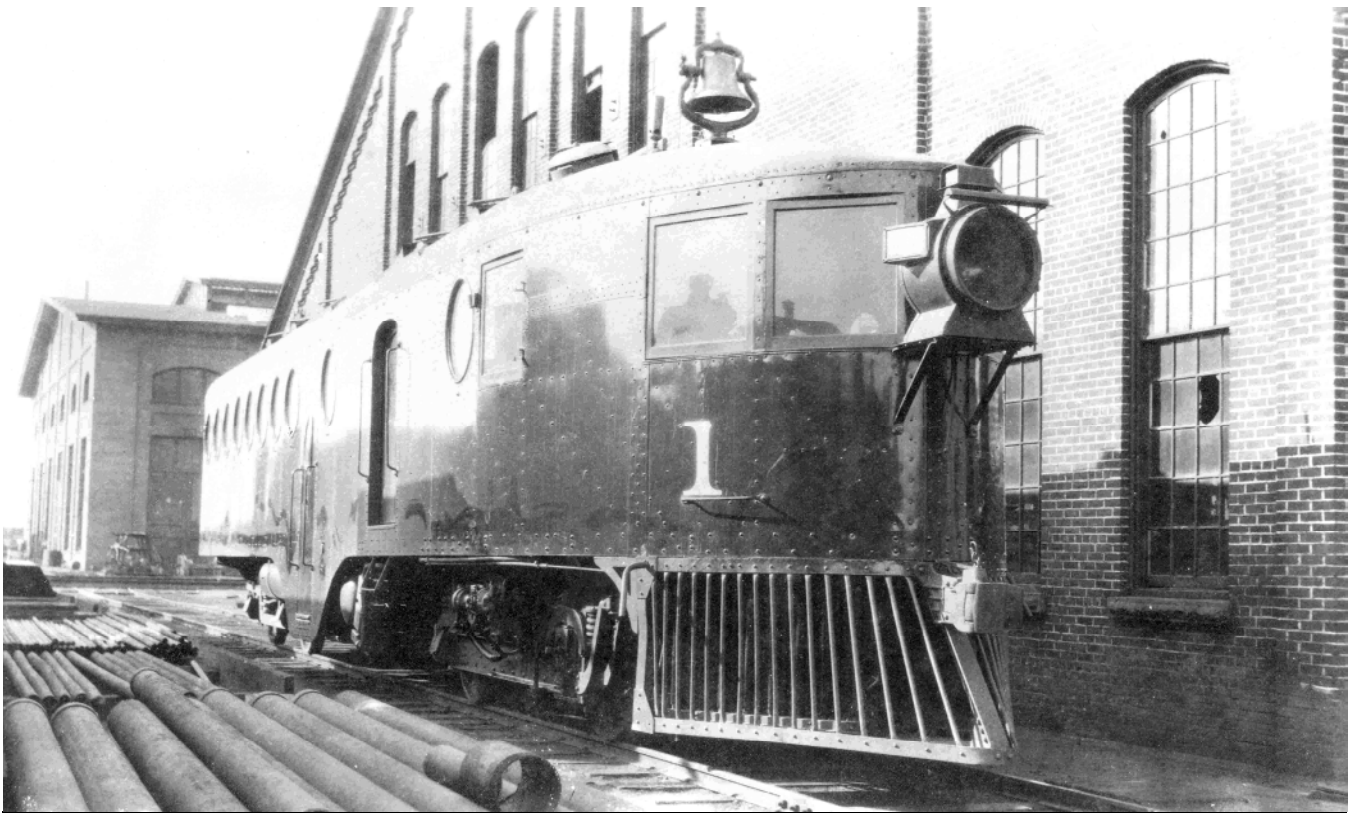


FROM THE PNWC ARCHIVES



Above: A Porter mogul at an unknown date and location. Compare this domestic locomotive to the export Porter shown in the top photo on page 2 of the January, 2010 *Trainmaster*.

Below: Espee's #1, McKen motor car. The 1908 car originally carried #20 and served the railroad until being retired in July, 1920. The McKen cars were powered on a single axle and featured a 200 HP, 6-cylinder (10"x12"), variable speed motor, connected to the drive-axle via a 2-speed gearbox and chain. The car weighed 32 tons and was 55 feet long. *Photos, Walt Grande collection, PNWC-NRHS*



JANUARY MINUTES

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

Meeting called to order at 7:38pm.

Keith welcomes everyone in the New Year.

Welcome to guest Louise Allen, Olive Schuler's daughter. Welcome to guests Lance Ball & Randy Roads.

November membership meeting minutes – Doug Auberg made motion to accept minutes. Motion 2nd by Al Hall. All members present approved.

Treasurer's report - George Hickok reported some highlights of 2009. The IRS late fee was waived due to U.S. Postal Service delay. 84 donation letters sent during the 2009-year for S2 Restoration, etc. We received contributions from 65 different donors. A Profit & Loss statement will be available to report at the next membership meeting. Columbia Funds investments did better in 2009 versus 2008 due to the economy. November and December checking account balanced. Most funds in checking account were spent on ordinary and usual expenses during these two months. Bryan Ackler moved to accept the Treasurer's report as presented. Al Baker 2nd the motion. All members present approved.

National is changing the Yearbook issue of the *NRHS Bulletin*, the 2008 issue (which is yet to be mailed) will be the last printed issue. The 2009 and later issues will be available electronically. Regular issues of the *Bulletin* will continue to be mailed.

Keith thanks everyone, plus board members and officers for all that you've done in 2009 and in the past. Thank you to our new board member – Randy Rock. Thank you to our retiring board members – Bill Hyde & Arlen Sheldrake – for all that you have done and your continued involvement with the Chapter.

In March 2009 Keith received a call from a Chapter member having captured a metal thief. The legal proceedings were finally ended Wednesday. The person pleaded guilty.

Jim Long reported the Excursion committee brainstormed for ideas. One idea is the Centennial Celebration of Glacier National Park. Jim is working on creating an exciting package for a 5-day trip from Portland Union Station to Glacier Park Montana on Amtrak, 3 days and 2 nights possibly at The Izaak Walton Inn, Essex, MT. The Excursion committee is asking for budget authority by the membership to modify the budget by \$16,000 for expenditures. This was presented to the Board and approved. Motion by Jim Hokinson to approve change in budget for this excursion. Motion 2nd by Daryl Mack. All members present approved. Per Jim, the approximate cost per person may be around \$849. Planning on the dates of July 28-August 01, 2010. More information to come later.

S2 Restoration Project – Per Ron McCoy, last month the donation level was \$12k and has now moved over \$13k to \$13,109.00. Thank you for those that have donated. Your continued help with this project to reach our \$40k goal is appreciated.

Programs – Tonight's program is a video about Glacier Park Lodges by Jim Long. Next month is a video "Train Festival 2009", the official souvenir video by the Steam Railroading Institute. Do you have any program ideas? Give your ideas to Al Baker

Al Hall reported on a few swap meets coming up. One is on January 23rd, the Spokane Portland Seattle Historical Society Swap Meet at the Holiday Inn Convention Center in Portland, OR. On January 26-28, 2010 is the Northwest Agricultural show at the Portland Expo Center in Portland, OR.

Keith Fleschner, Mark Reynolds, George Hickok and Randy Rock will be attending the Financial Stewardship Resources, Non-profit Board Training in Corvallis, OR on January 23-24, 2010.

2011 NRHS Convention – The Tacoma Chapter will be hosting the 2011 National Railway Historical Society (NRHS) convention, "Cascade Rails 2011" on June 20-26, 2011.

Volunteer Hours – Jim Hokinson – To Chapter members who volunteered for the Chapter during 2009, please submit time and task/activity as soon as you can so Jim can report to National. Contact Jim for a Volunteer Time Report sheet.

The 60th anniversary of the Mt Hood is coming up next month. The Mt Hood was built in February 1950 by Pullman Standard for Spokane-Portland Empire Builder service.

National Train Day is set for May 08, 2010 at Union Station in Portland, OR

Meeting adjourned at 8:32pm.

Respectfully submitted by Jean Hickok, Secretary.

S2 #36 Restoration Fund

DONORS

GOAL **\$40,000**

Golden Spike level: \$1000 and up

John & Lois Sheldrake♥, Rita & Arlen Sheldrake,
Jim & Valinda Hokinson, Gordon Zimmerman,
Tom Steeves, George & Jean Hickok, Anonymous

Rail level: \$500 to \$999

Darel & Diana Mack, Al & Judy Hall,
Steve & Mimi Cogswell

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

Roberta Ballard*, Al Baker, Todd Landwehr,
Chuck McGaffey, Friends of SP 4449*,
Kent Hutchens, Bill & Teresa Hyde
Misc. Public Donations

Tie Plate level: \$50 to \$99

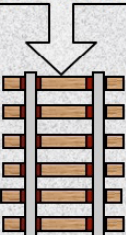
Phil Barney, Robert Wenzel, Thomas Barrett,
Ron McCoy & Christopher Bowers, Mark Whitson
Doug & Tammy Auburg

Steel spike: \$1 to \$49

Ted Ahlberg♥, Thomas Vandegrift*, Jim Long,
Gerald & Olive Schuler, Monica Winkley*
(♥= In Memoriam * = non-member)

**\$14,250
raised!**

as of 2-12-2010



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

Add your support to this worthwhile project.

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

**Oregon
Cultural
Trust**

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

Chapter Officers

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

Chapter Directors-at-Large

Randy Rock	2010-2012	360.574.9083
Al Baker	2010-2012	503.645.9079
Ron McCoy	2009-2011	503.310.4811
Christopher Bowers	2009-2011	503.577.0063
Eileen Brazil	2008-2010	503.647.5667
Jim Hokinson	2008-2010	503.635.4826

Committee Chairs

Activities	Ron McCoy	503.310.4811
Archives	William Hyde	503.666.5530
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

Chapter Home	Keith Fleschner	503.516.9272
Elections	George Hickok	503.649.5762
Excursions	Jim Loomis	503.253.3926
Flanger Restoration	Jim Long	503.313.7382
Library	Charles Stevens	503.692.6611
Meeting Programs	Bob Weaver	503.654.4274
Membership	Al Baker	503.645.9079
Rolling Stock	Diana Mack	503.723.3345
	George Hickok	503.649.5762
	Keith Fleschner	503.516.9272
Chief Mech. Officer	Peter Rodabaugh	503.771.8545
Car Rental Agt	Bob Jackson	503.231.4808
Safety Officer	Keith Fleschner	503.516.9272
S-2 Restoration	Mark Reynolds	503.638.7411
Webmaster	Jim Long	503.313.7382
	Mark Whitson	503.533.7005

The Trainmaster is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members. Articles which appear in *The Trainmaster* does not express the official position of the organization on any subject unless specifically noted as such.



Material from *The Trainmaster* may be reprinted in other publications provided credit is given as to the source, except in cases where the article originated in a third party publication and special permission was given to *The Trainmaster* to print the article here. Please address contributions and correspondence to:



Attn: *The Trainmaster* Editor
PNWC-NRHS, Union Station, 800 NW 6th Ave Rm 1
Portland OR 97209-3794
Voice: 503.226.6747 Fax: 503.230.0572
Chapter email: pnwc@pnwc-nrhs.org
The Trainmaster email: trainmaster@pnwc-nrhs.org

Website: <http://www.pnwc-nrhs.org>

ISSN: 0041-0926

Editor	Steve Hauff	360.457.8653
Circulation	George Hickok	503.649.5762
Mailing/Distribution	Jean Hickok	503.649.5762
	George Hickok	503.649.5762
TM Laison	Arlen Sheldrake	503.223.7006

Please note correspondence containing address changes on the exterior of the envelope for fastest processing.

NON-PROFIT ORGANIZATION
U.S. Postage
Paid
Portland, OR
Permit No. 595

The *TRAINMASTER*
Pacific Northwest Chapter
National Railway Historical Society
Union Station
800 NW 6th Avenue Room 1
Portland OR 97209-3794

Address Service Requested

Bill of Lading

Calendar.....	Page 1
Notes from a Meeting.....	Page 2
Snack Sign-Up.....	Page 2
Thomasson Donation.....	Page 2
PNW Short Lines.....	Page 3
Volunteer Hours.....	Page 4
Year in Review.....	Page 5
Library.....	Page 6
Mission Statement.....	Page 6
Cabooses.....	Page 7
TriMet RDCs.....	Page 8
Tillamook Depot.....	Page 8
Photos From the Archives.....	Page 9
January Minutes.....	Page 10
S-2 Restoration Fund.....	Page 11
Oregon Cultural Trust.....	Page 11

