

The

November 2011



Trainmaster

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



Hanford Preserving Railroad History



by Arlen Sheldrake

A May 10, 2011 U.S. Department of Energy news release announced the preservation of two locomotives and two cask cars that served the Atomic Energy Commission's Hanford Project. The two locomotives, USDOE 3731 and USDOE 3729 are RS-1 locomotives built in 1948 by ALCO and acquired new by the Atomic Energy Commission. They spent their entire operating lives at Hanford. CH2M HILL performed exhaustive surveys on the locomotives and did not find any dangerous contamination. On the two cask cars, a tall irradiated-fuel cask 4-axle car (HO-10B-19945) and standard irradiated-fuel cask 6-axle car (HO-10B-5599), exterior contamination has been fixed in place and the interiors filled with grout. All four will be displayed at the B Reactor.

Over several months, CH2M HILL prepared the cars for safe removal in stages; first determining the extent of contamination on and inside the cars, then applying grout, or cement, to the interiors to seal any contamination. In the fuel-carrying cask cars, dry grout was first used to trap contaminated liquids inside, with follow-up applications of wet grout to fill remaining void spaces, reduce radiological dose, and allow the car to be sealed, wrapped, and transported safely from the area.



Hanford contractors continue to work together to preserve the historical legacy of Hanford. For example, CH2M HILL provided packaging and transportation; the Mission Support Alliance performed more than 2,000 samples on the locomotives and provided support at the B Reactor area; and Washington Closure Hanford provided train rail materials for the exhibit. Also, the Grant/Tri City & Olympia Railroad constructed the exhibit rail.

The other 12 rail cars will go to long-

term disposal at the Environmental Restoration Disposal Facility (ERDF). The removal of the total of 16 cars from the 212-N-Spur, where they have been stored since at least 1997, will be completed by the end of September.

The B Reactor produced plutonium for more than twenty years. The B Reactor was the world's first, full-scale nuclear reactor and produced the plutonium used in the "Fat Man" bomb dropped over Nagasaki, Japan, in August of 1945. It was shut down in February 1968, and was later scheduled



to be "cocooned" like the other reactors at Hanford. (Cocooning is a process by which the reactor core is encased in a concrete shell for 75 years to allow the radioactivity to decay.) However, in August 2008, the United States Department of the Interior designated the B Reactor as a National Historic Landmark. The United States Department of Energy now offers public tours of B Reactor. Go to the www.hanford.gov website and click on "Hanford Tours" for information about visiting the Hanford Site and the B Reactor.

(Note: During the railroad equipment disposal public comment period, PNWC President Keith Fleschner sent an August 6, 2010 letter to the U.S. Department of Energy stating in part: "After some considerable research, we

believe that the preservation of at least a locomotive and maybe a well car and other equipment with appropriate signage is highly appropriate so that future generations will understand the significant role that railroad transportation played in the operations at Hanford. The Atomic Energy Commission



built and used 158 miles of railroad at Hanford to provide efficient movement of materials both within and to and from the site; future generations need to know and appreciate this.”)

(Text from U.S. Department of Energy May 10, 2011 press release and www.hanford.gov website; photos from the Hanford website: www.hanford.gov; PNWC-NRHS August 6, 2010 letter to USDOE; and with appreciated assistance from Cameron Hardy, U.S. Department of Energy.



For more information about the Northwest's Nuclear Railroad see the November 2010 *Trainmaster* article by Arlen Sheldrake.)

Camp 6 Museum Sold

The owners of Camp 6 Logging Museum in Tacoma, Washington have sold the trains, logging equipment, and other pieces of equipment to a collector who is a founder of the Roots of Motive Power Inc., a logging history museum located in Willits, California. The Western Forest Industries Museum (WFIM), which owns Camp 6, has searched for a person or organization to restore and maintain Camp 6 within Point Defiance Park. When no such entity was found, WFIM began a search for entities that could undertake the task of moving and preserving the historic logging artifacts of Camp 6. The WFIM board feels fortunate to have found a purchaser that can take responsibility for ensuring the artifacts are well cared for. The board was pleased to find Chris Baldo because he values railroad memorabilia and is genuinely interested in preserving the equipment to the extent possible, said WFIM spokesman Alan Macpherson.

Baldo said that much of the Camp 6 historic logging equipment will go to the Roots of Motive Power Museum collection in Willits. A few pieces will be retained by the Western Forest Industries Museum, which owned the Camp 6 equipment and also owns the *Mount Rainier Scenic Railway*. Some artifacts will remain in Mr. Baldo's personal collection, some pieces will be made available to other logging and railroad history museums in the Pacific Northwest and to other individuals and companies interested in the long-term preservation of the history of the timber industry.

The Western Forest Industries Museum (WFIM) closed the historic logging museum in Point Defiance Park, Tacoma last winter after dwindling revenues led to insufficient funds to operate the museum and maintain the equipment.

WFIM leases property in Point Defiance Park from Metro Parks for a nominal amount. That lease is set to expire in late 2012 when the collection has been relocated. WFIM established the Camp 6 Logging Museum in 1964 as a living, hands-on demonstration of logging and railroad history from the 1880s through the 1940s.



Tillamook Depot Saved

by Arlen Sheldrake

On Sunday, March 13, the Tillamook Depot was moved to its new home next to the Blue Heron French Cheese Company, thus escaping the wrecking ball.

With a mid-January \$5,000 donation from Ken Werner that kicked the total to the needed \$12,000, the Oregon Coast Scenic Railroad (OCSR) moved forward quickly to prepare the former Pacific Railway and Navigation Company Tillamook Depot for a “house move” to a new site. The PR&N was a subsidiary of the Southern Pacific.

The depot was located on a 3-acre property on Third Street purchased from the Port of Tillamook Bay by Werner Gourmet Meats which has immediate plans to add a 7,493 square-foot production addition and a 16,000 square-foot warehouse to their existing facility next door. Werner offered the depot free to anyone who could come up with a plan to move it from their property by the end of February.

OCSR moved the 1912 depot to a small patch of ground at the Blue Heron French Cheese Company facility north of town just off Highway 101 (2001 Blue Heron Drive) where OCSR has plans to use it as a satellite ticket office, gift shop and possibly as short-term office space. The move cost about \$9,500 after Averill Trucking and several utilities provided their services at no cost.

In mid-January, volunteers removed the roof down to the ceiling joists for the road move height requirements. The windows were removed so that they wouldn't be damaged during the move. An Astoria company was contracted to do the highway move. The goals are to have the depot on a new foundation and weather tight by Fall and open as a ticket office in time for the building's centennial in 2012.

The 1.5-mile highway move took about 3 hours. The building is approximately 2,000 square feet and 29 feet wide. Denny Pastega, Blue Heron owner who also serves on the OCSR Board of Directors, was quoted by the *Headlight Herald*: “I've always had a dream of putting the depot on the Blue Heron property and then some day in the future connecting it to the main (railroad) line.” Hampton Lumber has donated enough lumber to replace the roof and rebuild the missing freight room which burned down in the 1970s. With the addition, the depot will be twice its current size.

The station saw regular passenger service until 1932, serving two trains a day. It continued to serve occasional passenger trains until 1953. Soon after 1953, the freight handling end of the station was damaged by fire and removed. The depot was closed in 1977. The station is a Southern Pacific Type 23.

OCSR is looking for some detail materials to decorate the inside of the depot once it is restored. Materials needed include: scissor phone, manual typewriter, telegraph equipment, station wall clock, old baggage cart and any other period material. If you can donate any of these items, contact Scott Wickert (swickert@ocsr.net). More information about this 501C-3 tax exempt organization can be accessed at: www.ocsr.net. Restoration donations may be sent to: Oregon Coast Scenic Railroad, c/o Depot Restoration, PO Box 669, Tillamook OR 97141.

This article was compiled with assistance from Scott Wickert and Tillamook Headlight Herald newspaper articles: September 29, January 12 & 20, March 13 & 16, 2011. The crane photo was supplied by Scott Wickert and the roofless and new site photos by Arlen Sheldrake.





In preparation for the move, the roof of the depot had to be removed. A crane allowed the clean removal of all of the roof joists and covering.

Roof and windows removed, the depot stood at its previous location, awaiting lifting and transportation.



At its new, permanent location at the Blue Heron French Cheese Company facility, the depot still needs a new foundation and replacement roofing.

HOLIDAY EXPRESS



Fun for the entire family!

Dec 2-4 and 9-11, 2011

CAPTURE THE HOLIDAY *Magic* OF A LIVE STEAM LOCOMOTIVE!



The seventh annual Holiday Express is highbaling again! Ride with Santa behind Portland's own world famous huge steam engines departing hourly from Oaks Park Station. Capture the magic of Christmas with Santa for photos and fun.



Parking is **FREE** and there are plenty of train gifts for sale for young and old alike. Proceeds go toward the development and maintenance of the new Oregon Enginehouse and Rail Heritage Center in Portland scheduled to open near OMSI in 2012!

For more information visit Ticketswest.com, ORHF.org or call 503-224-8499.



TicketsWest™

Go to TicketsWest.com
or charge by phone 1 800 325 SEAT



OREGON PACIFIC RAILROAD COMPANY

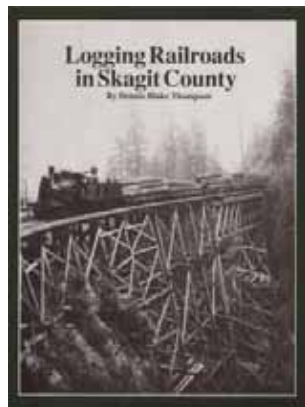


*A Portland Tradition
Since 2005!*

New Books in the Library

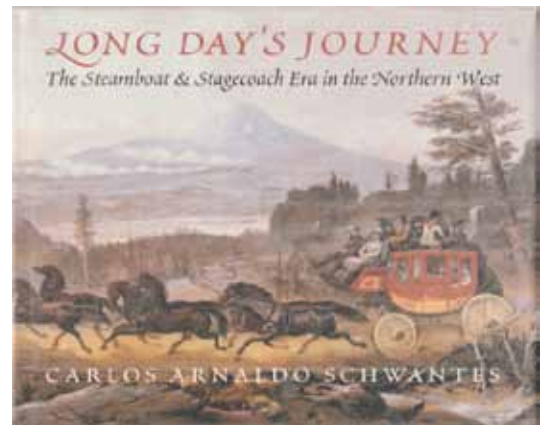
September 2011

We want to thank Al Hall for transferring these books from his Concessions Committee stock to the Lending Library. They are now ready for members to check out. The chapter purchased all but one directly from the publisher. Al and Judy Hall bought *Long Day's Journey* and donated it to the chapter. We appreciate Al and Judy making these books available for library users to read.

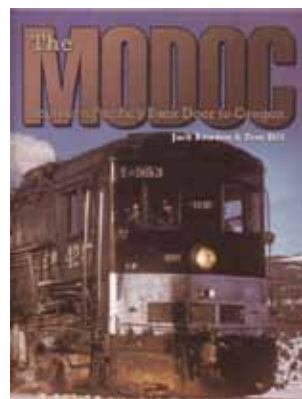


Logging Railroads in Skagit County: the First Comprehensive History of the Logging Railroads in Skagit County, Washington, USA, by Dennis Blake Thompson with illustrations by E.L. Hauff and cartography by R. Dale Jost. Published by NorthWest Short Line in 1989, this 307-page, hardbound book has detailed maps of the logging operations in northwestern Washington state with chapters covering the larger operations. Includes locomotive rosters, scale drawings of logging and rail equipment, thumbnail sketches of all the smaller operations in the county and an appendix rich in detail. Located in the Lending Library on the Logging Railroads (class 9).

Long Day's Journey: the Steamboat & Stagecoach Era in the Northern West, by Carlos Arnaldo Schwantes. Published by University of Washington Press in 1999. The great difficulties faced by travelers before the arrival of the railroads is chronicled here with many color reproductions of 19th century maps, photographs, lithographs and



advertising art and Schwantes' authoritative text. Hardbound, 408 pages. Located in the library with the Western U.S. railroads (class 27).



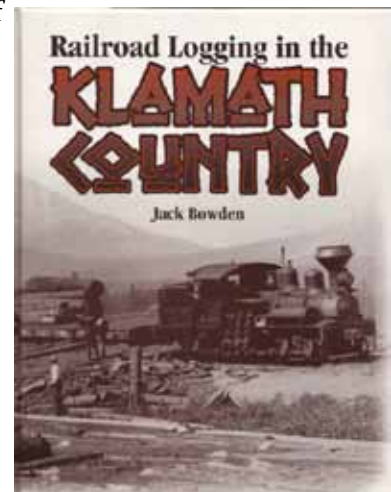
The Modoc: Southern Pacific's Back Door to Oregon, by Jack Bowden and Tom Dill, with pen-in-ink illustrations by Jack Bowden. Published by Oso Publishing Company, Hamilton, Montana, in 2002, now out of print.

Hardback, 346 pages. History and operations of SP's Modoc Line, Westwood and Lakeview branches, Nevada-California-Oregon narrow gauge and logging roads. Lots of photos, maps, timetables and railroaders' recollections.

Located in the library on the Southern Pacific

shelves (class 21).

Railroad Logging in the Klamath Country, by Jack Bowden, with pen-and-ink illustrations by the author. Published by Oso in 2003. This 364-page hardback book covers every aspect of the logging railroad show around Klamath Falls, Bend and Medford with a chapter on each operation. Photos, many maps, locomotive rosters. Located on the Logging Railroads shelves (class 9).



OREGON RAIL HERITAGE FOUNDATION Engine House and Interpretive Center



Project Partners:

Oregon Rail Heritage Foundation
Friends of OR&N 197
Friends of SP 4449 Inc.
Northwest Rail Museum
Pacific NW Chapter of NRHS
Pacific Railroad Preservation Association
Hosford-Abemethy Neighborhood Development

TriMet
Union Pacific Railroad
City of Portland Bureau of Parks and Recreation
City of Portland Bureau of Transportation

Project Team:

GeoDesign
Railworks
Rain Media
HDR Engineering
Bill Failing
Grassroots NW
Metropolitan Group
Mayes Testing Engineers

Hennebery Eddy
Architects

EDCI

PhoTri

kpf



Lorentz Bruun Construction

ORHF Breaks Ground

On October 21, the Oregon Rail Heritage Foundation broke ground on Phase 1, the Engine House & Rail Heritage Center, in southeast Portland near the Oregon Museum of Science and Industry. The 260-plus attendees included Portland Commissioners Nick Fish and Amanda Fitch, OMSI President Nancy Stueber, and Tri-Met General Manager Neil McFarlane. Former long-time Portland Commissioner and All Aboard Steering Committee (ORHF fund raising) honorary chair, Mike Lindberg, served as master of ceremonies.

Fund raising continues. To date, foundations and individual donors have contributed over \$4.5 million toward the construction tab, leaving \$1 million still to fulfill the next fund raising increment.

Construction will begin as soon as some permitting issues are resolved.



...Before the Hoopla...

Pictured September 30th is the new Oregon Rail Heritage Foundation site, the stake marks the SE corner of the new building with a southbound on-time Coast Starlight in the background and the new streetcar viaduct on the left and the new MLK Viaduct on the right. This view will be undergoing major changes starting in October.



Left: Doyle McCormack escorts Gordon Zimmerman to the ceremonial ringing of the bell. *Photo by Trent Stetz*

Below: Master of Ceremonies Mike Lindberg addresses the assembled group while City Commissioner Nick Fish looks on. That's PNWC's Al Baker's back on the right. *Photo by Arlen Sheldrake*



Above: Doyle McCormack informs the attendees of the vision for the facility. *Photo by Trent Stetz*



Above right: Details on the project were readily available from several information boards and representatives of ORHF. Answering questions (pictured in the hat) is PNWC member David Larson. *Photo by Trent Stetz*

Below right: Left to right, Nick Fish, Laurel Lyon, Doyle McCormack, and Project Manager, Kimberly Knox. *Photo by Trent Stetz*





A very informative reader board gave attendees an excellent feeling for what the final structure would look like.
 Photo by Trent Stetz

*Annual Holiday Potluck
 & Train Toy Drive*

All toys must be:
 ★ NEW
 ★ UNWRAPPED
 ★ Train-related if possible

Potluck Dinner Starts at 6:30PM

BRING YOUR Hot Dishes, Side Dishes, Salads, Pies, Cakes, Cookies & APPETITES!

*DECEMBER 16th ❄️ St. Mark's Lutheran Church
 Membership meeting and Annual Elections to follow immediately thereafter.*

PNW SHORT LINES

by Arlen L. Sheldrake

The September newspaper *The Bee* contained a very nice article entitled “Train enthusiasts to break ground for locomotive museum near OMSI” by David F. Ashton; www.thebeenews.com.

While the new export grain terminal at the Port of Longview has been the focus of the union troubles and media coverage, another related story exists in Montana. Three shuttle terminals are being built or are built at Chester, Carter and Kintyre Flats, Montana. Chester and Kintyre Flats are on BNSF’s ex-Great Northern “Hi-Line” across northern Montana. Carter is located on the Great Falls-Fort Benton, Montana branch line. Chester and Kintyre are to be completed this Fall, and Carter is to open next Fall. All will be capable of storing 800,000 bushels of wheat and loading 110-car shuttle trains in 10 hours. Both the Port of Longview and the shuttle terminals are projects of EGT, a joint venture between Bunge North America, Japan’s ITOCHU, and Korea’s STX Pan Ocean. The Port of Longview facility located at Berth 9, Columbia River mile 66, includes four complete loop tracks designed to accommodate four 110-car unit trains and is served by *BNSF Railway* and *Union Pacific Railroad* main lines, with a dedicated spur to the Port. Vessel loading capacity is 120,000 bushels per hour. Commodities include hard red winter, northern and dark northern spring wheat. The EGT objective is to “create a seamless supply chain from the farm to the end users in Asia and Central America.” 09/08/2011 *Trains News Wire* and www.portoflongview.com.

On June 30, Kelly Taylor, ODOT Rail Division Administrator, retired after 33 years with ODOT. Kelly assumed the Rail Division Administrator duties June 2004. Betsy Imholt is the interim Rail Division Administrator.

On September 15, Sound Transit and the City of Tacoma opened the new Commerce Street Station on Tacoma Link, the sixth stop on the 1.6-mile line that serves as a major connector in downtown Tacoma. Tacoma Link connects the downtown business district with commuter rail and bus service at Tacoma Dome Station, with stops at South 25th Street, Union Station, Convention Center Station, and the Theater District. Riding Tacoma Link is free. 09/14/2011 *Sound Transit press release*

A new TV series, *Hell on Wheels*, premieres November 6 on the AMC cable channel. Set in the 1860’s at the beginning of Reconstruction, a vengeance plot sends the series lead westward to the lawless Nebraska towns (*Hell on Wheels*) that move with the construction of the transcontinental railroad. The series is filmed in Calgary and surrounding areas of Alberta, Canada.

Earlier this year, the ponds built in 1927 at Platt Gardens were cleaned and repaired. The City of Boise funded the \$108,000 project. The 7-acre Platt Gardens were built by *Union Pacific Railroad* as a scenic spot for residents awaiting passenger trains. In addition to the ponds, the gardens feature a winding walk, benches, a monument of volcanic rock, a gazebo and colorful flowering plants. The garden was named for Howard V. Platt, who was general manager of the original *Oregon Short Line Railroad*. 04/13/11 *Idaho Statesman*

After a wonderful French toast lunch, I explored the grounds at Camp 18 Restaurant & Logging Museum on September 15 and found an ex-*Milwaukee Road* cattle car and ex-*Northern Pacific* wooden boxcar among the many interesting rail artifacts in Elsie, Oregon. On the same trip, I stopped by the community of Timber and found a long quiet POTB 6164 (SD-9), a log flat, and a depressed center flat car on the “main line”, and a lonely tank car on the siding. A neighbor indicated that the Port was planning to move the equipment to Banks in the near future.

The August 17 *La Grande Observer*: Wallowa Union Railroad Authority, RFP #2011-01, Closing Date: September 6, 2011: TO PROVIDE: Operation, Maintenance, Sales & Marketing of all Freight & Passenger Rail Services, including Maintenance of Way, on the Wallowa Union Railroad from Elgin to Joseph, OR, 63 miles. On September 23 an *Observer* article reported that two RFP responses were received. The proposal from Standard Railroad Corp. is being pursued that includes an ambitious expansion of railroad service by a new subsidiary *Sierra Nevada and Pacific Railroad*, including a steam-powered passenger train. Another subsidiary of Standard is the near-dormant *Yreka Western Railroad*. Added to the Eagle Cap Excursion consist this summer was a Budd 1938-built *Santa Fe* coach that was converted into a chair car and refurbished by the Friends of the Joseph Branch. The cost of the project was split with the *Wallowa Union Railroad* with several businesses giving price breaks. The addition of this car brings the excursion consist passenger capacity back up to 160 after the RDC units were sidelined. The next Friends project is to paint the consist to match the locomotives.

On Saturday September 17, the *Coast Starlight* No. 14 was greeted in Albany, Oregon by the South Albany

High School Band. This is one of the efforts of the Historic Albany Recovery Program to promote historic Albany. Expect other greeting bands including West Albany High and Albany Middle School to also perform on future weekends. Bet there were a bunch of surprised Starlight riders! 09/14/11 *Democrat Herald*

BNSF Railway CEO, Matt Rose, was in Seattle to speak to the American Association of Port Authorities Convention. From his luncheon speech: "Our supply chain is a weapon of mass competitiveness. The question is whether the U.S. will invest in neglected infrastructure, or slip while China becomes more nimble and Canada equips its seaports in Vancouver and Prince Rupert, B.C. to feed a refurbished national railway." Some regional statements during a *Seattle Times* interview published September 17: "Coal exports: we already ship 100 million tons, if the export coal doesn't come from this country it will come from Indonesia or South America. (Rose supports the proposed coal-export terminal at Cherry Point, Whatcom County, Washington.) So if anyone thinks we're not going to permit a coal terminal and that's going to solve China from burning coal, I don't think they understand how global logistics markets work. Stampede Pass: As there are more grain exports wanting to come out to the West Coast, Stampede Pass will be a part of that. The pass tunnel is too low for double-stacked trains, someday, not in the foreseeable future, BNSF will add overhead space at a cost of \$30 to \$40 million. Crash prevention: We're going to have positive train control on our railroad by 2015, and you know, the horrific accident* in Kelso, Washington, that claimed five lives is the reason. On the one hand, you can say this has taken 19 years to implement; it will end up taking 22 years. On the other hand, this will be the biggest change in the railroad industry that we've seen since the advent of steam-to-diesel locomotive." (*On the night of November 11, 1993, two freight trains crashed head-on near Longview. A memorial marker on the railroad notes the location and can be seen from I-5.)

And speaking of Port investments, the September 19 *BC Local News* reports that the Ridley Island bulk commodity terminal at Prince Rupert will be expanded with a C\$90 million road and rail project with the B.C. government pitching in C\$15 million, with another C\$30 million each from *CN Rail* and the Prince Rupert Port Authority. The project includes three inbound and two outbound tracks for coal, potash and other bulk terminals developments plus electrical and water connections for the new facilities.

RIP John Ainsworth 'Jack' Mills, September 25, 1930 – September 12, 2011. One of his many lifetime involvements was as owner and President of the *Mount Hood Railroad* from 1987 to 2008. Jack's obituary was in the *Oregonian* of September 18.

On September 21, U.S. Transportation Secretary Ray LaHood announced \$31.1 million for Washington projects: \$16.1 million for design, environmental review and construction work to stabilize and improve track structure along the rail line between Blaine and the Columbia River Bridge in Vancouver, Washington; \$15 million for construction of a new rail access route to the Port of Vancouver, WSDOT and the Port are contributing a combined \$22 million to this project, construction expected to begin July 2012.

ConnectOregon IV timelines: October 3 – Applications available; November 21 – Applications due; June 2012 – Final Review Committee prioritization; Transportation Commission decision – TBA. The \$40 million *ConnectOregon* IV funds come from lottery-backed bonds.

The September issue of *Smithsonian* magazine has a neat article, "Mail Pouch": For nine years [1888-1897], Owney [a dog] rode the rails and the wagons on top of mailbags. A July Forever USPS stamp honors his odd service as the mascot of the mailmen. More information and a link to pictures of the extensive number of medals Owney received: www.smithsonian.com/owney. (A couple of the PNW medals: Westminster and Vancouver Tramway; Oregon & California Railroad; Seattle Transfer Company; Mitchell, Lewis & Staver (agricultural implements), Portland; Tacoma Poultry Association [convention], 12/31/1895-01/04/1896.)

The first *Pacific Railway & Navigation Company* train arrived in Tillamook on October 9, 1911. The Tillamook Pioneer Museum and the *Headlight Herald* newspaper celebrated the significance on October 9 by offering special rides out of Garibaldi on the *Oregon Coast Scenic Railroad*. A special section about the past, present and future of the railroad currently owned by the Port of Tillamook Bay appeared in the October 5 edition of the *Headlight Herald* (www.tillamookheadlighthearl.com).

Trainorders.com, 09/28/22: Camp 6 – Sale Is Finalized – Our Press Release. After months of working on this project we can now go public with what we did to liquidate Camp 6 in point Defiance Park in Tacoma. Here is the press release we issued this afternoon. Martin E. Hansen.

On September 28, U.S. Transportation Secretary Ray LaHood awarded a \$13.6 million grant to the Oregon Department of Transportation that includes: \$4 million to fund preliminary engineering and environmental work

for track replacement and expansion, ADA upgrades, and energy conservation measures at Portland Union Station (ODOT is contributing \$1 million to this project); \$1.3 million to support final design and construction of additional work on Portland Union Station's roof and other structural upgrades; \$4.2 million for a draft and final environmental work and service planning to identify improvements for the Cascades route from Eugene to Portland (ODOT will contribute \$5.8 million for this phase of the project).

From the Archives



This diminutive inclined cylinder Hinckley 0-4-0T was better than an ox, but not by much. Certainly not up to main-line standards, this type of motive power was typical in the early days of railroads in the Pacific Northwest woods. The locomotive's small stature earned it the nickname "Ant." *PNWC Collection*

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.

Pacific Northwest Chapter - Lending Library OPEN

November 19 and 26 (Saturdays), 1 to 4 pm & every Monday 10 am to Noon
Union Station Annex, 503 NW Irving
library@pnwc-nrhs.org
503-226-NRHS

OCTOBER MINUTES

Pacific Northwest Chapter – National Railway Historical Society Membership Meeting – October 21, 2011

The meeting was called to order at 7:33 by President Keith Fleschner.

The pledge of Allegiance was led by Al Hall.

New members were recognized; Dave and Gail Willworth, Marge Helander, Diana Harris and Gary Piercy. Also recognized was guest Hugh Delanty.

For September minutes, Doug Auburg moved to approve and Bryan Ackler seconded. The minutes were approved by the membership.

George Hickok gave the treasurers report and reported that the checkbook balances. Bryan Ackler made a motion to accept the report and Ken Vannice seconded. The report was accepted by the membership. George then reported that at the request of member Kent Hutchens, a gift of one hundred dollars was sent to the Cottage Grove Historical Society to honor the restoration of the Chambers covered railroad bridge. He then stated that the board had approved the consideration of the purchase of a projector for use at meetings and presentations. The expenditure not to exceed one thousand dollars. Doug Auburg moved to make the purchase and Leonard Morgan seconded the motion. The membership approved the motion. George stated that Mark Reynolds had donated the proper audio cable. George then announced that the new home committee has requested five thousand dollars for a consultant to prepare a new business plan for the new home project. Doug Auburg made a motion to approve the request and Al Hall seconded. The membership approved.

Arlen Sheldrake reported that the Chambers covered railroad bridge has been restored and there will be a grand opening on December 3, 2011.

President Fleschner announced that the Train Toys For Tots Program will collect toys at the December meeting.

President Fleschner said the ORHF groundbreaking was held today and was well attended.

President Fleschner reported that the Holiday Express plan is underway and he is looking for volunteers to get things ready.

The AMTRAK 40 anniversary train will be at Portland Union Station on October 29-30, 2011. The PNWC will have a concessions table. There is an offer for PNWC members to sign up for a special tour on the special AMTRAK train.

Al Baker announced that the program for November will be Jerry Tanquist showing the railroads near Wasco County. The program for this evening is Doug Auburg showing his tour of train museums in England and Wales.

Al Hall announced that on November 12 the Boeing swap meet will be held in Kent, Washington.

George Hickok reported that he received a letter from the IRS stating that we were to be fined eighteen hundred dollars for late filing. He has responded with proof that the income tax report was mailed on time and was delivered on time to the IRS. He has not yet received a reply.

Jim Hokinson requests that all volunteer time for 2011 be reported to him at or by the December, 2011 meeting. The yearly report will be in the January Trainmaster.

The meeting was adjourned at 8:25.

A bountiful snack time was provided by Lila, Ken, Bryan, Marge and several others.

Doug Auburg's presentation was very interesting and informative.

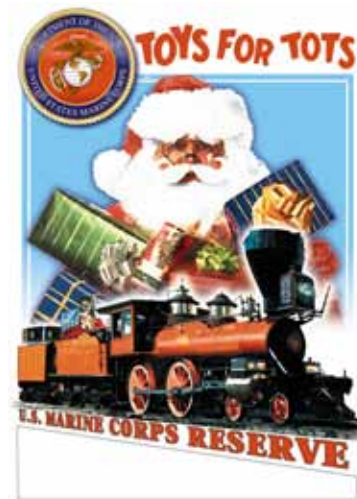
Respectfully submitted by Jim Hokinson, Secretary.

Toy Trains for Tots

In these trying times, what's better than helping bring the holidays to a child, and possibly creating a railfan at the same time.

Once again the Chapter will be collecting new, unwrapped toys (preferably train toys) for the U.S. Marines' Toys for Tots program. Collection will be at the December Meeting and Potluck.

Your generous donations in years past have sent hundreds of toys to deserving children. Please help make this a record year.



NOTES FROM A MEETING

Keith Fleschner, President

Today was an historic day, Friday October 21, 2011. The Oregon Rail Heritage Foundation broke ground on the new, permanent engine house for the city of Portland's three steam locomotives. This event happened some fifty years after the city received the locomotives to be part of a museum. It also marks some thirteen years of hard work for the volunteers that make ORHF successful. It's also important to mention that this was not a railfan event. We had Portland city commissioners, the heads of TriMet and OMSI, and many other local dignitaries on hand.

Much hard work remains, and more money needs to be raised, but for now we should stop and look at what we have achieved with teamwork.

We're also getting ready for the busy holiday season. Once again we will be collecting toys for the U.S. Marines' Toys for Tots program. Please bring new, unwrapped toys (train toys preferred) to the December meeting which is also our Holiday Potluck, Officer and Board elections and budget adoption. If you make it to only one meeting in a year, December should be the one.

Busy Holiday season has become a code phrase for Holiday Express, which will be running again the first two weekends in December. As usual, we will need lots of enthusiastic Chapter car-hosts. Additionally, it is great to volunteer for ORHF directly (go to www.orhf.org) for some of the other tasks that are needed to make the Holiday Express operate.

I'd like to close by thanking all of the Chapter members who have supported our collective efforts to move the ORHF dream forward toward fruition.

Bill of Lading

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PACIFIC NORTHWEST CHAPTER TIMETABLE #592

Board of Director's meetings: November 10 & December 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:

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.

January 20: Topic TBA, Alexander Craghead, noted author and lecturer

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:

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

Nov. 25-26-27, *Polar Express*, Chehalis-Centralia Railroad, Chehalis, Washington, www.steamtrainride.com

Nov. 26-27, *Santa Express*, Mount Rainier Scenic Railroad, Elbe, Washington, www.mrsr.com

Nov. 26-27, *Polar Express 2011*, West Coast Railway Museum, Squamish, British Columbia, Canada, www.wcra.org

Nov. 26-27, *Santa Train*, Northwest Railway Museum, North Bend, Washington, www.trainmuseum.org

Nov 27, *Christmas Tree Special*, Chelatchie Prairie Railroad, Yacolt, Washington, www.bycx.com

Dec. 2-3-4, *Polar Express*, Chehalis-Centralia Railroad Chehalis, Washington, www.steamtrainride.com

Dec. 3, *Chambers Covered Railroad Bridge*, open house & dedication, 2:30-4:00,
www.cottagegrove.org/chambers.html

Dec. 3-4, *Santa Train*, Alberni Pacific Railway, Port Alberni, British Columbia, Canada, www.alberniheritage.com

Dec. 3-4, *Christmas Tree Special*, Chelatchie Prairie Railroad, Yacolt, Washington, www.bycx.com

Dec. 3-4, *Santa Express*, Mount Rainier Scenic Railroad, Elbe, Washington, www.mrsr.com

Dec. 3-4, *Santa Steam Specials*, Chehalis-Centralia Railroad, Chehalis WA, www.steamtrainride.com

Dec. 3-4, *Polar Express 2011*, West Coast Railway Museum, Squamish, British Columbia, Canada, www.wcra.org

Dec. 3-4, *Santa Train*, Northwest Railway Museum, North Bend, Washington, www.trainmuseum.org

Dec. 9-10-11, *Polar Express*, Chehalis-Centralia Railroad, Chehalis, Washington, www.steamtrainride.com

Dec. 10, *Winter Wine Steam Train/Christmas Village Run*, Port Alberni, British Columbia, Canada,
www.alberniheritage.com

Dec. 10-11, *Christmas Tree Special*, Chelatchie Prairie Railroad, Yacolt, Washington, www.bycx.com

Dec. 10-11, *Santa Express*, Mount Rainier Scenic Railroad, Elbe, Washington, www.mrsr.com

Dec. 10-11, *Candy Cane Express*, Oregon Coast Scenic Railroad, Garibaldi, Oregon, www.ocsr.net

Dec. 10-11, *Santa Steam Specials*, Chehalis-Centralia Railroad, Chehalis, Washington, www.steamtrainride.com

Dec. 10-11, *Santa Train*, Northwest Railway Museum, North Bend, Washington, www.trainmuseum.org

Dec. 10-11, *BNSF Holiday Celebration*, SP&S 700, Vancouver, Washington, www.sps700.org

Dec. 16-17, *Santa Train*, Northwest Railway Museum, North Bend, Washington, www.trainmuseum.org

Dec. 16-17-18, *Polar Express*, Chehalis-Centralia Railroad, Chehalis, Washington, www.steamtrainride.com

Dec. 17-18, *Christmas Tree Special*, Chelatchie Prairie Railroad, Yacolt, Washington, www.bycx.com

Dec. 17-18, *Santa Express*, Mount Rainier Scenic Railroad, Elbe, Washington, www.mrsr.com

Dec. 17-18, *Candy Cane Express*, Oregon Coast Scenic Railway, Garibaldi, Oregon, www.ocsr.net

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

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

May 12, *Amtrak's National Train Day*, www.nationaltrainday.com

May 19, *orgeRail 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