

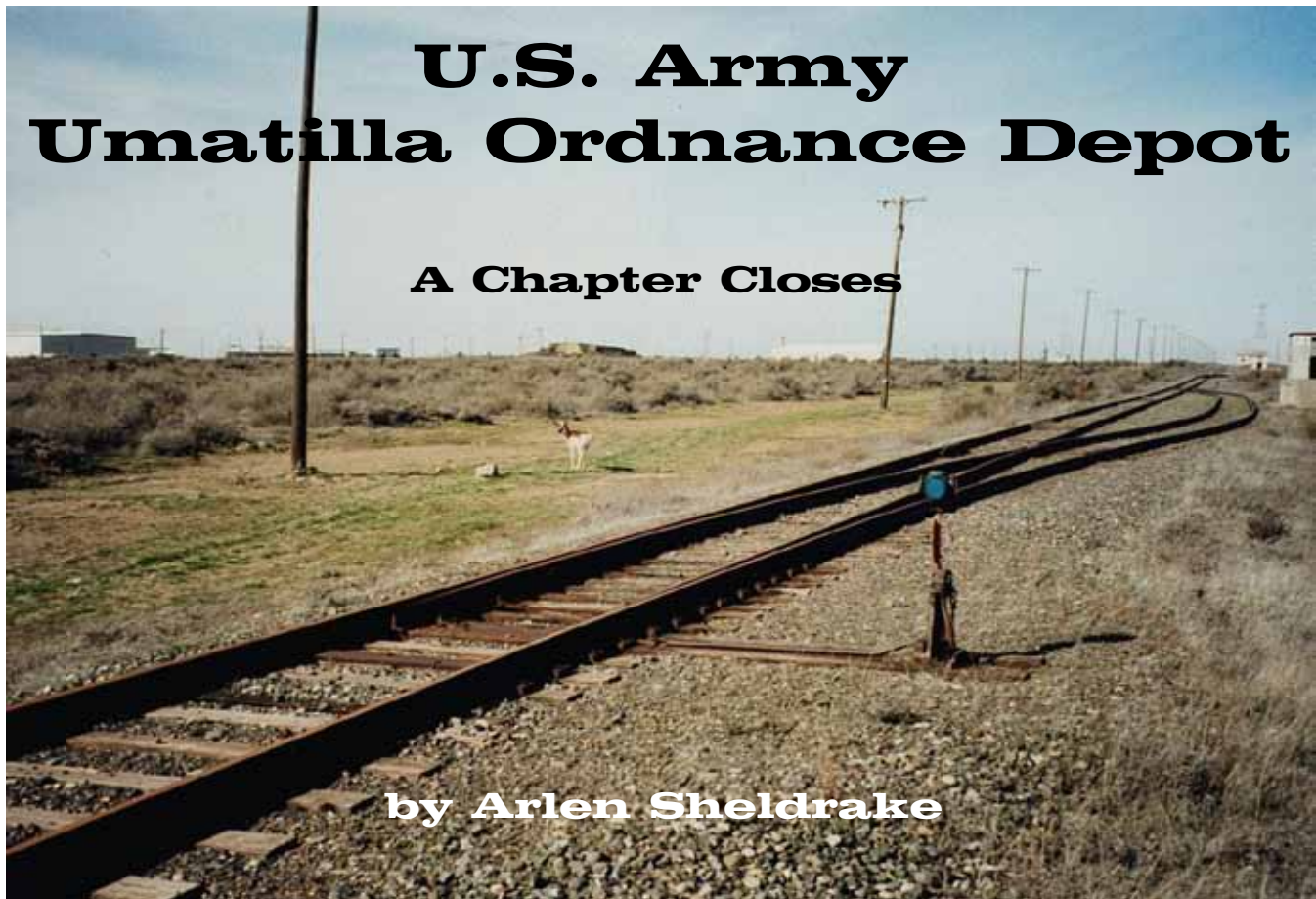
The

October 2011



Trainmaster

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



U.S. Army Umatilla Ordnance Depot

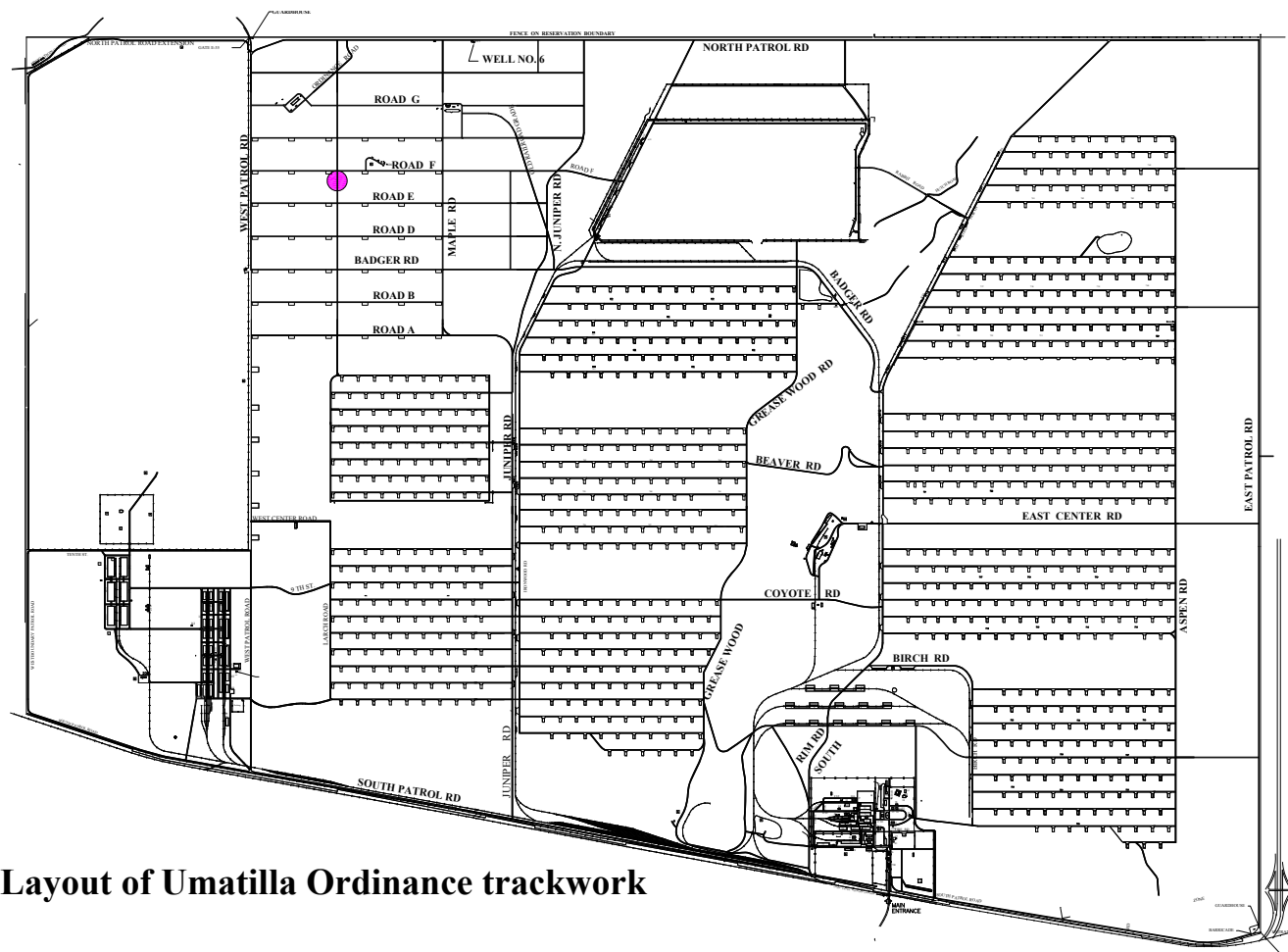
A Chapter Closes

by Arlen Sheldrake

In 1940 the Army selected a 16,000 acre plot of northeastern Oregon sage land for a new arsenal. Construction work began in January 1941, and 10 months later, on October 14, 1941, officials dedicated the depot and named it for the Umatilla Indian Tribe. Overall construction was completed quickly despite many challenges. On September 24, 1941, workers succeeded in pouring 24 concrete igloos in 24 hours. At the height of construction there were over 7,000 workers involved. Once war broke out, operations were 24/7.

Shortly after site acquisition, an engineering contract was awarded to Stevens and Koon of Portland which began topographical surveys in November 1940. Concurrently, access roads were built and existing rail lines were expanded. J.A. Terteling & Sons of Boise, Idaho obtained the prime construction contract in January 1941 and commenced building shortly thereafter. The Depot was laid out in three major areas: administration, ammunition storage, and combat equipment and general supplies storage.

The facility was established in 1941 as an ordnance facility for storing conventional munitions in support of the United State's entry into World War II. The construction of 1,001 ammunition storage igloos began in February 1941. The first ammunition shipment was received October 27, 1941. Subsequently, the functions of the Depot were extended to include ammunition demolition (1945), renovation (1947) and maintenance (1955). The U.S. Army began storing chemical munitions at the facility in 1962. No manufacturing



Layout of Umatilla Ordinance trackwork

operations have been conducted at the Depot but testing, rework and demolition operations have been performed in several areas throughout the facility.

During its more than 60 years of history, the Depot grew to almost 20,000 acres and continued to support other war efforts, including the Korean Conflict, Vietnam, Grenada and Panama. More recently, Umatilla repeated its conventional ammunition and general supply support role as Operation Desert Shield in the Middle East turned into Operation Desert Storm. Workers shipped more than 10,000 tons of conventional ammunition during Desert Storm's first 18 days, with 223 shipments and 19,371 tons in all before the conflict ended.

Buildings at the Depot are in two primary blocks: 100 Block Train Buildings, three 18,000 square foot tall buildings with gantry cranes and central rail and 26 other buildings with dock and rail service on both sides; and 200 Block Buildings with 86,400 square feet in six buildings. Most buildings haven't received maintenance in years, some have significant roof problems allowing weather and bird infiltration. And then of course there are the 1,001 igloos. While the munitions storage igloos vary in size, most are 80 feet long, about 26 feet wide and almost 13 feet high. They are concrete structures with steel rebar, have steel doors, and are covered with a minimum of two feet of earth. Each igloo has a lightning protection system. Inside temperatures range from 50-60 degrees Fahrenheit year 'round. These igloos remain in good shape

In addition to its conventional ammunition and general supply missions, the Depot received a new mission in 1962: receiving and storing chemical ammunition. Between 1962 and 1969, the Depot received various types of ammunition with the chemical nerve agents VX and GB, and mustard blister agent HD, including 155mm and 8-inch projectiles; M55 rockets; M23 mines; 500- and 750-pound bombs; spray tanks; and one-ton containers.

Today, the chemical ammunition is being destroyed per the Chemical Weapons Convention, an international treaty governing disposal of chemical munitions. Completion is expected in late 2011.

Included in the infrastructure at the Depot was some 50 miles of railroad track that served all munitions storage blocks with a deadend rail line serving the warehouse area. Approximately 8 miles of railroad car classification/storage area is adjacent to the Union Pacific Railroad mainline. Depot track is mostly 75-pound rail with

100-pound rail used for the Depot mainline. Some reports also list rail of 60, 72, and 85 lbs in place. The last use of this rail was during Desert Storm and the rail system has received little if any maintenance for the last two to three decades. The track was originally constructed to support ordinance handling and storage on the base. Ordnance was transported to and from the igloos via the rail system. The railroad system was used extensively for ammunition shipments until 1994, when all of the conventional ammunition was removed from the Depot. After ordinance was manufactured it was transported to the igloos via the rail system for storage; then transported from the igloos off base for use. In addition to the 50 miles of track, a locomotive repair facility for both steam and diesel, called the Roundhouse, a rail car repair facility and loading docks adjacent to most warehouses were constructed. The Roundhouse, built in 1942, is currently used for Decontamination Vehicle Storage.



At least during World War II, most ammunition was transported by rail down to a dock near the Depot and loaded onto barges for river shipment to Beaver Ammunition Storage Point at what is now called Point Westward near Clatskanie. Here, the ammunition was transferred to ocean-going ships. During this time period, ocean-going vessels were unable to navigate the portion of the Columbia River to Umatilla. When the chemical weapons disposal is completed, the U.S. Government (Umatilla Army Depot Reuse Authority, www.missionumatilla.com) will dispose of the entire property, thus closing this chapter of Oregon and U.S. history.

An interesting operational note from Ryan Swanson, who served as the UP Locomotive Service Track Manager at Hinkle from 1998 through 2003: “Not long after I arrived at Hinkle, I recall that it was standard procedure to drag trains out to ‘Ordnance’ (the Depot) if and when the yard was plugged up. However, it wasn’t long, not more than a few months, before the Army told UP that we would have to find another spot to put trains with no power. Not long after we stopped dragging trains out to the Depot, the switches and leads into the depot were removed. Hinkle has always been a power deficit terminal, meaning that more horsepower is required to move tonnage out of the terminal than generally comes in on terminating trains. Eastbound trains require a minimum of 2.5 hp per trailing ton. Sometimes, we (as in the service track) couldn’t cough up enough power to meet that goal. So, the tonnage is still in the yard and it needs to go somewhere. Otherwise, the yard will quickly back up and plug up. Ordnance was used as just such a place. More often than not, the yard would build MHKNPs* and then drag them out to Ordnance with yard power. Eventually, we would get more power into the terminal and a consist was built for the train at Ordnance. Hostlers would take it out to the train, the car department would perform the air test, we would link up the remotes and finally a crew would hop on and take to La Grande. Ordnance was only being used for storing eastbound trains with no power when I arrived at Hinkle. No blocking/yard work was performed. When going out to Ordnance or Munley (the first siding west of Hinkle) to link up remotes, service & spritz up a cab, etc. you were frequently shadowed by a humvee and a group of 3 or 4 well-armed soldiers. They stayed on the inside of the perimeter fence and, occasionally, would return a friendly wave but, more often than not, would simply observe you as you performed your duties and then would slowly follow you as you drove out along the right-of-way. After Ordnance was deemed off-limits by the Army, we started using sidings east of Hinkle such as Nolin and Barnhart to store eastbounds until they could be powered up.”

*M=Manifest, HK=Hinkle, Oregon, NP=North Platte, Nebraska. Hinkle to North Platte manifest freight.

Sources: Tri-City Herald – April 8, 2010, Center for Columbia River History (www.ccrh.org); Mission Umatilla (www.missionumatilla.com); Military Bases.com; U.S. Army Chemical Materials Agency (www.cma.army.mil); Umatilla Chemical Depot Site Assessment Report (May 2, 2006); UMCD Assessment Results (Infrastructure Assessment, December 24, 2009); The Oregon History Project (www.ohs.org); City of Irrigon formal Notification of Interest to the Army Depot Transition Team (www.cityofirrigon.org); James S. Hackett, Public Affairs Specialist, Umatilla Chemical Depot Public Affairs Office; Agency for Toxic Substances & Disease Registry, Public Health Assessment, U.S. Army Umatilla Depot Activity; Historic American Buildings Survey, U.S. Army Depot Activity, Umatilla, HAER #OR-5; Tom Hirsch, retired from Amtrak, published an article about the Army locomotive rebuild center at Hill AFB in The Short Line magazine in 1980; Ryan Swanson is currently a staff archaeologist with a consulting firm in Grand Junction, Colorado.

Known Locomotive Roster

- #4902 Baldwin, c/n 30676, 0-6-0, purchased 1942, OWR&N #28, *www.utahrails.net*
 - #4903 Baldwin, c/n 30677, 0-6-0, purchased 1943, OWR&N #29, *www.utahrails.net*
 - #7461 Baldwin, c/n 64436, VO 1000, built 11/1942, *www.sanfranciscotrains.org*
 - #7881 GE, c/n 17867, 65-ton B-B, built 5/1943, *www.thedieselshop.us*
 - #7887 GE, c/n 17873, 65-ton B-B, built 7/1943, *www.thedieselshop.us*
 - #2035 EMD, SW 8, *Tom Hirsch*
 - #2038 EMD, SW 8, *Tom Hirsch*
 - #7035 Porter, c/n 7375, 65-ton B-B, built 5/19/1942, *Tom Hirsch*
 - #7192 Davenport, c/n 2372, 45-ton B-B, built 1942, *Tom Hirsch*
 - #7498 GE, c/n 17850, 45-ton B-B, built 1943, *Tom Hirsch*
 - #7857 GE, c/n 717902, 80-ton B-B, built 1943, *Tom Hirsch*
 - #4024 Baldwin-Lima-Hamilton, c/n 61254, RS-4-TC*, built June 1954, now at Northwest Railway Museum, *www.trainmuseum.org*
 - #4021 Baldwin-Lima-Hamilton, c/n 61251, RS-4-TC*, built May 1954, *www.trainweb.org/westernrails*
 - #4026 Baldwin-Lima-Hamilton, c/n 61256, RS-4-TC*
 - #1250 Baldwin-Lima-Hamilton, c/n 61205, RS-4-TC*, built 1954, remanufactured 1991, obtained January 1998 from Umatilla Depot for U.S. DOE Crescent Junction Project, *www.emcbc.doe.gov*
 - #500 EMD, SW-1, one of 4 USAX, 7001-7004 *US Army photo*
 - #Unk. Whitcomb (?) *seen in US Army photo*
- (Information source italicized)

Tom Hirsch suggests that one of the reasons that many locomotives cycled through Umatilla was that the Depot lacked facilities to do heavy maintenance, thus requiring the locomotives to go to other sites for heavy repairs. Four locomotives are shown in what appears to be a 1940's era photo supplied from the Depot history files.

*According to *Wikipedia*, RS = Road Switcher Service, 4 = 4th Military Type, TC = Transportation Corp; 66 built for the US Army, 8 for the US Air Force; 4000 series for foreign service with adjustable gauge trucks; 1200 series for domestic service with fixed standard gauge trucks; all built between July 1953 and January 1955. Military Type 1 = MRS1 either Alco/GE or EMD version; Type 2 = SW8 100T; Type 3 = GE 80T (Tom Hirsch).

The RS-4-TC, while constructed by BLH, carried Whitcomb sequence builder's numbers and were actually designed by Davenport.

Irrigon Industrial Rail Switch and Yard Photos



Irrigon Industrial Complex – 100 Block Train Bldgs



Current proposals for the Umatilla Depot feature its rail access and accessibility to the existing buildings.

At the Roundhouse, four diesels, an EMD, a pair of GEs, and a Whitcomb, await their assignments at the Depot.



Left: BLH RC-4-TC #1250 rests over the pit in the enginehouse, awaiting preparation for transportation to a new assignment.

Below: At her new home at the Northwest Railway Museum in Snoqualmie, #4024 leads a sister locomotive on the tourist train. This design of locomotive was unusual in that they were powered by Caterpillar prime movers.





Locomotives were changed with reasonable frequency at the Umatilla Depot. These photos show RS-4-TC #1250 being readied for shipment on a heavy-duty flatcar.

NOTES FROM A MEETING

Keith Fleschner, President

This is a great column to write.

We received \$1,000 from the *Friends of the 4449* for the S-2 Painting Fund. The donation was a thank you for the Chapter members who assisted in their recent Wishram excursion. I'm glad the Friends had a successful trip and that we were able to help. My thanks to all of the Chapter members who lent a hand in making the trips a success.

We've received a very generous donation from long-time Chapter member Leonard Morgan. His donation of \$3,100 put us over our goal of \$40,000. My thanks to Leonard and to everyone else who has assisted the Chapter in achieving its S-2 Fund goal.

The challenge has become getting the actual work done. Our original preferred contractor stopped responding to our calls a while back. We've identified a second contractor who seems well suited to the project, but have had some difficulties in getting them out to give us a firm bid. We continue to work with them while having informal discussions about plan C if required. It is my (and your Board of Directors) sincere hope to make significant progress on this project this year.

In other news, ORHF continues to make measurable progress. Groundbreaking for the restoration facility should happen in mid-October. My thanks to all Chapter members who have helped ORHF over the years.

And rest assured that plans are well under way for Holiday Express. As usual, we will need lots of help so please reserve some free time to volunteer during the busy holiday season.

PNW SHORT LINES

by Arlen L. Sheldrake

Coos Bay Rail Link operator ARG Trans has appointed Tom Foster as CBR's general manager. Foster was formerly the general manager of the *Puget Sound & Pacific Railroad*. 8/16/11 *PR Newswire*

Restoring the *Amtrak Pioneer* service continues to be pushed by the Pioneer Restoration Organization (www.pioneertrain.com). The last *Pioneer* ran on May 10, 1997 between Seattle and Salt Lake City. An August 15, a *La Grande Observer* article reviewed some of the efforts of La Grande resident Dave Arnold.

On August 16, the Seattle Transit Blog (www.seattletransitblog.com) picked up an *All Aboard Washington* item quoting the Canadian Minister for Public Safety in a CBC interview: "Upon careful review of the business case and despite some significant financial constraints, the Canada Border Services Agency has decided that it will continue to provide publicly funded border clearance service to Amtrak's [*Amtrak Cascades*] second daily train."

On August 17, Vancouver, B.C.'s TransLink SkyTrain marked its 25th year of service, having transported 1.2 billion riders since it debuted in 1986. 8/18/11 *Progressive Railroad*

On August 23, the *Alaska Railroad Corporation* (ARRC) held an open house in Salcha for area residents to provide a project update, construction phasing, traffic control, and community impacts. ARRC is starting construction of the Northern Rail Extension (NRE) project to expand railroad infrastructure from North Pole to Delta Junction. NRE Phase One will construct a new bridge across the Tanana River and an associated levee near Salcha, a three year effort. *Alaska Railroad Corporation – Building a Great Railroad Across the Great Land* www.northernrailextension.com

The Point Defiance Bypass project is now down to two alternatives: do nothing or make \$91 million (American Recovery and Reinvestment Act funds) in improvements to reroute passenger trains to the west side of Interstate 5 through DuPont, Lakewood and South Tacoma. The environmental assessment is scheduled for release in late summer or early fall of 2012 and will focus on these two options. 8/17/11 *The News Tribune*

Grand Canyon Railway has the 2012 dates for steam operation already posted on their website for our trip planning. All the way to the Canyon behind 4960 on February 14, June 2, July 4, and September 15. Shorter, 8-mile Cataract Creek Rambler trips are on May 12-13 and June 9. www.thetrain.com

Parsons Brinckerhoff received the contract to design Phase 1 of the expansion of the TriMet light-rail operations and maintenance facility at Ruby Junction in Gresham, Oregon. The expansion will accommodate up to 18 new light rail vehicles for the 7.3-mile Portland-to-Milwaukie light-rail extension which is scheduled to open in 2015. In addition, the contract calls for the firm to provide preliminary design for Phase 2 of the shop expansion and light-rail storage tracks for the future Columbia River Crossing light-rail vehicles. 8/23/11 *Progressive Railroad*

Saturday, August 20, the northbound *Amtrak Coast Starlight* hit and killed twenty-four cattle (23 cows and 1 bull) in Southern Oregon (24 miles north of Klamath Falls) that had escaped from their pasture through a hole in the fence. Fifteen other cattle were injured. 8/23/11 *Herald and News, Klamath Falls*

Seems this isn't anywhere near the end of this story as on August 24, Oregon Live.com reported that these 24 cattle were part of a "closed herd" made up of genetically pure Salers. It seems Saler cattle date back at least 7,000 years and are considered nature's first wild cow. The cattle owner claims that the cattle are irreplaceable. The area where the cows were hit is considered open range and the rancher contends that the cattle got out through a railroad-built fence that collapsed.

On September 9, 2011 the Surface Transportation Board rendered a decision which allows *Union Pacific Railroad Company* (UP) to abandon a 17.86-mile rail line in Benton County, Oregon and relieves *Willamette & Pacific Railroad, Inc.* (WPRR), from its duty to serve shippers on that line. In addition, this decision authorizes UP's and WPRR's relinquishment of rights to utilize another railroad's connecting line. It also requires UP to keep certain railroad structures in place and sets a time period of 180 days for UP to negotiate with Benton County or other parties interested in turning the rail line into a recreational trail.

On August 26, the *Business Wire* reported that *Mount Hood Railroad* unveiled a newly renovated club car that includes an open floor plan, state-of-the-art sound system, dance floor, performance area, lounge seating and access to full bar service. The car is available for private parties either in train service or at the depot. The 1955/1956 Pullman-built rail car started out in *Long Island Rail Road* service.

With sadness, the passing of Roy E. Jones is noted. Born October 17, 1939, he died July 27, 2011. A memorial

service was held August 26. Roy served many years as the chief mechanical officer for the SP&S 700 and served several years on the Pacific Railroad Preservation Association board of directors. In lieu of flowers, the family suggested memorial contributions to Providence Cancer Center Foundation to assist other cancer patients. I'm sad to lose my friend Roy.

With sadness, it is also noted that on August 21 Bernard Joseph Tracy, born December 16, 1919, passed away. The Father of longtime 4449 fireman, volunteer and friend Pat Tracy, Bernard worked for *Portland Terminal Railroad Company* where he started out shoveling coal and ended up "running an engine" for 39 years. One of these engines was the PNWC S-2 #36. Many of us had hoped to show Bernard "his" locomotive when cosmetic restoration was completed.

The always changing Antique Powerland Museum at Brooks, Oregon expands again as the Pacific Northwest Logging Museum (PNWLM) announced that they will be extending the track south from the Steam Fiends SP steam crane to house ex-Southern Pacific caboose 1160. It will be used as their office and there is also a flat car that will have a saw shop built on it. The caboose comes from Philomath where it served 20 years as the Chamber of Commerce office. Rick Franklin is donating the flat car and the caboose and flat car moves along with the track extension. This is the same rail spur at APM that houses the PNWC Flanger, Jordan Spreader and Alco S-2. The saw shop drawings have been approved and the permit is in process. PNWLM hopes to have the saw shop completed by the 2012 Steam-Up. The PNWLM website is under development: www.pnwloggingmuseum.org.
From an AI Hall report

Canpotex Terminals Ltd. and the Prince Rupert Port Authority plan to develop and operate a potash export terminal, including a railcar unloading and conveyor system, on Ridley Island. A proposed rail loop would include up to 14 inbound and 11 outbound tracks. Other rail, highway and utility infrastructure would include three inbound and two outbound tracks for a Canpotex terminal, an access road with rail overpass and underpass, and a rail land bridge and culverts. Public comments were due to the Canadian Environmental Assessment Agency by September 30. *8/30/11 Progressive Railroading*

In announcing the \$11 million in 2011 awards, the Oregon Cultural Trust ran a ¼-page color advertisement in the July 31 *Oregonian* newspaper featuring a large Steve Sedaker picture of the SP&S 700 with the words "THIS is CULTURE" superimposed over the locomotive. The Oregon Rail Heritage Foundation was one of the 60 listed organizations to receive 2011 support.

TriMet opened its first Metropolitan Area Express (MAX) light-rail line, the Blue Line, on September 5, 1986; yes, that was 25 years ago. This initial Blue Line connected Portland and Gresham; one of the first federally funded light-rail systems using money initially earmarked for a freeway (Mount Hood in SE Portland, the ramps are on the I-5 Marquam Bridge). Enjoy the PNWC-developed first day cover envelope enclosed.

Good to see that Kalmbach Publishing has decided to again publish *Trains4Kids*, Volume 2. Still a bargain at \$4.95, including postage/handling, it will again be going to my three grandkids (and me!).

Yreka Western scrapping reports include Alco MRS-1 #244, acquired in 2001 from the Portola Railroad Museum, and *Milwaukee Road* Coaches 539 and 540.

The current phase of the BNSF cleanup of the Whitefish River near Whitefish, Montana has sediments being pulled up by a floating hydraulic dredge where they are piped to BNSF property for drying and then are shipped by rail to a landfill. In 2009, EPA ordered the cleanup after finding a sheen of oil on the river in 2007. The oil may have come from leaking underground oil tanks in the 1930's, 40's, or 50's. *9/7/11 NBC Montana*

PNWC – NRHS MISSION

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

PNWC Library News

DUST JACKET COVERS

Thanks to Dave Willworth and John Willworth, working with Bill Hyde, more books have new polyester (Mylar) dust jacket covers. These plastic covers protect the fragile paper jackets and improve the durability and appearance of the books. Dave and John also repaired damaged jackets with the library's acid-free mending tape.

CLASSIFICATION LABELS

Dave and John applied our new library-quality spine labels to books where the old labels were missing or coming off. The labels tag the books with one of the library's 28 subject classifications and help determine where the books sit on the shelves.

The Library Committee is working on an alternative classification scheme that will give our books and videos a more precise "shelf address," thereby making it easier to locate them. We may try out this new scheme first on the video collection.

BOOK SHELF REALIGNMENT

The Library Committee's "little carpenters" completed the first phase of their book shelf realignment project in the alcoves in Room 1. All the book shelves now have proper spacing and are back in use, and the books are out of their temporary boxes and back on the shelves.

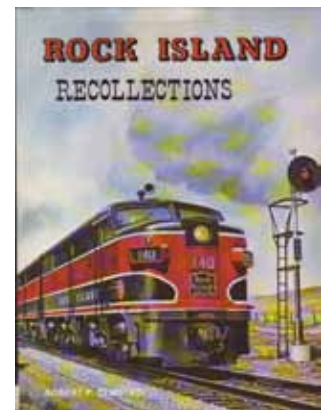
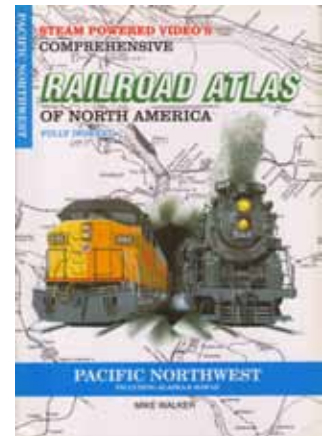
BOOK INVENTORY

With the help of Bill Hyde and John Tucker, the Library Committee finished the physical inventory of all the books in the Lending Library alcoves in Room 1. We used Bill Hyde's book list as a starting point and identified every item on the shelves, inscribing a unique identification number in each.

We recorded titles, subtitles, author statements, edition statements, publisher information and dates of publication. For items with generic or confusing titles, we added a note concerning the content. Other information recorded in the database included donors' names and dates, type of binding, condition, and preservation work needed (such as repairs or dust jacket covers).

We hope the Chapter can use this data to let people know the extent of our collection and what items we have. We counted a total of 1,377 books and pamphlets, 262 of which are on for-library-use-only reference shelves. We have more reference works to inventory, so the book count will probably go much higher by the time we're done.

Dave Willworth is welcomed as a new 2011 chapter member who has joined brother John (member since 1979) on the Library Committee team.



Pacific Northwest Chapter - Lending Library OPEN

October 15 and 22 (Saturdays), 1 to 4 pm & every Monday 10 am to Noon

Union Station Annex, 503 NW Irving

library@pnwc-nrhs.org

503-226-NRHS

SEPTEMBER MINUTES

Pacific Northwest Chapter – National Railway Historical Society Membership Meeting – September 16, 2011

The September General meeting was called to order at 7:35 by President Keith Fleschner, who then led the Pledge of Allegiance.

The August General meeting minutes were brought up and Arlen Sheldrake made a motion to approve and Doug Auburg seconded. The minutes were approved by the members.

George Hickok gave the monthly Treasurers report. Doug Auburg made a motion to accept the report and Arlen Sheldrake seconded. The report was accepted by the members.

Ron McCoy announced that the goal of forty thousand dollars for the cosmetic restoration of the S-2 diesel has been reached, with the total now standing at forty thousand thirty two dollars. Jean Hickok added to the celebration with a finely decorated cake.

George Hickok announced that the approved purchase of a new generator has been made and he showed the compact Honda generator that will supply two thousand watts for a job site. It was purchased for slightly less than the requested one thousand dollars.

It was announced that the Southern Pacific Historical Society convention was successful. A message from Al Hall noted that our concessions sales were good.

A reminder that on October 29 and 30, the special Amtrak consist will be in Portland for the Amtrak forty anniversary celebration.

Keith Fleschner reported that the 3300 car had received some graffiti but due to vigilance by members it was removed in rapid time.

The second message from the absent Al Hall reminded everyone that September 24 is Smithsonian Museum day and Antique Powerland will be open with the sawmill, blacksmith shop, and trolleys operating and the other museums open, all for free.

Keith Fleschner reported that the estimator for the S-2 painting contractor had gotten sick, but we should have our cost estimate by the end of the month.

President Fleschner then reported that the PNWC Board, in response to a request by ORHF, has submitted a letter to ORHF that; at the new facility ORHF will store our Holiday Express consist and in exchange PNWC will not charge rent for our railcars used in the Holiday Express for the next two years.

Arlen Sheldrake announced that the SP&S 700 will pull the Holiday Express the first weekend and will be in Vancouver, Washington for the Burlington Northern the next weekend.

A bountiful evening snack was provided by Lila Stephens.

The evenings program was presented by George Hickok on the Cascade Rails 2011 convention, and a presentation by Ron McCoy on a trip to the historic part of Stampede Pass.

The next meeting is October 21, 2011

The meeting was adjourned at 8:16.

Respectfully submitted, Jim Hokinson, Secretary



Left: The membership celebrated a major milestone with the S-2 Fund reaching its goal of \$40,000.

Above: A much-needed generator will now be available for Chapter projects where no plug-ins are easily available. Photos by Jim Hokinson



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 \$40,000

Golden Spike level: \$1000 and up

John & Lois Sheldrake♥, James & Valinda Hokinson,
Intel Foundation, Misc. Anonymous Donations,
NRHS Heritage Grant, Leonard & Jerilyn Morgan,
Autzen Foundation, Pacific Power Foundation,
Friends of SP 4449, 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

Jan Zweerts, Judson Parsons, Todd Landwehr,
Al Baker, Dale Reynolds, Chuck McGaffey, Thomas Barrett,
Bill & Teresa Hyde, Ron McCoy & Christopher Bowers, Ken Peters,
Jerry Tanquist, Michael P. Bryans, Kent Hutchens, Kenneth Vannice,
Roger Sackett, Roberta Ballard, Fred Gullette, Bob Slower

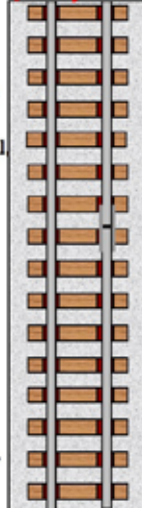
Tie Plate level: \$50 to \$99

Doug & Tammy Auburg, David Larsen, Robert Wenzel, Mark Whitson,
Phil Barney, Rolf Schmier, Raymond DeBuse

Steel spike: \$1 to \$49 Brian & Laurie Hoeter, Monica Windley, Thomas Vandegriff, George Mielalson,
Monica Watson, Gerald & Olive Schuler, Keith Byrdman, Trent Stetz, Ted Ahlberg♥, Peter Baker, Jim Long,

Denise Sevcik, Olive Schuler As of 9/16/2011 ♥= In Memoriam

We did it!
\$40,032



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 |

| | | |
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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.

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PACIFIC NORTHWEST CHAPTER TIMETABLE #591

Board of Director's meetings: October 13 & November 10, 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:

October 21: *Tourist Railroads in England and Wales*, Doug Auburg.

November 18: *Railroads Near Wasco County*, Jerry Tanquist

December 16: 6:30 PM – Potluck: 2012 Officer/Director Election,
2012 Budget Approval & Train Toys for Tots collection/delivery.

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

HOLIDAY EXPRESS SCHEDULE

December 2-3-4, *Holiday Express*, Oaks Amusement Park Station, Portland, www.orhf.org
December 9-10-11, *Holiday Express*, Oaks Amusement Park Station, Portland, www.orhf.org

NOTABLE NON-CHAPTER EVENTS:

Sundays, May-October, *Shady Dell Train Park*, 11:30 am-5 pm, near Molalla, Oregon, www.pnls.org /503.829.6866

October 1, *Rail To Ales*, Mount Rainier Scenic Railroad, Elbe, Washington, www.mrsr.com/(888)STEAM11

October 1, *Great Alaska Beer Train*, Anchorage-Portage, Alaska, www.AlaskaRailroad.com

October 1, *HarvestFest*, West Coast Railway Heritage Park, Squamish, British Columbia, Canada, www.wcra.org

October 1, *Fall Foliage*, Eagle Cap Excursion Train, Elgin Oregon, www.eaglecaptrain.com/800-323-7330

October 15 *Fall Foliage*, Eagle Cap Excursion Train, Elgin Oregon, www.eaglecaptrain.com/800-323-7330

October 15-16, *Fall Foliage and Photographers Weekend*, Sumpter Valley Railroad, www.svry.com

October 22-23, *Pumpkin Trains*, Chehalis-Centralia Railroad, www.steamtrainride.com

October 22, *9th Annual Autumn Leaf Slide Show*, Fox Theater, Centralia, Washington,
www.autumnleafslideshow.blogspot.com

October 22-23, *Amtrak 40th Anniversary Train*, Seattle King Street Station, 10 am-4 pm, www.amtrak40th.com

October 29-30, *Amtrak 40th Anniversary Train*, Portland Union Station, 10 am-4 pm, www.amtrak40th.com

November 8-13, *2011 Railway Heritage Preservation Conference ARM&TRAIN*, Chattanooga, Tennessee,
www.railwaymuseum.org

November 25-January 1, 2012 *Zoolights*, Steamer *Oregon* scheduled to operate, Oregon Zoo, www.oregon.org

January 2012, Brooklyn Roundhouse, vacated and steam locomotives moved, www.orhf.org

March 10, *34th Winterail*, Railroadiana Show & Sale, Stockton California, www.winterail.com

May 19, *GorgeRail 2012*, Columbia Gorge Discovery Center, The Dalles, Oregon, www.gorgerail.com

July 7-11, 2012, *Great Northern Railway Historical Society Convention*, Klamath Falls, Oregon, www.gnrhs.org

June 1, 2013, SP 4449 15-year renewal required

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.

Bill of Lading

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