

# The



# Trainmaster

August 2011

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



## CONVENTION!



## PNWC MEMBERS KEY CONVENTION CONTRIBUTORS

*The June 20-26 Cascade Rails 2011 NRHS Convention held in Tacoma and sponsored by the Tacoma Chapter is now in the history books. Reports from the over 700 attendees passing through the registration area in the Hotel Murano indicated that the Convention was a resounding success; as of the writing of this article it appears that the Convention was also a financial success.*

While other publications like the *NRHS News* will give you an overview the Convention, this article will focus on the herculean efforts contributed by Pacific Northwest Chapter members to make the Convention a success. These efforts began with the Convention Planning Team. From the beginning, Tacoma Chapter President and Convention general manager, Ed Bentsen, asked for help from the PNWC and Columbia River NRHS Chapters; both agreed that this was a worthwhile project and agreed to help. PNWC Planning Team members included: Mike Bergman, Bill

Chapman, Keith Fleschner, Steve & Mary Hauff, Roger Sackett, Jeff Schultz, Tom Irion, Arlen Shel-drake, Trent Stetz, and John Tucker. The Planning Team began meeting 1.5 years ago with day-long meetings about every month, oftentimes in Centralia and sometimes in Tacoma or Portland. As the Convention drew nearer, twice-a-week, multiple-hour conference calls were held with the conference telephone bridge provided by PNWC member Mark Reynolds.

These PNWC Planning Team members took on managing many Convention tasks, including bus coor-

dination (Bergman), volunteer recruitment/assignment (Fleschner), treasurer (Tucker), Lunch at Paradise Lodge on Mt. Rainier & Woodinville Winery Tour events (Sheldrake), Seattle Traction Tour event (Irion), Northwest Railway Museum event (Sackett), Chehalis-Centralia Railroad event (Stetz), Mount Rainier Scenic Railroad/Tacoma Rail event (Fleschner), graphic design (Stetz), seminars (Bergman), registrant goodie bags and contents (Schultz/Sheldrake), Convention booklet layout (Hauffs), banquet program layout (Stetz), trip guide (two) layouts (Stetz), lapel pin and patch (Stetz/Sheldrake), Convention apparel (Tucker), banquet manager (Chapman), printing coordination (Sheldrake), Convention signs (Chapman), safety (Fleschner), seminar presenters (Steve Hauff and Bergman), hotel coordination (Chapman), press release (Schultz), and advertising (Stetz/Sheldrake).

In addition to this extensive list of Convention management responsibilities, many PNWC members also helped out with specific functions such as car hosting, registration and photography. Joe Harper was on the ground before, during and after the Convention gathering footage for the Convention video. Car hosts on various trips included Judy Hall, Kent Hutchison, Arlen & Rita Sheldrake, Bruce Strange, Al Baker, Christopher Bowers & Ron McCoy, Jim Long, Jeff & Ali Schultz, Joe Mayer, Mark Reynolds, Karl & Ben Wescott, David Larson, Roger Sackett, David Cautley, and Randy Rock. Registration desk helpers included Jim Fitzgerald, Kent Hutchens, Arlen Sheldrake, Keith Fleschner, and Trent Stetz. Photo line brush cutting assistance was provided by Roger Sackett.

Major Convention assistance also came from Columbia River Chapter members Ed Immel and John Holloway. Ed managed the three mainline excursions and John was the Convention registrar; both major tasks and critical to the success of the Convention. This was the first NRHS Convention to provide online registration.

Another help came early in the Convention planning stages with a start-up loan from PNWC to help the Tacoma Chapter cover Convention expenses until registration dollars began coming in. This loan was paid back with interest.

And thanks to the many PNWC members who attended and enjoyed *Cascade Rails 2011*.

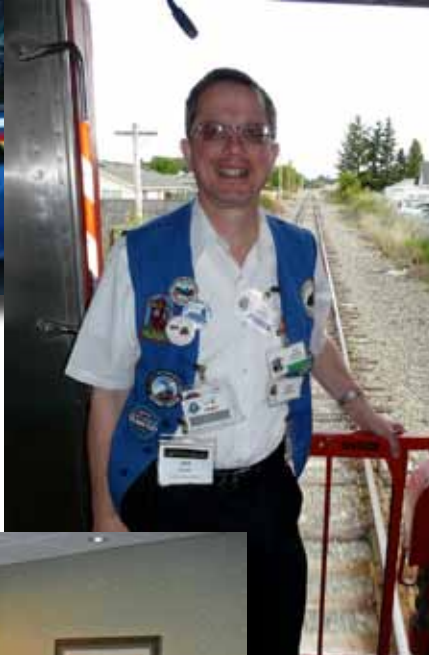
Article by Arlen Sheldrake with assistance from Keith Fleschner.



Editor's Note: The Convention was extensively photographed. In the preparation of this article, many digital images were sent/forwarded to me, some without attribution. We wish to thank Jim Fitzgerald, Al and Judy Hall, Arlen Sheldrake, Keith Fleschner, Ron McCoy, Mike Bergman, Jeff Schultz, Bruce Butler, Allan Manson, Larry Baxter, Dan Simmering and any other photographers whose work appears here but whose name escapes us. Without your help, this coverage would not have been possible.



Ron McCoy (left), Joe Mayer (below), and Chris Bowers functioned as car attendants on the Tacoma Rail/ Mount Rainier Scenic trip.



Below: Getting the boarding passes distributed for the 4449 runs can be a harrowing experience, but Ed Immel and his crew made the process flow smoothly.



Above: John Holloway and Trent Stetz spent many hours at their computers keeping track of the thousands of details necessary to keep the Convention on track.



Left: Mike Bergman leads (herds?) a group from the South Lake Union Streetcar during the traction tour. Because of the many attractions on the tour, it was very important to keep the group together and moving.



There is no truth to the rumor that Tom Irion (left) tried to convince attendees that the traction tour was the ONLY event being offered. It was, however, a very successful and popular event. John Tucker (below) spent much of the Convention staring into a computer screen.



Above: After his presentation, Doyle McCormack was presented with a can of "Instant Alco" (Bondo) by Rich Hie.



The concessions staff did a great job in the relatively short time allotted for sales. Al Hall tried to sell anything that wasn't bolted to the floor, with help from wife, Judy and Bill Hyde (above), while Joe Harper hawked CDs and DVDs (left). The result of their efforts was a net profit of over \$1400 for the Chapter.



Above, left: Ever wonder how the lanyard gets connected to the name tag? One at a time. That's President Keith Fleschner wondering if it's time for new bifocals.



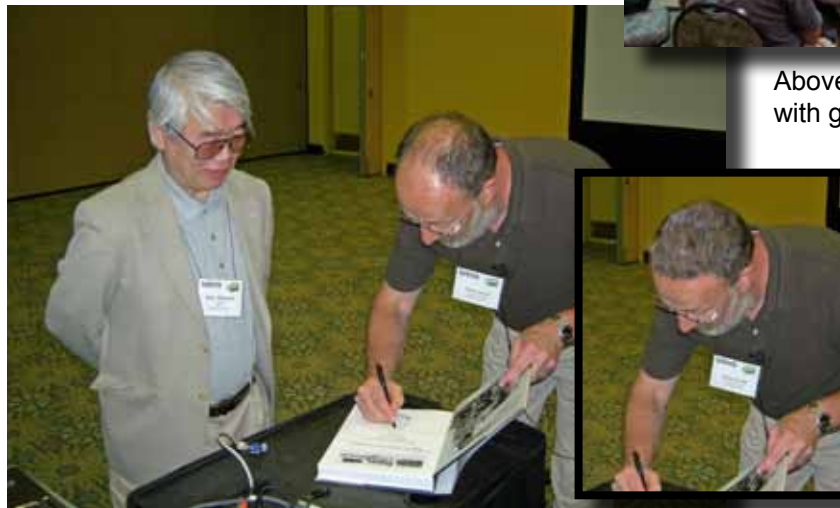
Above: Harold Borovec oils around on the CC&C #15 before the run.



Above: The PNWC version of the Energizer Bunny, Arlen Sheldrake was taking a rare break on the Chehalis-Centralia run.



Above: The banquet was very well attended, with good food and quality speakers.



Left: After one of his talks, your editor was honored to be able to sign a copy of *The Climax Locomotive* for Moto Miyazaki, Secretary and Treasurer of the Tokyo Chapter of NRHS. Arlen's camera was obviously malfunctioning at the time since it portrays the signer as folioly-challenged. The inset shows the photo as it should have been. (Mr. Sheldrake's response is that the inset looks like a Chia Pet.)



# PNW SHORT LINES

by Arlen L. Sheldrake

A really nice way to come off a very busy Convention week is to fly out the next day to John Wayne Airport and a family trip to Disneyland. Grandkids (ages 3, 8, 10) and Disneyland are a wonderful combination, especially with rides on Walt's railroad and the monorail. Scott Hurd's advice on the Howard Johnson Hotel and Mini's Restaurant was very helpful. And for me the best part was the return on the *Coast Starlight* and having dinner with the entire family (nine) at side-by-side tables.

The June 9 *Oregonian* carried a front page article, "TriMet adult fares will go up by 5 cents". Among the facts listed in the article were the costs per rider for each of TriMet's services: LIFT = \$28.62, bus = \$2.31, MAX = \$0.91 and WES commuter rail = \$19.01. (LIFT, a federally mandated service, provides door-to-door service for disabled and frail/elderly people.)

The *Fairbanks Daily News* reported June 8 that the U.S. Environmental Protection Agency has cleared a permit for state construction plans to bridge the Tanana River near Salcha. The proposed \$190 million bridge would be the longest in the state and connect the highway system to vast military training grounds south of the river. It is part of a larger proposed eastward expansion of the *Alaska Railroad*.

On June 8, *Sound Transit* closed a section of Pacific Avenue in Tacoma so construction crews can begin the next phase of Sound Transit's D-to-M Streets *Sounder* track and signal project. Construction of the final 1.4 mile segment will extend *Sounder* commuter-rail service to Lakewood, Washington, starting in 2012.

The June 5 *Herald Net* of Everett, Washington published the following submission from Ken Adams of Marysville, Washington: "On Memorial Day, as the service at the Marysville cemetery was ending, a Burlington Northern Santa Fe coal train came through Marysville. As the locomotive passed the cemetery with all the flags, the engineer gave a special salute with his horn. I want to thank the engineer and BNSF for that very respectful action. That meant more to me than I can express."

The June 9 *Herald Net* reported that a U.S. bankruptcy judge ruled on June 7 that *GNP RLY, Inc.*, the company promoting the Snohomish tourist train, owes creditors at least a half-million dollars. Whether this Tacoma company survives, and who exactly is owed what money, are still issues the court needs to work through. According to court records, in 2010 GNP had more than \$700,000 in operating expenses and almost that much in net loss. In February, creditors filed a petition to force the company into involuntary bankruptcy. One of those creditors is the *Ballard Terminal Railroad Company*, which runs freight trains on behalf of GNP on the Snohomish-Woodinville route. GNP, founded by Tom Payne, owns no locomotives or railroad cars but has a permanent easement to run freight trains between Snohomish and Woodinville.

The three-member Surface Transportation Board (STBB) ruled June 15 that GNP is not a bona fide petitioner because the company is insolvent, its contract with the port prohibits it from hauling freight to Redmond, and GNP's would-be customers there lack facilities to receive rail shipments. The STP also ruled that the company "does not have the necessary financial resources" to provide expanded rail service. GNP petitioned to restore train service on the abandoned line between Woodinville and Redmond. In 2009 the STB allowed the nine-mile rail segment to be "rail banked" for interim trail use, with the understanding it could be returned to rail use by King County or a "bona fide petitioner." *June 16 Seattle Times*

On June 6, local railroad historian and *Amtrak* Ticket Agent Scott Hurd was on Retta Christie's two-hour KBOO FM (90.7) radio show spinning train tunes and talking about his father, Jim Hurd, a *Southern Pacific* conductor; his uncle Bemp Hurd, a *Milwaukee Road* conductor; and grandpa Claude Rooks, a *Great Northern* conductor; and a wide-ranging number of railroad-related topics.

The June 13 *Press Democrat* newspaper reported that the *Northwestern Pacific Railroad* held an auction of surplus 60+-year-old passenger cars in May resulting in a single bidder whose bid asked for payment of \$7,500 to take the eight cars away. Seems the rail cars are all stranded on the railroad between Healdsburg and Eureka and require trucking to be removed. Several are veterans of *Southern Pacific's Coast Daylight*, which ran between San Francisco and Los Angeles, and *Shasta Daylight*, which traveled from Oakland to Portland. Some of the car names include: *Sonoma*, *Mendocino*, *Tuolumne*, and *Humboldt*. Most have suffered vandalism and neglect and will cost more to remove than they are worth, according to the sole bidder. One car is on a sidetrack in Asti, others are in Willits and Scotia. The single bid was rejected but *Northwestern Pacific Railroad* still wants to get rid of the cars.

And speaking of SP, the Southern Pacific Historical & Technical Society is holding their 2011 Annual Convention in Portland September 7-10 at the Double Tree Hotel near Lloyd Center. Take a look ([www.sphts.org](http://www.sphts.org)) at the extensive and interesting conference program, including some very intriguing presentations focused on the SP in Oregon, multiple "Extra Fare" tours, and Doyle McCormack as the banquet speaker.

Count me among those who enjoy a parade, especially the Portland Rose Festival Grand Floral Parade. I always like the 500+ member One More Time Around Again Marching Band and the floats. I especially appreciated *Union Pacific Railroad* entering their UP 956 Miniature Train in the parade. Built in UP's Omaha locomotive and rail car repair shops in 1956, the mini-train is sometimes called the "Pride of the Omaha Shops." It received a warm welcome from parade viewers.

The *Puget Sound and Pacific Railroad* is relocating their offices from Elma, Washington to the Port of Centralia. The railroad has been operating since 1997 on more than 100 miles of track that run from Centralia to Aberdeen and up the Olympic Peninsula. *June 16 KELA AM*

When out and about this summer, stop by the Yaquina Pacific Railroad Historical Society in Toledo, Oregon. They are open Tuesday through Saturday from 10 am to 2 pm.

Seems Roseburg Forest Products won't be ready for logs at their North Spit site for chipping and shipping until September 1 so *Coos Bay Rail Link* won't be running trains until that time, according to a World Link June 17 newspaper article. The logs will come via rail from an undisclosed location in the Midwest and the chips will be exported. In other happenings, KEZI reported that Governor Kitzhaber signed a bill June 20 that officially annexes the Coos Bay rail line into the Port of Coos Bay's Port District. This line runs from Danebo in West Eugene (Lane County) to Coquille in Coos County.

The Yaquina Pacific Railroad Historical Society in Toledo, Oregon never misses a trick and on July 27 from 10 am to 5 pm will hold an Owney Station Celebration including a special pictorial cancellation of "Owney," the Rail Post Office Dog Stamp on the first day of release. Back in the late 1800's, a dog that became known as "Owney" adopted the Albany, New York Post Office. He then began riding the Railway Post Office Cars with the mail and ended up going around the world; each station in which he spent time put a tag on his collar. With almost 1,000 tags, he was outfitted with a vest. He is known to have been the guest of honor at a Republican Convention, a Chicken Farmers convention and rode with Thomas Edison on the very first operating Ferris wheel at the Chicago Exposition. Upon his death, he was taken to a taxidermist and now resides in the Smithsonian Postal Museum in Washington, D.C. The USPS is honoring "Owney" with a Forever stamp of his own.

At the Tacoma NRHS Convention, the NRHS 2011 Railway Heritage Grants were announced. The following three were awarded in the Northwest Region:

- Pacific Northwest Chapter NRHS, awarded \$3,400 toward PTRC #36 Alco S-2 diesel locomotive repainting project
- Yaquina Pacific Chapter NRHS, awarded \$1,200 toward installation of two interpretative highway signs along a historical railroad line
- Pacific Northwest Railroad Archive, awarded \$2,000 to mount a traveling exhibit of railroads that worked the Puget Sound maritime industries

Fourteen grants totaling \$38,500 were awarded. 35 applications were received, totaling \$143,500.

The June 26 *Idaho Statesman* reported from a UP press release that *Union Pacific* will invest \$23.1 million in the rail line that runs from Weiser to Mountain Home in the west and from Pocatello to Idaho Falls in the east. The 180-mile project includes removing and installing new rail and more than 206,000 railroad ties along this critical railroad corridor through Idaho. Crews will spread 106,000 tons of rock ballast to ensure a stable roadbed.

On July 14, hundreds of union workers managed to block a mile-long unit grain train delivery to the new EGT terminal at the Port of Longview. The terminal wants to use non-union labor and the union contends it has a contract for all longshore work on the Port of Longview property. BNSF has suspended indefinitely train traffic to the grain terminal. *July 15 Daily Astorian*

#### PNWC – NRHS MISSION

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



# VINTAGE AMTRAK PAINT

For the Friends of SP4449 fund-raising trips from Portland to Wishram on July 2 and 3, Amtrak sent Seattle-based P-42 #156, re-painted in Phase 1 Amtrak livery, to help celebrate Amtrak's 40 years as "America's Railroad". This Phase 1 livery was introduced in 1972 and was sometimes referred to as the "pointless arrow" livery. *Photo taken at Portland's Union Station on July 4 by Arlen Sheldrake.*



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## JULY MINUTES

### Pacific Northwest Chapter – National Railway Historical Society Membership Meeting – July 15, 2011

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

Al Hall led the Pledge of Allegiance.

The minutes of the May meeting as printed in the Trainmaster were on the table. Leonard Morgan moved to approve the minutes and John Willworth seconded the motion. The minutes were approved.

George Hickok gave a complete Treasurers report. Lila Stevens moved to accept the report and Al Hall seconded. The report was accepted.

Al Hall reported that Steam-up is coming soon. Glenn Laubaugh has agreed to run the Amtrak booth and Trent Stetz will be in charge of the passport program. The Steam-up American flag was flown in Afghanistan by our National Guard, has been returned and will fly over steam-up.

Al Hall reported a very good sales return from Cascade Rails.

Ron McCoy reports the S-2 fund is now at \$35,132.00 after receiving a grant and some generous donations. Mark Reynolds reported that Cherokee painting will be in town next week to give the inspection and estimate. Keith reported that Cascade Rails 2001 was a great convention and complimented the 4449 excursion. We (PNWC) received thanks from the Friends of the 4449 and from Amtrak. Over 900 passengers enjoyed the trip.

Ron McCoy reported he is seeking support for a model train layout excursion this fall, probably on a Saturday. The membership gave him the go-ahead. Anyone with a layout, G to Z, contact Ron to sign up to show it off. Also check the website of Stabler Locomotive for an interesting display.

Jim Hokinson requested anyone with photographs of Cascade Rails 2011 contact him so the photos can be put in the Chapter photo album. He also requested that anyone who does any volunteering for the chapter record your time and send it to him.

The meeting was adjourned at 8:23.

Snacks were provided by Jean Hickok. Come-on, somebody else sign up for snack duty and give her a break.

The program for the evening was a video on TRAINS IN WAR.

Respectfully submitted by Jim Hokinson, Secretary.

# Pacific Northwest Chapter - Lending Library OPEN

August 20 and 27 (Saturdays), 1 to 4 pm & every Monday 10 am to Noon  
Union Station Annex, 503 NW Irving  
library@pnwc-nrhs.org  
503-226-NRHS

## 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.

## NOTES FROM A MEETING

Keith Fleschner, President

Whew! We've ended one of the busiest periods in my memory with the Chapter. *Cascade Rails 2011* was a rousing success and a whole lot of work. Much of this issue of the *Trainmaster* covers the Convention but I'd like to take this opportunity to again thank everyone involved. The week after the Convention, many Chapter members were able to help the Friends of the SP 4449 with their trips to Wishram. I'd like to thank the Friends for asking Chapter members to help, and all the Chapter members who were able to assist. The Wishram trips were a kickoff fund-raiser for the 4449's upcoming fifteen-year inspection.

Another Great Oregon Steam-up will be in the memory books when this is read. My thanks to everyone who helped with what I'm sure it will be another success at Brooks.

And with all that, the "routine" work of the Chapter, including board meetings, *Trainmaster* content, production, and mailing, membership, archives, the library, programs, snacks, the website, the work of the treasurer and secretary continue. I have the great pleasure to work with a great group of people. Thank you all.

## S-2 FUND GETS BIG BOOST

During the Cascade Rails 2011 NRHS Stampede Pass convention trip, on board the Silver Solarium dome/ observation car June 25, Stephen L. Wasby, Chair of the NRHS Railway Heritage Grant Committee congratulated PNWC President Keith Fleschner on the award of a NRHS 2011 Railway Heritage Grant of \$3,400 to help fund the sandblasting and repainting of Alco S-2 PTRC #36. This award is one of fourteen 2011 grants totaling \$38,500 that were announced at the NRHS membership meeting June 24. Many thanks to our grant writer Michelle Cooper, Grantstreet Development, for this successful submission.

Caption and photo by Arlen Sheldrake





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](http://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 Target

### Golden Spike level: \$1000 and up

John & Lois Sheldrake, James & Valinda Hokinson

Intel Foundation, Misc. Anonymous Donations,

NRHS Heritage Grant, Autzen Foundation,

Pacific Power Foundation, George & Jean Hickok,

Arlen & Rita Sheldrake,

Gordon Zimmerman, Tom Steeves, Bill & Doris Field

### Rail level: \$500 to \$999

Darel & Diana Mack,

Al & Judy Hall, Mark & Carolyn Reynolds,

Steve & Mimi Cogswell, Maxine Rodabaugh

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

Friends of SP 4449, Jan Zweerts, Judson Parsons, Todd Landwehr,

Al Baker, Dale Reynolds, Chuck McGaffey, Thomas Barrett,

Bill & Teresa Hyde, Ron McCoy & Christopher Bowers, Jerry Tanquist,

Michael Bryans, Kent Hutchens, Kenneth Vannice, Roger Sackett,

Roberta Ballard, Fred Gullette, Bob Slover

### Tie Plate level: \$50 to \$99

Deug & Tammy Auburg, David Larsen, Robert Wenzel, Mark Whitson,

Phil Barney, Rolf Schuler, Raymond DeBuse

**Steel spike: \$1 to \$49** Brian & Laurie Hester, Monica Winkley, Thomas Wadegriff, George Michelson,

Gerald & Olive Schuler, Keith Hyndman, Trent Stett, Ted Ahlberg, Peter Baker, Jim Long, Dennis Seacat,

Olive Schuler

▼= In Memoriam

**Almost there!**  
\$40,000  
\$35,252  
as of 7-17-2011



## Chapter Officers

President	Keith Fleschner	503.516.9272
Vice President	Mark Reynolds	503.638.7411
Treasurer	George Hickok	503.649.5762
Secretary	Jim Hokinson	503.635.4826
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
Jean Hickok	2011-2013	503.649.5762
Trent Stetz	2011-2013	503.582.6406

## 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
Meeting Programs	Al Baker	503.645.9079
Membership	Diana Mack	503.723.3345
Rolling Stock	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.

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# PACIFIC NORTHWEST CHAPTER TIMETABLE #589

Board of Director's meetings: August 11 & September 8 , Thursdays, 9320 SW Barbur Blvd Suite 200, 7:30 pm  
(Note address for Board meetings; follow instructions posted on the door for entry.)

Membership Meetings: St. Mark's Lutheran Church, 5415 SE Powell Blvd. 7:30 pm:

- August 19:** *NW News Reels, Scenes of SP&S & UP in Northwest Oregon*, John Davis
- September 16:** *Cascade Rails 2011 Recap*, George Hickok
- October 21:** *A Visit to a Foreign Railroad*, Doug Auburg.
- November 18:** *Railroads NEAR Wasco County*, Jerry Tanquist

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

## NOTABLE NON-CHAPTER EVENTS:

- Sundays, May-October, *Shady Dell Train Park*, 11:30 am-5 pm, near Molalla, Oregon, [www.pnls.org](http://www.pnls.org) / 503.829.6866
- August 6-7, *Great Oregon Steam-Up*, Brooks, Oregon, [www.antiquepowerland.com](http://www.antiquepowerland.com)
- August 6-7, *Nampa Depotfest*, Nampa, Idaho Train Depot, [www.canyoncountyhistory.com](http://www.canyoncountyhistory.com)
- August 12, *Portland Streetcar 10th Anniversary Celebration*, Portland Jamison Square, [www.portlandstreetcar.org](http://www.portlandstreetcar.org)
- August 18-21, *29th Annual Portola Railroad Days*, Portola, California, [www.PortolaRailroadDays.com](http://www.PortolaRailroadDays.com) / 530.836.6811
- August 19-21, *73rd Snoqualmie Railroad Days*, Snoqualmie, Washington, [www.trainmuseum.org](http://www.trainmuseum.org)
- September 3-5, Steamer Oregon scheduled to operate, Oregon Zoo, [www.oregonzoo.org](http://www.oregonzoo.org)
- September 8-10, *Southern Pacific Historical & Technical Society Annual Meeting*, Portland, Oregon, [www.sphts07.org](http://www.sphts07.org)
- September 10, *GN Day in Skykomish 2011*, 9:30 am-4 pm, Skykomish Washington, [www.dflatblues.com/SkykomishHistoricalSociety](http://www.dflatblues.com/SkykomishHistoricalSociety)
- September 17, *Civil War Day*, Mount Rainier Scenic Railroad, Elbe, Washington, [www.mrsr.com](http://www.mrsr.com) / (888) STEAM11
- October 1, *Rail To Ales*, Mount Rainier Scenic Railroad, Elbe, Washington, [www.mrsr.com](http://www.mrsr.com) / (888) STEAM11
- October 22 & 23, *Pumpkin Trains*, Chehalis-Centralia Railroad, [www.steamtrainride.com](http://www.steamtrainride.com)
- October 22, *9th Annual Autumn Leaf Slide Show*, Fox Theater, Centralia, Washington, [www.autumnleafslideshow.blogspot.com](http://www.autumnleafslideshow.blogspot.com)
- October 22-23, *Amtrak 40th Anniversary Train*, Seattle King Street Station, 10 am-4 pm, [www.amtrak40th.com](http://www.amtrak40th.com)
- October 29-30, *Amtrak 40th Anniversary Train*, Portland Union Station, 10 am-4 pm, [www.amtrak40th.com](http://www.amtrak40th.com)
- November 8-13, *2011 Railway Heritage Preservation Conference ARM&TRAIN*, Chattanooga, Tennessee, [www.railwaymuseum.org](http://www.railwaymuseum.org)
- November 25-January 1, 2012 *Zoolights*, Steamer Oregon scheduled to operate, Oregon Zoo, [www.oregon.org](http://www.oregon.org)
- December 2-3-4, *Holiday Express*, Oaks Amusement Park Station, Portland, [www.orhf.org](http://www.orhf.org)
- December 9-10-11, *Holiday Express*, Oaks Amusement Park Station, Portland, [www.orhf.org](http://www.orhf.org)
- January 2012, Brooklyn Roundhouse, vacated and steam locomotives moved, [www.orhf.org](http://www.orhf.org)
- June 1, 2013, SP 4449 15-year renewal required

## Bill of Lading

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