

The

September 2010



Trainmaster

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



Mount Emily's Annual by Martin E. Hansen



We have had long hot days,

No weeping firebox stays,

Only steam building in sun's rays..

Here is how we do this...

We just successfully finished our annual Federal Railroad Administration (FRA) inspection of Mount Emily #1 at the City of Prineville Railway. This was a three-day event as the FRA used us as a training facility for a new inspector.

Never underestimate the work of the FRA as it does a thorough job of inspecting steam locomotives for service. This included our veteran FRA inspector going in the barrel of the boiler on top of the boiler tube bundle to do his inspection. It's a tight fit and not for anyone who has a fear of small, confined spaces. We pulled the dome lid and the throttle to allow him the chance to crawl in the barrel to complete the internal inspection. With that successfully completed,

he left to inspect the UP at Klamath Falls while we got the engine ready for his return on the second day. This gave us time to not only reinstall the throttle but to lap the throttle in. With the throttle lapped in, we then reinstalled the dome lid and a new seal and torqued down the studs to the proper setting.

Next, we put water back in the boiler and lit a fire to warm the water. The next day was set for the hydro test of the boiler when the inspectors returned. The water should be warm for the hydro to reduce the stress on the surfaces and stay bolts. On day two of the FRA inspection, we spent the morning hooking up the pump and water to the boiler in

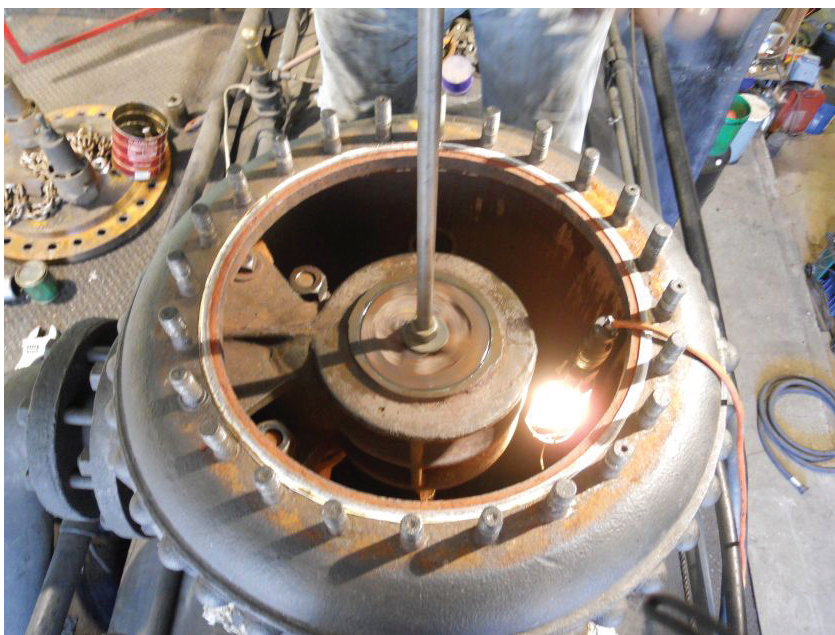
preparation for the hydrostatic test that afternoon. As our boiler is rated at 200 PSI, the test must be performed with water pressure 25% over that, or 250 PSI. We hooked up the pump to the blowdown valve that feeds into the bottom of the mud ring on the boiler. Water was hooked up to the pump to allow us to pump more water into the boiler to fill it the rest of the way and increase the pressure to 250 lbs.

A second pressure gauge is used during the test in addition the pressure gauge in the cab. I mounted this second gauge to the whistle fitting so we could read the water pressure from outside the cab as we ran the pump during the test.

When the FRA inspectors returned in the afternoon of day two, we were ready for them. One inspector crawled inside the firebox to check the staybolts and tubes during the test while I showed the other inspector around the outside to watch for any water leaks. I had opened the smokebox before they arrived so we could look for any weeping tubes in the front flue sheet.

With everyone in place, we started the pump with air and pumped water into the boiler and watched the pressure gauge rise to 250 PSI. Pressure was held there while the 2 inspectors and I looked inside and out for any leaks. None were found anywhere and the boiler was declared sound.

On the third and final day of our FRA annual inspection, we got started at 6:30 AM by lighting off the boiler and building pressure up to full 200 PSI operating pressure. This takes several hours so as to keep the stress on the boiler to a minimum. While pressure was building we went about preparing the big 90-ton Shay for the final tests. An air pressure gauge was installed on the air reservoir so we could perform the orifice test of the air brake system. We



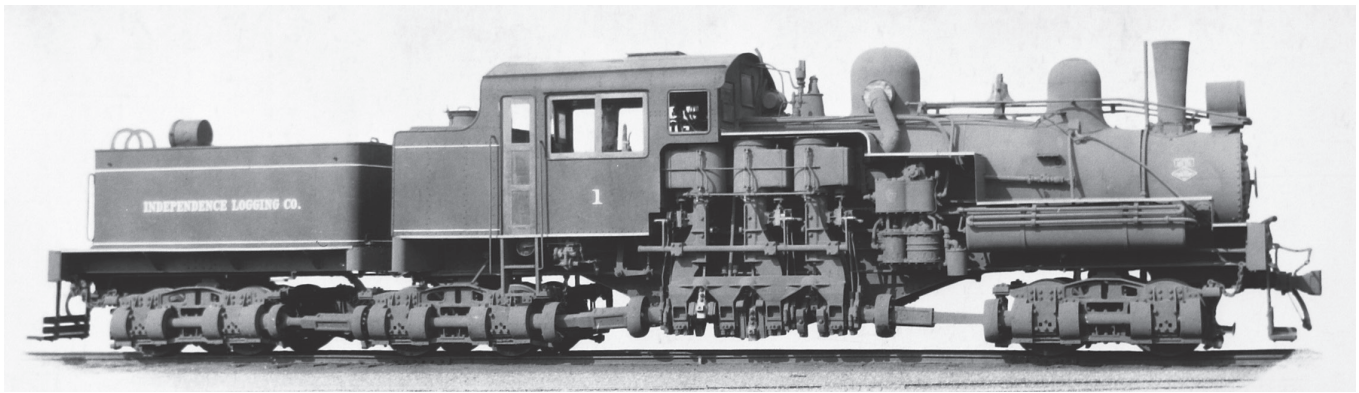
also stenciled the date on the reservoir to show when we had ultrasounded the tank to make sure the correct thickness of material was still present. We also put a “gag” on the #1 safety pop valve. This would allow us to test valve #2 to make sure she lifted at 204 PSI and shut down at the correct pressure. We still had the steam gauge mounted in the whistle valve so we could read the pressure from outside the cab.

By the time the FRA inspectors arrived, we had boiler pressure up to 200 PSI and we set off to test the pops. #2 lifted at 204 PSI and shut off at 200 lbs as she should. We then removed the gag and tested the #1 valve. She lifted right at 200 PSI and shut off at 196 PSI as she should. Next the orifice test was performed and all passed on the brake system successfully. The steam gauge was removed from the whistle valve and the whistle re-installed.



While not part of the normal FRA annual inspection, we invited the FRA inspectors to come along for a shakedown ride. Scotty and I filled all the oil reservoirs, packed grease into all fittings and activated all cab appliances. With a shot of steam out the cylinder cocks and a blast from the whistle, we roared out of the yards (yes, at only 15 mph).

We took the inspectors three miles down the line to the recently completed new freight depot. This was a product of a grant of several hundred thousand dollars of *ConnectOregon* funds given us by the State of Oregon. This multi-building facility gives us the opportunity to capitalize on the fact that the City of Prineville Railway connects with both the BNSF and UP. We can use that to compete on rates between the two carriers. The new freight depot gives us the complete flexibility to transfer all kinds of products from trucks



Mount Emily facts: Built 1923, C/N 3233 by Lima Locomotive Works; tractive effort = 35,000 lbs; original cost = \$28,070. Owned by the Oregon Historical Society, maintained and operated occasionally by volunteers; located in Prineville Oregon on the City of Prineville Railway.

LIMA LOCOMOTIVE WORKS, INCORPORATED
LIMA, OHIO

Class: 80—3 Truck Shay Geared Rear = 61"
(Wash) Road No. 1
 Built for INDEPENDENCE LOGGING CO.

GAUGE OF TRACK	DRIVING WHEEL DIAMETER	FUEL KIND	CYLINDERS			BOILER		FIREBOX	
			NO.	DIAMETER	STROKE	DIAMETER	PRESSURE	LENGTH	WIDTH
4'-8½"	36"	OIL	3	13½"	15"	49½"	200 LBS.	72¼"	54¼"
WHEEL BASE			MAXIMUM TRACTIVE POWER	FACTOR OF ADHESION	TUBES				
DRIVING	ENGINE	ENGINE AND TENDER			NUMBER	DIAMETER	LENGTH		
4'-8"	32'-2"	44'-8¾"	35100	5.41	196	2"	12'-5¼"		
AVERAGE WEIGHT IN WORKING ORDER, POUNDS			GRATE AREA SQ. FT.	HEATING SURFACES, SQUARE FEET					
ON DRIVERS	TOTAL ENGINE			TUBES	FIREBOX	TOTAL			
190000	190000		27.2	1268	116	1383			

Capacity, Water 3000 Gallons Fuel 1200 Gals.

Photos this page: Hauff Collection

to rail cars and vice versa. The Governor of Oregon will be coming soon to dedicate the freight depot and we will have the Shay out for the ceremony.

With the outside temperature hovering at 95 degrees, the trip was kept short and we headed back to the roundhouse to tie up the Shay.

I hope you have enjoyed this small look into one aspect of what steam crews go through behind the scenes to provide the thrill and nostalgia of steam locomotives operating in the 21st Century.

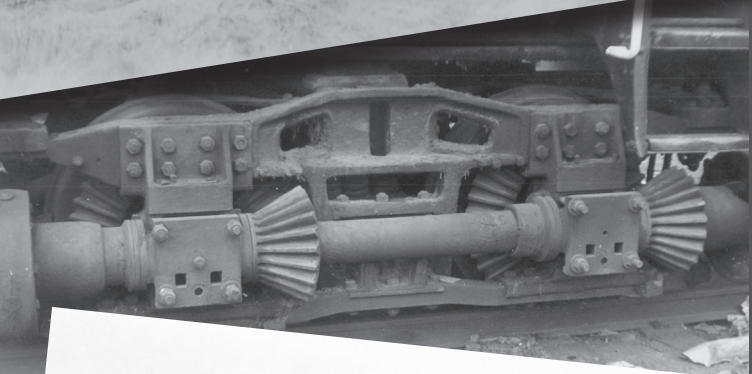


Martin resides in Bend Oregon and is a long-time volunteer working with the Mount Emily as well as the SP 4449, the Friends of SP4449 and the Oregon Rail Heritage Foundation and has many spent years on the steam crews of Mount Rainier Scenic Railroad, Oregon Coast Scenic Railroad, Sumpter Valley Railway and the McCloud Railroad.

This article was originally posted in multiple segments by Martin in July on the Trainorders.com listserv and he graciously agreed to have it published in The Trainmaster along with some of his excellent photographs.

The Portland Sojourn

Photos: Hauff Collection



Emily at Cass

Photos by Steve Hauff



Endless Mountain Rails 2010

by Tom Smith

The annual NRHS 2010 Convention held in Scranton, Pennsylvania, June 21-26 and hosted by the Lackawanna & Wyoming Valley Chapter, offered something for almost everybody: steam, diesel, electric, rare mileage, and narrow gauge. It was no surprise that most events quickly sold out. Even without the Convention, Scranton is a powerful railfan magnet, as it is the location of the National Park Service's Steamtown National Historic Site, the Electric City Trolley Museum, and the all-Alco Delaware-Lackawanna Railroad.

Seeking a little variety in the familiar Empire Builder route, my wife and I took the Talgo to Seattle, and boarded the Empire Builder there. I hadn't been over the northern route in more than two decades. Despite a sold-out train, we received excellent service and an efficient dining car crew fed everyone. Sadly, that was not the case on the next leg of our trip, the Capitol Limited from Chicago to Washington, one of the worst Amtrak service crews I have seen in years. In Washington we boarded an Amtrak Northeast Regional for a 108-mile run to Wilmington, covered in 90 minutes with four intermediate stops. The volume and variety of high speed electrified trains with the multitude of passengers carried, make Amtrak's Northeast Corridor an amazing piece of railroading. There is nothing else like it.

A visit to the Strasburg Rail Road found 2-10-0 #90 holding down hourly trains, and Thomas The Tank Engine on half-hour excursions. Strasburg's Thomas is a real, coal-fired locomotive, rebuilt from a Brooklyn Eastern District Terminal 0-6-0T. The Wilmington & Western RR was using their 0-6-0 #58, a onetime Atlantic Coast Line engine. The W&W has been in operation for over 45 years, one of the pioneer tourist roads.

We went up to Scranton on Monday the 21st to check in for registration. The itinerant Flagg Coal 0-4-0T #75, built by the Vulcan Iron Works in nearby Wilkes-Barre, was performing runbys with a caboose at the Radisson Lackawanna Station Hotel, one of the two Convention hotels. This hotel occupies the former DL&W station, and I was only able to get a room there for one night, then, like many other attendees, had to find other lodging for the rest of the convention, as not enough convention hotel rooms were available.

The first convention trip on Tuesday would cover the former Pennsylvania Railroad Wilkes-Barre Branch to Sunbury, Pennsylvania, a line with never more than minimal local passenger service, and which the chapter hosts claimed had never seen an excursion. The Scranton - Wilkes-Barre area was served by many railroads, the DL&W, Jersey Central, Erie, D&H, Lehigh Valley, and NYO&W. The PRR had only a token presence, the branch from Sunbury on its Harrisburg-Buffalo line, to Wilkes-Barre. When Conrail was formed, this line was conveyed to the Delaware & Hudson, and is now operated by Canadian Pacific.

The train was made up of Steamtown's open window passenger equipment, including former Jersey Central coaches, and former Lackawanna open vestibule steel "Boonton" coaches. Unbelievable! I never thought any railroad would run an excursion with the 78-seat, 95-year old "Boonton" cars, still equipped with walkover cane seats! On the head end were two of the few remaining D&H GP39's, still in the attractive blue and gray D&H colors. The train had barely cleared the station when the lead engine derailed on the wye. The trip was jinxed already! The hosts were determined to run the trip, but it would now leave at noon, four hours late. It turned out that the engine was railed in less than an hour, but since some people had drifted off to Steamtown or back to their hotels, they had to wait. At noon exactly, we were under way again, and riding in those Boonton cars at track speed was quite a thrill. We could not detrain at Sunbury, but en route a nice photo runby was held. Because of the delays, our train had to be re-crewed, but we were back in Scranton about 9:00 p.m. Some passengers got refunds from missing the baseball game scheduled that evening, but there were smiles all around from the mileage collectors at getting this exotic mileage.

Wednesday's events forced hard choices: a bus trip to nearby Honesdale to ride the Stourbridge Line excursion over former Erie trackage to Lackawaxen behind a rare EMD BL2, or a bus trip to the Pioneer Mine at Ashland, Pennsylvania, and then to the Wanamaker Kempton & Southern tourist line. Having done all of these before, I chose the latter. Two trains were operating on the mine's 42" gauge track. An 0-4-0T pulling converted mine cars took passengers to the tailings dump, while a battery-powered mine engine took others into the anthracite mine for a fascinating narrated tour. One could come to appreciate the hardships these deep shaft miners endured in their jobs. The buses then took us to Kempton for a ride on the WK&S. Although they have an operable 0-6-0T, two GE diesels were used on our trip.

Thursday saw an excursion over the former Lackawanna main line to East Stroudsburg and the Delaware Water Gap. At one time, this double-tracked railroad was part of the DL&W's beautifully engineered route of Phoebe Snow through the Pocono Mountains between Hoboken and Buffalo. It was discarded and some of it ripped up by Conrail, and the one remaining track is used by short line Delaware-Lackawanna to interchange with Norfolk Southern at Slateford Jct. Again, the Steamtown open window coaches were used, and motive power eastbound was provided by a matched trio of D-L Alco RS3's, all former D&H engines. For the return trip, Steamtown's Canadian National 2-8-2 #3254 was added at East Stroudsburg, and the RS3's assisted as far as Tobyhanna where they were cut off, and runbys made with both the Alcos, and the #3254 alone. Again, some great track speed running, with smoke and cinders coming through the Boonton car windows.

With no trips scheduled, Friday was a day to explore and visit Steamtown, where Canadian Pacific G3 class 4-6-2 #2317 was pulling short excursions. With her boiler time about to run out, this would be the last we would see of this engine for several years. The Steamtown shops already have a lot of projects; disassembled on the shop floor were a Baldwin 0-6-0, a DL&W 2-6-0, B&M 4-6-2 #3713, and PRR K4 4-6-2 #1361. Over a dozen other locomotives were scattered about the yard. The adjacent Electric City Trolley Museum offered a ride over their 5-mile track, much of which was laid on the abandoned Laurel Line interurban, including a tunnel almost a mile long.

The Alco-powered Delaware-Lackawanna railroad distributed a welcoming letter in the registration package that listed what jobs they work, and they even went so far as to ensure their locomotives were always parked in places where they would be unobstructed for photography. What a nice gesture!

The NRHS annual members' meeting was held Friday afternoon, followed by the annual banquet that evening. The finale on Saturday was a one-way trip from Duryea, outside of Scranton, to Port Clinton, Pennsylvania, using equipment from the Reading Blue Mountain & Northern, which would cover segments of trackage once part of the DL&W, Lehigh Valley, Jersey Central and Reading, some of which was new mileage for me. RB&N's former Gulf Mobile & Northern 4-6-2 #425, assisted by an SD50, headed up a train of RB&N open window coaches that were once DL&W MU cars. Our route would take us through the Lehigh River Gorge, one of the most scenic in the east, shared by the CNJ and LV. It seemed kind of odd to be looking at mountains covered with green leafy trees! When we reached Jim Thorpe, there was a two-hour stop while the engine was turned on the turntable at the site of the Jersey Central engine house, and then the train turned westward at Nesquehoning Jct., crossed the 981-foot long Hometown trestle, and joined the former Reading main line at Haucks for the last lap to Port Clinton, RB&N's headquarters. Again, the railroad welcomed us by rolling out their equipment for photography and letting us explore their yards for an hour before a fleet of 11 buses returned us to Scranton.

The Convention may have been over, but the railfanning wasn't. On Sunday I drove to Orbisonia to visit the East Broad Top, where time stopped 54 years ago when the narrow gauge railroad was purchased by a scrap dealer who never tore it up, leaving it almost entirely intact. There are hopeful signs of efforts to preserve this national historic treasure, and reverse the natural deterioration that is reclaiming the property.

A stop at SMS Rail Service in Bridgeport, New Jersey, found two crews at work with a pair of the road's fleet of Baldwin diesels, followed by a couple of hours watching the trains along Amtrak's busy Northeast Corridor. Then it was Amtrak's Cardinal from Wilmington to Chicago and the Empire Builder back to Vancouver. I will not miss the heat and humidity of the East Coast.

PORTLAND - THE GO BY CITY

In the June 2009 *Trainmaster* we listed the Portland area "copy cats" mimicking the Go By Train signage on the Union Station clock tower. At that time we had signs for: Go By Streetcar, Go By Cab, and Go By Bike. As predicted, the list grows; the latest addition: Go By Tram. In addition to this neat logo, the Web site for the Portland Aerial Tram is: www.gobytram.com. Next?



PNW SHORT LINES

by Arlen L. Sheldrake

Congratulations to the folk at *Oregon Coast Scenic Railroad* for winning one of the ten 2010 NRHS Railway Heritage Grants. OCSR was awarded \$3,500 for the purchase of wood beams for restoration of a Pacific Car and Foundry log car. NRHS member donations provided for the award of \$30,000 this year to ten of forty-three applicants.

On July 14, the *Port Metro Vancouver*, British Columbia, started the Lynn Creek Rail Bridge and Brooksbank Avenue Underpass project in North Vancouver. The C\$45 million project calls for building a new bridge to carry eight new rail lines and expanding the Brooksbank Avenue underpass. The project is designed to widen the port's rail corridor and improve rail access to and from the port's Neptune and Lynnterm West terminals. Information from *Progressive Railroading* July 15, 2010.

On July 19, *Sound Transit* celebrated the first birthday of the Central Link light rail system that currently runs 16 miles serving 13 stations between downtown Seattle and Sea-Tac International Airport. Total estimated ridership for the year is 6 million with an average rider trip length of 7.1 miles. A 3.1 mile underground extension is currently under construction from downtown Seattle north to Capitol Hill and the University of Washington which will open in 2016.

To see some interesting photos of the interior of Seattle's King Street Station as it is being restored go to www.seattle.gov/transportation/kingstreet.htm. Two slide shows are available, one showing the terminal level warehouse area (43 slides) and the second and third floors including the attic (24 slides). Also available on this site are some historic photos and a process for signing up for email updates.

The *Tri-City Herald* reported on July 20 that the Department of Energy is considering what to do with 14 contaminated railcars and two contaminated locomotives at Hanford. The railcars and locomotives were acquired between the years of 1940 thru the 1960's. The railcars include 10 shielded cask cars with three large depressions or wells to hold casks. The casks are lined with lead and some contain water used for radiation shielding and mineral oil used to minimize evaporation. Also on the property are two rail tank cars used to transport radioactive liquid waste. The two locomotives have surface contamination, while the fuel casks have internal radionuclide contamination. One idea being considered is the public display of a locomotive and flatcar after decontamination. More information: www.hanford.gov.

The *Issaquah Press* reported on July 20 that the planned return of historic trolley operations to downtown Issaquah has been delayed until Spring 2011. The \$500,000 project to restore two 1925 trolleys from Aspen, Colorado and rehabilitating the rail line and traffic signals is taking longer to implement than originally planned.

On July 26, *TriMet* announced that the Federal Transit Administration (FTA) has committed to a 50 percent share (\$735.8 million maximum) for the Portland-Milwaukie Light Rail Project projected to open in 2015. *TriMet* had requested a 60 percent federal share as had been received for their previous light rail projects but the FTA didn't agree. *TriMet* will now work with their project partners to recalibrate the project to fit within this new funding. The 7.3 mile Portland-Milwaukie Light Rail Project is the region's sixth MAX line, and extends from Portland State University, South Waterfront, SE Portland to Milwaukie and North Clackamas County. The project includes a multi-modal transit bridge over the Willamette River, the first new bridge over the river in 35 years. The bridge will carry MAX, buses and the future Portland Streetcar, and includes two 14-foot bike and pedestrian paths.

A *Northwest Railway Museum* (NWRM) July mailing announced the October 2, 2010 dedication of their Train Shed Exhibit Building. The new 25,000 square foot exhibit building, a project begun seven years ago, has achieved substantial completion. NWRM also noted that they hosted 16,308 people for their 9th annual Day Out With Thomas in July.

On July 22, the *Sound Transit* board of directors authorized four perpetual easements from *Burlington Northern Santa Fe Railway* to incrementally expand its commuter rail service from nine to thirteen round trips a day between Seattle and Tacoma starting as soon as 2012. The \$185 million purchase agreement calls for the first additional train beginning operation in July of 2012, the second in the Fall of 2014, a third in the Summer of 2015, and a fourth the following year.

An August 1 posting by a reliable source on Trainorders.com announced the *Mount Rainier Scenic Railroad* sale of the Rayonier #45 Baldwin 2-6-2 to Chris Baldo of Willits, California. The #45 will be moved to *Oregon Coast Scenic Railroad* for rebuild.

The *Corvallis Gazette Times* reported August 7 that the *Venell Farms Railroad* took delivery of their first rail cars on August 6. The four covered hopper cars were received from *Portland & Western Railroad* and were filled with wheat for shipment to Portland. As previously reported, Venell Farms (Larry Venell) purchased 5.3 miles of track from *Union Pacific* on the Bailey Branch from south Corvallis to the Venell Farms warehouse loading facility. *Albany & Eastern Railroad* is operating the railroad with a first year shipping target of 400 carloads. \$750,000 was spent upgrading the 5.3 miles of railroad.

The *Journal of Commerce* on August 10 announced that Weyerhaeuser has agreed in principle to sell six small rail lines to *Patriot Rail*. Included are: *Columbia & Cowlitz Railway* with 8.5 track miles and *Weyerhaeuser Woods Railroad*, with 30 route miles.

An August 11 *Union Pacific Railroad* press release described the \$16.5 million track upgrade project currently underway on the 200-mile stretch of railroad track between Arlington and Huntington in Eastern Oregon. Crews of 60 to 100 are replacing rail on curves, replacing 148,000 railroad ties and spreading 62,000 tons of rock ballast.

The *West Coast Railway Association* has appointed David (Dave) Thomson to the position of General Manager – West Coast Railway Heritage Park. In this position, he will be responsible for all guest service and marketing operations at the Heritage Park in Squamish, including the new CN Roundhouse & Conference Centre. Dave will report to WCRA's long-time President & CEO, Don Evans.

Chris Fussell has put together another excellent calendar for the *Friends of SP4449*. The 2011 calendar features photos of the #4449 during its trip to Michigan in 2009. The calendar is retailing for \$15 and can be ordered by mail: www.4449.com.

The third locomotive rebuild was completed by Global Locomotive in Tenino, Washington (www.globallocomotive.com) for the *White Pass & Yukon Railway*. Number 99 was shipped north in early August to join already rebuilt #90 and #98. One more rebuilt locomotive should be completed during August.

UP Sign Disposition

Now that the Portland Albina Union Pacific Freighthouse is history, some may wonder what happened to the Union Pacific shield neon sign that was one of the highly visible Freighthouse neat features as shown on the August 2008 photo.

The sign came down in two pieces and was professionally packaged and made ready for shipment from the Brooklyn Roundhouse to Union Pacific.

Some would have liked to preserve the sign somewhere in Portland, but are pleased that the sign owner is preserving it.



INDUSTRIAL CRATERS & PACKERS
PORTLAND, OR 97210
www.INDCRT.com
Union Pacific
79-96-B
Large sign 176 x 113 x 22
2 OF 2

Pacific Northwest Chapter - Lending Library

OPEN

September 18 & 25 (Saturdays); 1 to 4 pm & Mondays 10 am to 12 Noon

Union Station Annex, 503 NW Irving

library@pnwc-nrhs.org

503-226-NRHS

NOTES FROM A MEETING

Keith Fleschner, President

Another year of Steam-up is in the bag, attendance was good and once again Chapter members did a great job of supporting both the event and the Chapter. A special thanks to Al Hall for all the work he does year round leading the effort. He and his team were even able to set a new record for concessions sales this year.

The TWO Glacier Park excursions are also done, except for the important closeout paperwork. A special thanks to Jim Long and all the work he did to put these trips together. Packaging a trip that people are willing to support is a challenge in these tough times. Jim did a great job. As anyone who's put together an excursion can tell you, it's months of hard work

You're also seeing some changes to the *Trainmaster*. Some time ago, the U.S. Postal Service changed the mailing requirements which has lead to the heavy duty tape job of recent months. The *Trainmaster* mailing department (George and Jean Hickok) suggested either a PNWC letter opener or envelopes. We decided upon the latter which saves time, keeps the issue in better condition, and provides an extra half page for content.

We are also currently blessed with an abundance of GREAT content for the *Trainmaster*, that extra half page is not enough to print everything, so your Board of Directors approved the publication of the occasional sixteen-page issue. Thanks to Arlen Sheldrake and all the others who contribute material. And a special thanks to Steve Hauff who puts it together each month and deals with your President who thinks the editorial deadline is when you start *thinking* about writing.

JULY MINUTES

Pacific Northwest Chapter – National Railway Historical Society Membership Meeting – July 16, 2010

Meeting called to order at 7:34pm.

Table motion for June membership meeting minutes until next meeting since we didn't have the July Trainmaster.

Treasurer's report – George Hickok – as of end of June 2010, the balance of cash reserves were reduced due to expenses paid for the Glacier Park Centennial excursion. The preliminary tax return has been submitted to the board for review prior to being submitted. In the 2009 budget, there was a line item for the New Home Committee for \$25,000. The board requests the reauthorization by the membership for \$10,000 for development of New Home Committee to be overseen by the Executive Committee, to move forward on this project to development of this project and set up a separate account to track and manage this new account. Motion by Terry Parker to authorize \$10,000 to be managed by the Executive Committee and setting up a separate account to manage this account. Al Baker 2nd the motion. Approved by the membership present. Banquet provider gave the Chapter a \$25 gift certificate and we would like to auction this off at this membership meeting to have funds go toward the S2 Restoration fund. Thank you to Al Hall for the winning bid for the gift certificate.

Al Hall – The Great Oregon Steam-up (July 24, 25, 31 & August 1, 2010) – Things are coming together for this event. Al still would like more volunteers. Contact Al if you are interested. Our Youth Passport will be handled in the concession booth this year. Goal for overall attendance this year is 25-30,000 due to better weather this year.

Jim Long – Excursion - Reservations are closed for both Glacier Park Centennial excursions (July 28-August 1, 2010 and August 4-8, 2010). Jim brought a rough draft of the trip guide. George, our financial report for trip is on the positive side with some outstanding expenses but we will remain on the positive side overall. Thank you Jim for arranging this great opportunity.

S2 Restoration Fund – \$18,388 at the last membership meeting June 18, 2010. Now the fund is at \$18,629.00. Mark Reynolds – Our first bidder for the restoration has continued their interest in the project. We have also asked for a second competitive quote for a comparison that is pending. Both are environmentally responsible companies that will get this job done professionally and with quality. Keep sending in your donations to support this project to help meet our goal of \$40,000.

Tax Return – The IRS has become more interested in non-profits so tax returns have become more complicated. Thank you George for managing this.

Rolling Stock – Additional electrical power at the Brooklyn Roundhouse has been set up where our rolling stock is located to help preserve the batteries by keeping them fully charged. George found mice infestation in the 6200, probably after Holiday Express 2009 and he has taken measures to keep an eye on and irradiate the infestation.

There are two videos for tonight's program regarding passenger trains from the 30's & 40's (25 min and 10 min videos).

Meeting adjourned at 8:22pm.

Respectfully submitted by Jean Hickok, Secretary.



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

Add your support to this worthwhile project.

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

**Oregon
Cultural
Trust**

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

S2 #36 Restoration Fund

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,
Autzen Foundation, Jim Hockinson

Rail level: \$500 to \$999

Darel & Diana Mack, Al & Judy Hall,
Steve & Mimi Cogswell,
Mark & Carolyn Reynolds

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

Robertta Ballard, Al Baker, Todd Landwehr,
Chuck McGaffey, Friends of SP 4449, Kent Hutchens,
Bill & Teresa Hyde, Thomas Barrett, Michael Bryans,
Kenneth Vannice, Misc. Public Donations

Tie Plate level: \$50 to \$99

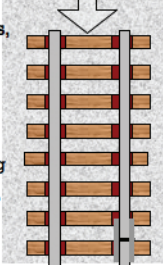
Phil Barney, Robert Wenzel, Mark Whitson
Ron McCoy & Christopher Bowers, Doug & Tammy Auburg

Steel spike: \$1 to \$49 Ted Ahlberg♥, Thomas Vandegrift,

Jim Long, Gerald & Olive Schuler, Monica Winkley

♥ = In Memoriam

**\$19,132
raised!**
as of 8-12-2010



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		

	Keith Fleschner	503.516.9272
Chapter Home	George Hickok	503.649.5762
Elections	Jim Loomis	503.253.3926
Excursions	Jim Long	503.313.7382
Flanger Restoration	Ron McCoy	503.310.4811
	Eileen Brazil	503.647.5667

Library	Bob Weaver	503.654.4274
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PACIFIC NORTHWEST CHAPTER TIMETABLE #578

Board of Director's meetings: September 9 and October 7, Thursdays, 9320 SW Barbur Blvd Suite 200, 7:30 pm (Note address for Board meetings; follow instructions posted on the door for entry.)

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

September 17 – 7:30 pm – Program: *Glacier Park Centennial Excursion*, Ron McCoy

October 15 – 7:30 pm – Program: *American Streamliner*, video

November 19 – 7:30 pm – Program: *Urban Trains*, video

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

NOTABLE NON-CHAPTER EVENTS:

April-Sept *Logging Train Rides*, weekends, Noon-4 pm, Point Defiance Park, Tacoma, Washington, www.camp-6-museum.org
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 26-September 6 *Alberni Pacific Railway* steam trips (Thursday-Sunday), www.alberniheritage.com /250.723.1376
September 4-6 Steam locomotive *Oregon* in operation, 4-mile round trip, Oregon Zoo, www.oregonzoo.org
September 8-24 *Portland Rose*, Pendleton Roundup Centennial Special, UP Steam, www.uprr.com
September 10 *UP 844 Pocatello to Nampa*, www.uprr.com (check UPRR to confirm 844 move dates)
September 11 *UP 844 in Nampa*, www.uprr.com
September 11-12 *Steamfest & Classic Car Show*, West Coast Railway Association, Squamish, British Columbia, Canada
September 12 *UP 844 Nampa to Hinkle*, www.uprr.com
September 13 *UP 844 Hinkle to Portland*, www.uprr.com
September 11 *UP 844 in Portland*, www.uprr.com
September 16 *Pendleton Roundup Centennial Special*, UP 844 Portland to Pendleton, www.uprr.com
September 17-18 *Pendleton Roundup Centennial*, UP 844 on display, www.uprr.com; www.pendletonroundup.com
September 30-October 2 *SP Historical & Technical Society* Convention, Sacramento, California, www.sphts.org
October 2 *Train to Trek*, Tacoma Freighthouse Square to Northwest Trek, www.nwtrek.org
October 2 *Train Shed Exhibit Building Dedication*, 9:30-11:30 am, Northwest Rail Museum, www.trainmuseum.org
October 16-17 *Fall Foliage & Photographers Weekend*, Sumpter Valley Railroad, www.svry.com
October 19-21 *Rail-Volution 2010*, Portland, Oregon, www.railvolution.com
January 2011 Brooklyn Roundhouse, yard vacated
May 7, 2011 *Amtrak's National Train Day*, Portland, Oregon, stay tuned
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, www.cascaderails2011.com
January 2012 Brooklyn Roundhouse, vacated and steam locomotives moved

MEETING SNACK SIGN-UPS

All months are available. This is one area where the Chapter really needs your help. To volunteer, please contact Keith at 503.516.9272 or email to: keithfleschner@msn.com.

PNWC – NRHS MISSION

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

Bill of Lading

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