

The **Trainmaster**

November 2013

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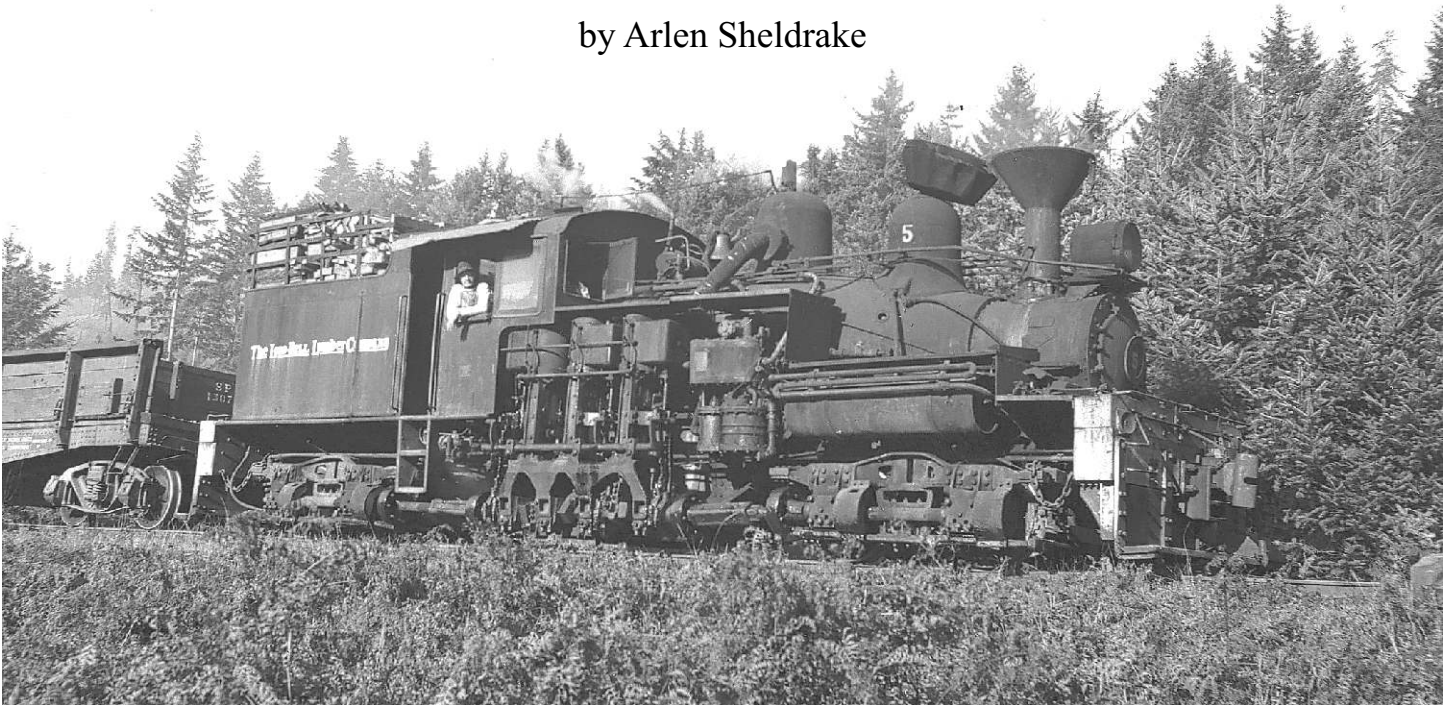
The Official Publication of the
Pacific Northwest Chapter of the
National Railway Historical Society
Portland, Oregon



www.pnwc-nrhs.org

LONG-BELL SHAY RETURNS TO LONGVIEW

by Arlen Sheldrake



Long-Bell Lumber #5 Vaughn, Oregon on December 8, 1949. Floyd Adams photo, Martin E. Hansen Collection

This former Long-Bell Lumber Company locomotive has returned for public display! Donated to the city in 1955 by the Long-Bell Lumber Company, the locomotive rusted on the library lawn for decades until it was removed March 1, 1998 for restoration by John Chilson and Jeff Wilson.

Shop Number 3249 built January 23, 1924 for Security Logging Company, by the Lima Locomotive Works; the Long-Bell Lumber Company #5 is a two-truck class B 50-2 Shay locomotive. The locomotive has the following history:

- Security Logging Company #2, Carnation (Tolt), Washington
- July 8, 1924, Snow Lumber & Shingle Company #2, Littell, Washington
- April 1929, Shaw-Bertram Lumber Company #5, Kirk, Oregon
- Oct. 14, 1937, Klamath Locomotive & Machine Works, Inc., Klamath Falls, Oregon
- 1938, Snellstrom Brothers #5, Vaughn, Oregon
- 1942, Converted to burn wood (originally an oil burner)
- July 9, 1945 Long-Bell Lumber Company #5, Vaughn, Oregon
- 1955, Gift to the City of Longview, Washington

LONG BELL LUMBER COMPANY No. 5 SHAY

About the Shay

The Shay was moved from the Longview Library property in March 1998 to the Port of Longview atop a trailer. At the port, a crew disassembled the engine part by part. The 700 pieces were tagged, labeled and photographed. It was the intent of Chilson and Wilson to return the Shay to service but investigation found that when operational the



Long-Bell Lumber #5. Longview, WA on May 29, 1957
Al Farrow Photo, Martin E. Hansen Collection

insurance would be cost prohibitive and there would be no place for the locomotive to operate so this plan was shelved. Wayron Inc. gave Chilson a deal on sandblasting and cleaning the parts. Cloverdale Paint donated \$10,000 in painting services. Valley Rental, along with King Crane, donated crane service. Cowlitz Clean Sweep removed asbestos without charge. Chilson spent large amounts of time and money tracking down, buying or recasting pieces of the Shay that had been stolen or damaged beyond repair in the 42 years it sat on the library grounds. An estimated \$140,000 was spent by Wilson and Chilton and that doesn't include the hours donated by volunteers skilled in welding, pipefitting and

woodworking. The restoration was completed in 2005 but a practical place to reassemble and display the locomotive remained to be found. Last year the City of Longview hired architect Craig Collins of Collins Architecture Group of Longview to design a display pavilion. With the help of the Friends of Longview, earlier this year the city launched an effort to raise the estimated \$200,000 depending on the availability of donated materials. The 20-by-60 foot pavilion will be made of heavy timber trusses and a metal sheathing. It will be supported by eight log columns and surrounded by a wrought-iron fence. The project is being done in two phases, phase 1 was to get the locomotive on the display site, phase 2 will be to replace the construction fence with a permanent fence, add concrete path ways, and other landscaping.



Architect's Design for the Pavilion



The Restored Shay on its Way! (Photo by Arlen Sheldrake)

The weather on October 15th was absolutely beautiful following a string of dry days, weather perfect for bringing heavy equipment onto the grassy area that had been prepared for displaying the restored Shay. Wilson, the owner of TPI Sanitation and Septic Company and a collector of old military vehicles, sent giant ex-military trucks to help maneuver the Shay into place. With two Campbell Crane Company cranes waiting, the Shay arrived at about 10:30 a.m. on two "disconnected" (except for brake lines) truck bogeys pulled by a very large truck wrecker. After connecting the lifting straps, the crew set about cutting the welds securing the Shay to the truck bogeys. By 1:30 the Shay was in place on the waiting trucks and the crew began covering the locomotive with a temporary plastic tarp. This was a very proud moment for the Longview community with the ringing the Shays bell resulting in on-looker applause.

The pavilion's roof should be up by November 30th with the construction fence probably being left up through the winter with phase 2 including the sidewalks, electrical and wrought-iron fencing completed next year depending on fund raising according to general contractor Brian Magnuson (who is volunteering his time for the project).

Project fund raising for phase 2 continues by the Friends of Longview. Your tax deductible contribution may be sent to: Friends of Longview, Attn: Shay Pavilion, PO Box 1042, Longview WA 98632.



The Shay being lifted off of its temporary wheels



The Shay being lifted onto its Trucks

the Longview Historic Preservation Commission; and Adam Trimble, Longview City Planner. Photos by the author.

A new book, Shay Locomotives, The Illustrated History (a new hardback book brought to you by the staff of ShayLocomotives.com) is targeted for publication in early 2014. One of the authors is Steve Hauff; watch The Trainmaster for additional information.

The quickest way to Astoria from either Seattle or Portland is via Longview.....next time you head that way, take some time to stop in Longview and visit the Long-Bell Lumber Company #5 on the grounds of the beautiful 1926 Longview Public Library at 1600 Louisiana Street (and say hello to the squirrel while you are there).

Sources: Shay Locomotives, Your On-Line Reference and Research Site for Shay Locomotives (<http://www.shaylocomotives.com>); The Daily News, 12/11/2010, 8/28/2013, 10/15/2013; Steve Hauff; Martin E. Hansen; Doris Disbrow, Friends of Longview & member of



The Shay tucked away next to the Squirrel

Photos this page by Arlen Sheldrake

Want to Help?

Bring Back The Shay



CHECKS EARMARKED FOR THE SHAY PAVILION MAY BE SENT TO THE FRIENDS OF LONGVIEW, P.O. BOX 1042 LONGVIEW, WA 98632. DONORS WILL RECEIVE A LETTER FROM THE 501(c)(3) NON-PROFIT ACKNOWLEDGING THE TAX-DEDUCTIBLE CONTRIBUTION. FRIENDS OF LONGVIEW ARE ALSO SEEKING DONATIONS OF BUILDING MATERIALS AND PROFESSIONAL LABOR FOR THE PROJECT. CONTACT CITY PLANNER ADAM TRIMBLE AT 360-442-5092 WITH QUESTIONS.

President's Dispatch

by Keith Fleschner

We're entering a busy time; work is under way on a variety of fronts.

Preparation has begun for this year's Holiday Express, as usual chapter members are involved in all facets, but also as usual we could use more help. This is a great time to get involved; kids, Christmas and trains; it doesn't get any better. This is also a great event for new volunteers, I encourage you to come join us.

We have a car rental; the 6800 and the NRM Round-End are scheduled for use on the Astoria line by the Portland and Western (PNWR). It's great to see the cars out, but it's also a lot of work. Thanks to George Hickok for leading that effort.

Chapter members work in the daily operations of the Oregon Rail Heritage Center, many of you are docents. I'd like to thank Arlen Sheldrake, Trent Stetz and Al Baker for the leadership roles they have taken on.

Work continues on the S2 at Brooks, our thanks to all our friends at Antique Powerland.

The usual work of the chapter; programs, meetings, *Trainmaster*, archives keeps rolling along.

Remember December is just around the corner with our Train Toys drive, the potluck and our Annual Elections.

I'd like to close by thanking all the great train people I have the joy to work with. Both within and without the chapter, it's what keeps me going.

Keith

HOLIDAY EXPRESS CAR HOSTING

PNWC will again be providing Car Hosts for this year's Holiday Express! This year's event will be held during the last weekend in November and the first two weekends in December. Car hosts are normally scheduled in three run blocks, with each shift taking about 4 hours. There are 74 scheduled runs this year! If you have never been a car host before, this is the perfect event to begin! Duties include: preparing cars for passengers before and after each trip, greeting and seating passengers, assisting passengers as necessary, explaining the area and equipment history per passenger's questions, providing an overview of PNWC and ORHF's mission, and assisting with car clean-up after each block.

Non-Chapter members are most welcome, and can work with a chapter member on trips. Sign-up sheets will be available at the November meeting, or contact Trent at: email Trent Stetz at Trent.Stetz@yahoo.com or phone 503-643-1494. A Holiday Express car host planning and orientation meeting will be held in early November. Please come and join us for the wonderful holiday event.

Coming to Oaks Park!
Nov 29-Dec 1, Dec 6-8, 13-15
HOLIDAY EXPRESS

Pulled by the mighty SP&S 700

Great Memories!

Comfortable Heated Vintage Railcars!

Railfan Gift Store!

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PNW SHORT LINES

by Arlen L. Sheldrake

On September 12th the Washington State Supreme Court dismissed a local developer's lawsuit seeking to stop Sound Transit's construction of the East Link light-rail line across Lake Washington on Interstate 90. The court ruled that WSDOT had the authority to lease the I-90 center lanes to Sound Transit for the light-rail project. Design work for the project, which would convert center reversible high-occupancy vehicle and bus lanes of I-90 into light rail to extend service to East King County. The court affirmed that the East Line project is consistent with plans and agreements that have been in place since before the I-90 bridge was built. Construction of East Link is scheduled to begin in 2015, with work on the I-90 portion stated to begin in late 2016, following completion of new HOV lanes across Lake Washington. **Progressive Railroading 9/13/2-2013.**



With the acquisition of the 45 railroads of competitor RailAmerica approved by the Surface Transportation Board in December 2012, Genesee & Wyoming (GWI) now includes 111 freight railroads (108 in North America), 15,000 miles of track (12,900 in North America), 1.8 million carloads (1.6 in North America), 1,000 locomotives (900 in North America) and 4,300 employees (3,900 in North America). GWI does business in 37 USA states. Among the several major initiatives in 2013: Central Oregon & Pacific Railroad has \$5.7 million in rail and tunnel projects planned and an additional \$1.9 million budgeted for crossties, surfacing, rail and signal work; Portland & Western Railroad has \$2.9 million planned for the Banks Connection and \$4.7 million planned for the A-Line [Astoria] Track Project. **Railway Track & Structures 9/16/2013.**



Cold Train has expanded its Washington state refrigerated fleet to more than 400 Hyundai 53-foot containers and increased its East Coast destinations. About 70% of cargo on eastbound routes out of Washington and Oregon is fresh produce. Most of it is apples, pears, onions, carrots and potatoes; the rest are frozen foods including french fries, sweet corn and other vegetables plus frozen juice concentrate. In August about 750 containers shipped from Washington and Oregon mostly via the Port of Quincy Intermodal Terminal. Of those, 350 were apples and pears, 200 were potatoes, onions, and carrots, and 200 were frozen foods and juice. Express service from the region to Toronto, Ontario started recently. In the U.S. the refrigerated cargo is delivered to 19 states. Shipments depart Quincy and Portland six days weekly. They take four to five days to the Midwest and six to seven to the East Coast. On the return trip, Cold Train brings refrigerated and frozen foods plus some dry goods back from the Midwest and East Coast. Cold Train was launched by Rail Logistics in 2010 in partnership with BNSF. **The Packer 9/16/2013 & Progressive Railroading 9/10/2013.** More information: www.icoldtrain.com.



Workers have begun a \$16 million, multi-year project to scour and strengthen six of the region's slipperiest bluffs, after last winter's rains caused the cancellation of 206 passenger trains. The job site is a mile north of Picnic Point Park, near where there have been several mudslides. And starting next week, an old wooden retaining wall between Mukilteo and Everett will be removed; then replaced by a reinforced concrete wall 10 feet high and 700 feet long. The job is being done only between 9 a.m. and 3 p.m., so as not to conflict with the Sounder schedule. The Seattle Times 9/5/2013. One notorious slide zone project just south of Mukilteo is wrapping up. A 200-foot-long slope is now covered in granite boulders designed to lock together. It took more than 100 rail cars to bring in the rock and take out mud, fallen trees and debris. Five miles further north, a work train has pulled out what's left of an old wooden retaining wall. It's being replaced with a ten-foot-high concrete wall braced with piles hammered into the ground. **KING5.com 9/30/2013.**

The Port of Grays Harbor and Pasha Automotive Services on September 20th marked the completion of a \$15 million rail facility designed to support the continued growth of automotive processing and roll-on/roll-off business at the Port. The project, which began in December 2012, is complemented by Puget Sound & Pacific Railroad's new \$3.5 million passing track. The facility features more than 60 acres of paved areas, new security systems and a custom carwash system, and a new body/mechanical center. An additional 10-acre paving/lighting project is under way. **Progressive Railroading 9/23/2013.**

Rocky Mountaineer has launched a new passenger service linking Seattle with the Canadian Rockies. The new "Coastal Passage" made its first runs from Vancouver, British Columbia to King Street Station in Seattle on August 24th. There will be 12 trips of this service in 2014. Rocky Mountaineer is a Canadian tour company offering Western Canadian vacation packages that operates trains on four rail routes through British Columbia and Alberta. [www.rockymountaineer.com] **TRAINS News Wire 8/27/2013.**



The Oregon Department of Transportation has contracted with David Evans & Associates and architect Nathan Good for concept plans and permitting to restore the former Southern Pacific freight depot in Salem as a passenger station. Budgets are being finalized through this process, and plans are being set to gather public input on design and other details. The 1889 freight depot, adjacent to the Salem passenger station, is one of the last 19th Century railroad depots in Oregon. By rehabilitation of the facility, ODOT hopes to create a regional multimodal transportation hub. In phase one, the building would receive extensive restoration work, including exterior wall finishes. In the second phase, the restoration would focus on the interior, such as bringing it up to compliance with ADA, and building a ticket counter and waiting area. The third and final phase would include construction of bike and pedestrian access to the site and outdoor passenger amenities. **TRAINS News Wire 8/29/2013.**

The Honolulu Authority for Rapid Transit (HART) resumed construction September 16th on its elevated transit-rail project following recent permit approvals from the Honolulu City Council. Construction on the project was suspended last year while HART completed archaeological surveys of the rail alignment as part of a Hawaii Supreme Court ruling. **Progressive Railroading 9/16/2013.**

CN announced September 26th plans to restart service on about 75% of the rail network operated by bankrupt short line Kelowna Pacific Railway, Ltd. (KPR) in southern British Columbia. KPR, which leased its network from CN in 1999, entered receivership on July 5th and ceased operations. CN will resume operations on 97 miles of KPR's network from Campbell Creek, about 10 miles east of Kamloops, to Vernon, Lumby Junction and Lumby. CN plans to abandon a segment KPR operated between Lumby Junction and Kelowna because of insufficient traffic. **Progressive Railroading 9/27/2013.** (insert CNlogo.picture)

The Navy plans to demolish Bangor's segregation area, where munitions were taken off railroad cars and sorted before being stored. It includes Buildings 6034, 6035, 6036 and 6037, which are eligible to be included on the National Register of Historic Places. They're now used for storage. The Bangor depot was built in 1944 to store and ship ammunition during World War II and to decrease the hazards of transporting explosives through populated areas. The nearest railroad tracks, 45 miles to the south in Shelton, had to be extended to connect to Bangor. As mitigation, the Navy will develop an essay about the Bangor segregation area for HistoryLink.org, a nonprofit online encyclopedia of Washington state history. The essay will talk about the history and significance of the buildings, boxcars, earthen barricades and railroad tracks. Forty-five World War II-era boxcars, which are also used for storage, will be offered to heritage groups. If it can't give any away, the Navy will videotape the 50' and 40' boxcars before disposing of them. The Navy will also develop a Shelton-Bremerton-Bangor railroad historic preservation plan, determining what portions and features are eligible for the National Register of Historic Places and how to care for them. The railroad will continue to be maintained and operated. In exchange for the lost history, the Navy agreed to install a display outside the base about the 189 acres of the shipyard that were designated a national historic landmark district in 1992. The display will include information about its buildings and structures and their role in World War II. The Navy will also create a Web page about it for the next-door Puget Sound Navy Museum. The work will begin next spring and be completed in the summer of 2016. **Kitsap Sun 9/13/2013;** also posted on the Bremerton-Olympic Peninsula Council of the U.S. Navy League web site: <http://bremolympicnlus.wordpress.com>. [Naval Base Kitsap Bangor was originally commissioned in the early 1940s as Naval Ammunition Depot, Bangor, and later in the 1970s as Naval Submarine Base Bangor. In June 2004, the base was merged with Naval Stations Bremerton and Keyport, and was renamed Naval Base Kitsap. Naval Base Kitsap is the largest naval base in the Pacific Northwest and is the host command for the Navy's fleet throughout West Puget Sound. It includes facilities in Bremerton, Bangor, Keyport, Jackson Park and Manchester. Currently, eight of the Navy's 14 Trident submarines are stationed on the base as are two cruise-missile submarines and one fast-attack Seawolf class submarine. The base is located on 7,300 acres and includes 125 miles of roads and 8.6 million square feet of buildings. It employs 9,500 workers including 2,300 civilians and 1,300 contractors. **Naval Base Kitsap EIS February 2013.**]



Steel Bridge – Union Pacific Railroad upgrade: Start Date: April 2013, End Date: Fall 2013. Portland's Steel Bridge celebrates its 101st birthday in 2013 and Hamilton is helping to ensure the venerable bridge will continue its second century in style with a revamp of its counter weights and steel plates. Work requires significant site coordination including roadway closures and staging. Hamilton will be working with the railroad's engineer, HDR, to place the newly fabricated steel plates onto the existing counterweight system. **Hamilton Construction Company, Springfield, Oregon, www.hamil.com, 9/29/2013.** [The PNWC published book Steel Over the Willamette is still available for purchase, see: www.pnwc-nrhs.org for ordering information.]

Port of Tacoma rail facilities, Facts & Stats: (**Pacific Gateway, Fall 2013, Port of Tacoma**)

- Four on- or near-dock rail yards.
- Three arrival and departure tracks.
- Served by BNSF Railway and Union Pacific Railroad.
- Tacoma Rail provides switching and terminal services.
- Northwest Container Services offers short-haul between Portland and Seattle.
- Union Pacific domestic intermodal service offers daily inbound and outbound trains.

About 20% of import containers are transloaded into 53-foot domestic boxes for rail shipment to points inland. Short-haul rail provider Northwest Container Services transports 75,000 to 80,000 containers annually along the Portland-Tacoma-Seattle rail corridor overnight three times a week.

Gordon Zimmerman reports that the Yamhelas Westsider Trail project now has \$12 million in funds and plans to begin construction of the 17-mile Rail to Trail project next spring. The trail corridor runs from St. Joseph, just northeast of McMinnville on Highway 99W, to Washington County's Hagg Lake, near Gaston. Gordon is servicing as the project historian. One of the major project expenses is replacing the culverts that were removed when the rails and ties were lifted by UP. More information and some neat Gordon supplied photos: www.yamhelaswestsider.trail.org.



Portland is a new gateway for Ford exports to China. Following inspections by Chinese government auditors, Auto Warehousing Company's (AWC) facility at Terminal 6 received full approval, meaning that export shipments can now begin through Portland. The country will soon open its doors to a variety of new Ford cars and trucks coming from several plants in the U.S., Canada and Mexico. The first shipment will happen in coming weeks. Initial volumes are planned to be 30,000 in the first year and growing to 40,000 per year, and AWC will be hiring up to 50 people immediately at its 130-acre Terminal 6 facility to process vehicles and prepare them for the Chinese market. A \$2.8 million project to expand the processing building by 27,000 square feet and increase capacity to more than 110,000 vehicles annually is nearing completion. The expansion was financed by ConnectOregon IV state grant funding and a \$560,000 investment by AWC. **Port of Portland Marine News Release 10/1/2013.** [Josh Thomas, Port Marketing & Media Relations Manager, adds that the Fords will be arriving via BNSF Railway.]



The draft Washington State Rail Plan is now available at: www.wsdot.wa.gov/Rail/StateRailPlan. The purpose of the Washington State Rail Plan is to outline a strategy for addressing change in rail transportation and provide a blueprint for ensuring the continued movement of people and goods on the rail system in support of a healthy economy. The comment period on this draft plan is open from September 30th through December 2nd. Please use the comment form to provide any additional feedback: <http://www.wsdot.wa.gov/Rail/Input.htm>. An open house is being held November 13th in Olympia. **WSDOT 9/30/2013.**

In early July, the Union Pacific Railroad provisionally accepted Benton County Oregon's offer of \$486,000 for the 18-mile stretch (Bailey Branch) of abandoned freight line which runs from the Venell Farms loading facility just south of Corvallis to Monroe, then west to the Hull-Oakes Lumber mill at Dawson. The State Historic Preservation Office (SHPO) had expressed concern that UP's plan to remove rails, ties and trestles from the line would damage the historic integrity of sites either on or eligible for the National Register of Historic Places. But those concerns were relieved when railroad officials agreed not to remove rails or trestles from the portion of the line running into the Hull-Oakes mill. The steam-powered sawmill is on the list of protected historic sites. The arrangement could also satisfy the concerns of Hull-Oakes Lumber, which had worried that the county might convert the railroad into a public trail once the rails were removed as the line runs right through the middle of the mill operation. The county will now begin its due diligence investigation of the right of way, checking for soil contamination, title issues or anything else that might be cause for concern before concluding the purchase. **Corvallis Gazette-Times, 8/7/2013.**



On September 21st the Inland Northwest Rail Museum held a groundbreaking for the Lee Tillotson Conservation & Restoration Center located two miles west of Reardan, Washington on Highway 2. **More information:** <http://inlandnwrailmuseum.com>.

On October 6th, Doyle McCormack fired up for the first time the prime mover on his Alco PA-1, NKP 190, at the Oregon Rail Heritage Center. Doyle was pleased that it didn't take long for the diesel to start. An oil leak will be fixed following the clean-up on the 7th. There is still a lot of work to be accomplished but a whole lot has been done. The amazing "re-birth"

process of this former hollow shell is quite the story. Visit the PA at the Oregon Rail Heritage Center, Thursday through Sunday, 1 to 5 pm. **Trainorders.com 10/6/2013.**

The Oregon International Port of Coos Bay closed bids October 22nd for construction of a 2,294 foot siding located immediately east of Greenhill Road in the city of Eugene. East Hill Road Manifest Interchange Siding Project, **www.portofcoosbay.com.**



On August 28th Union Pacific Railroad and the Confederated Tribes of the Umatilla Indian Reservation completed a master access agreement and memorandum of understanding. The master access agreement reestablishes Tribal member access to historic fishing and hunting grounds through the Meacham Canyon area for the Confederated Tribes. The memorandum of understanding formalizes the relationship between Union Pacific and the Confederated Tribes as the two entities work toward track projects Union Pacific will undertake on the rail line within the borders of the reservation. These two agreements represent the culmination of nearly two years of ongoing negotiations between the two parties. **Union Pacific press release 8/28/2013**

The 2013 Canadian Pacific Holiday Train program launches on November 25th in Kahnawake, Quebec formally kicking off the three-week journey of two brightly decorated trains across Canada and the United States with its first U.S. stop in Scranton, PA. The Canadian train will wrap up its journey December 16th in Port Coquitlam, BC; this train stops in 23 British Columbia communities. Since the Holiday Train program first launched in 1999, it has raised \$7.4 million and 3 million pounds of food for local communities. Each Holiday Train consists of 14 brightly decorated railcars, including a modified boxcar that has been turned into a traveling stage for performers. For the 15th year, CP's elves have updated the thousands of LED lights that adorn the sides of both trains with new holiday designs. **CP 10/11/2013 press release; www.cpr.ca.**

New Oregon Talgo at Union Station



The Oregon Department of Transportation and its partners celebrated Oregon's new passenger train! Displays, speakers, giveaways and tours of the train took place Saturday, Oct. 19 at Portland Union Station. Oregon's new trains are Talgo Series 8 trains, the only ones that will be operating in the world. Each train seats 286 passengers, offers business class, has a cab, bistro and dining car, offers bicycle storage and is equipped with Wi-Fi. Oregon has spent \$38.4 million for the purchase of two, 13-car the train sets.

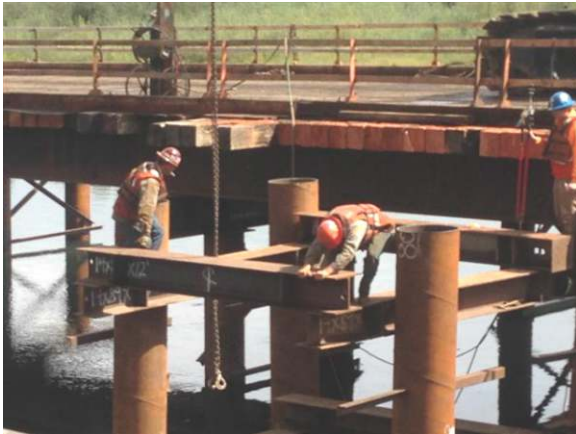


Photos by Arlen Sheldrake and Trent Stetz

Union Pacific Bridge over the Willamette in Harrisburg

Text by Arlen Sheldrake
Photos by ODOT's Chuck Gilbert

Union Pacific is well into their \$16 million project to replace the swing bridge south of Harrisburg, Oregon. The project start date: Spring 2013; End date: Fall 2014. The contractor is Hamilton Construction Company of Springfield, Oregon (www.hamil.com). Hamilton is replacing the 908 ft. steel truss bridge using Accelerated Bridge Construction techniques such as bridge slides and vertical jacking. The original bridge was constructed in 1905-1906 and has been subject to slow orders for multiple decades. Hamilton is very familiar with the site conditions having made major modifications to the bridge in 2008 and again in 2010 to keep it functioning and safe. The original bridge included a swing span but it was never used.




Annual Holiday Potluck

PROVIDED: Ham main dish & potatoes
BRING: Hot Dishes, Side Dishes, Salads, Pies, Cakes & Cookies

❄️ **DECEMBER 20th** ❄️ **6:30PM**

St. Mark's Lutheran Church
Toys must be
New & unwrapped
Membership meeting &
Annual Elections to follow
immediately thereafter.

**TRAIN
TOY
DRIVE**



**Pacific Northwest Chapter
Lending Library
Visit Us!**

OPEN Mondays and Nov. 16th

November 16th (Saturday) 1 pm to 4 pm
and open every Monday 10 am to Noon

The Library is normally open the Saturday
following the membership meeting.

The Library is located at:
Union Station Annex, 503 NW Irving, Portland
(The Annex is the brick building
just south of Union Station.)

library@pnwc-nrhs.org 503-226-NRHS

October Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on October 18, 2013

The October membership meeting was called to order by President Keith Fleschner at 7:35pm. He announced new members; the Stuart Adams family, and Lloyd Palmer.

The September meeting minutes were called. Arlen Sheldrake made a motion to approve the minutes and Doug Auburg seconded. The membership voted to approve the minutes.

The Treasurer's report was called. George Hickok gave the monthly report and announced that all accounts balanced. He reported that about fifty percent of the members have renewed their membership for 2014. Next he reported that the Steel Bridge book has sold sixty six books above the break-even point. On the S2 refinishing we have spent about twenty five percent of the set budget. On the poster project there is no new report. Mr. Hickok then reported that the P&W railroad wishes to rent the 6800 for two company events on October 29 and 31. Negotiations were made and we are waiting for the contract to be signed. Doug Auburg made a motion to accept the report and Arlen Sheldrake seconded. The membership voted to accept the report.

President Fleschner announced there would be accepted any nominations from the floor for any of the elected positions. The one vacant position is for National Director. This position is now called National Representative to the National Advisory Council. There were no nominations from the floor.

President Fleschner reminded everyone of the annual potluck dinner and meeting on December 20. He also reminded everyone to bring the train toys for the toy drive to the December meeting.

In the absence of V.P. Mark Reynolds, the President announced the Holiday Express Car Host orientation will be held on November 2 at ORHC.

Ron McCoy showed the design for the new chapter name tags and said they will come with two types of clips. The cost is eight dollars payable on delivery and tonight is the last chance to order.

Ron McCoy then announced the October, 2013 Unsung Hero award is being presented to Dean Petshow.

Jean Hickok announced that tonight is also the last chance to order new chapter vests.

Keith Fleschner announced that the work on the S2 continues. September was slow due to rain but the last several weeks have been productive. He is almost ready to apply some paint.

George Hickok and Arlen Sheldrake made a presentation of the Longview, Washington based Shay locomotive that is being cosmetically restored and placed in a new structure in a Longview park. Donations are needed for the project. The hat was passed and \$250 in donations were collected



George demonstrates air line connections

Bruce Strange announced that tonight he has photos on display of geared locomotives in the back of the room.

Arlen Sheldrake announced that we need to provide Docents at ORHC and car hosts in December. Many volunteers are needed.

Trent Stetz announced that the concessions group will be at three upcoming shows.

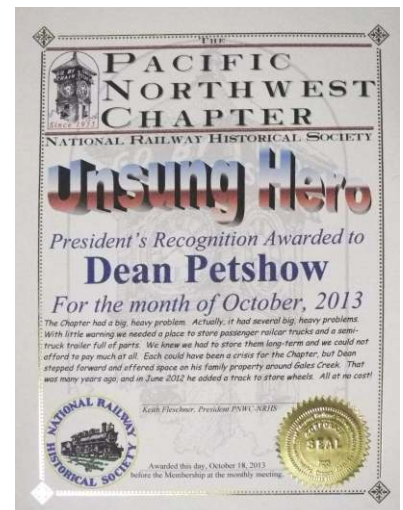
Arlen Sheldrake reminded everyone that the new Talgo trainset will be on display at Union Station on Saturday October 19, 2013.

With no further business the meeting was concluded at 8:14pm.

Snack time was provided by Ken Vannice and Bryan Ackler. Thank You.

George Hickok gave an informative presentation on railcar airbrakes.

Respectfully submitted by Jim Hokinson, Secretary.



Photos by Trent Stetz



One of the newest Portland Streetcars, manufactured by United Streetcar, was captured at the stop near the Oregon Rail Heritage Center. Photo by Trent Stetz.



The Canby Depot Museum. The Southern Pacific Canby Depot is the one of the oldest train stations in Oregon. The depot originally stood at the intersection of N. First and Grant Streets. It was moved to its current location at the corner of N.E. 4th and Pine and converted into a museum by the Canby Historical Society in the early 1980s.

Photo by Trent Stetz

Bill of Lading

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Chapter Officers

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Chapter Directors-at-Large

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PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 616

Board of Director's Meetings: November 7, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm
December 12, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm

(Open to all Chapter Members. 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
(Guests Most Welcome!)

Nov. 15: *Automatic Equipment Identification (AEI) & Tracking* by George Hickok.
Dec. 20: **(Starts at 6:30pm)** *Annual Toy Drive, Annual Holiday Potluck and Officer Elections*
Jan 17: *Alaska Railroading, NRHS 2013 Convention*, by Al Baker & Ken Vannice
Feb 21: TBD

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

NOTABLE NON-CHAPTER EVENTS:

Nov 5 *Oregon Passenger Rail Public Open House*, Salem, OR, 5 to 7pm, www.OregonPassengerRail.org
Nov 6 *Oregon Passenger Rail Public Open House*, Eugene, OR, 5 to 7pm, www.OregonPassengerRail.org
Nov 7 *Oregon Passenger Rail Public Open House*, Albany/Corvallis, OR, 5 to 7pm, www.OregonPassengerRail.org
Nov 9 *BEMRRC Annual Swap Meet*, [PNWC Concessions Event], Kent, WA, www.bemrrc.com
Nov 9-10, 16-17, 22-24, 27, 29-30 *Polar Express*, Mount Hood RR, Hood River OR, www.mthoodrr.com
Nov 12 *Oregon Passenger Rail Public Open House*, Oregon City, OR, 4 to 6:30pm, www.OregonPassengerRail.org
Nov 14 *Oregon Passenger Rail Public Open House*, Portland, OR, 5 to 7pm, www.OregonPassengerRail.org
Nov 30 *Wine Run Special*, Chelatchie Prairie Railroad, Yacoult, WA, www.bycx.com
Nov 30-Dec 1 *Santa Train 2013* Northwest Railway Museum, www.trainmuseum.org
Nov 29-Dec 1 *Holiday Express (SP&S 700)*, Oregon Rail Heritage Foundation, Oaks Park, www.orhf.org
Nov 29, Dec 1, 2, 6-8, 13-15, 20-22, *Polar Express/Santa Steam Trains*, Chehalis-Centralia, www.steamtrainride.com
Dec 1, 4-8, 11-15, 18-22, 26-29, *Polar Express*, Mount Hood RR, Hood River OR, www.mthoodrr.com
Dec 1, 7, 8, 14, 15 *Christmas Tree Special Trains*, Chelatchie Prairie Railroad, Yacoult, WA, www.bycx.com
Dec 6-8 & 13-15 *Holiday Express (SP&S 700)*, Oregon Rail Heritage Foundation, Oaks Park, www.orhf.org
Dec 6-7-8, 13-14-15, 20-21-22-23 *Santa Express*, Thunder Mountain Line, Horseshoe Bend ID
Dec 6-7, 13-14, 20-21 *Holiday Dinner Train*, Thunder Mountain Line, Horseshoe Bend ID
Dec 7-8, 14-15, 20-21 *Santa Train 2013*, Northwest Railway Museum, www.trainmuseum.org
Dec 7-8, 14-15 *Candy Cane Express*, Garibaldi, Oregon Coast Scenic Railroad, www.ocsr.net
Dec 21-22 *Christmas Tree Special Trains*, Steam Weekend, Chelatchie Prairie Railroad, Yacoult, WA, www.bycx.com
☆☆☆☆☆☆☆☆ **Happy New Year 2014!** ☆☆☆☆☆☆☆☆☆
Feb 1 *SP&S Swap Meet* [PNWC Concessions Event] 8439 Columbia Blvd, 9:30am to 2:30pm, www.sps700.org
March 8 *WINTERAIL 2014*, Stockton, CA, www.winterail.com
July 27 - Aug 2, 2014 *RailCamp Northwest*, Tacoma, www.nrhs.com
July 30 - Aug 2 *UP Historical Society Convention*, Ogden, UT, www.uphs.org
Sept. 11-13 *SP&S 700 Excursion to Pasco & Pendleton Roundup* (Tentative), www.sps700.org
Oct. 29 - Nov. 1 *SP Historical & Technical Society Convention*, San Luis Obispo, CA, www.sphts.org
☆☆☆☆☆☆☆☆ **Happy New Year 2015!** ☆☆☆☆☆☆☆☆☆
Sept. 12, 2015 *Portland-Milwaukie Light Rail* opens with a OMSI/ORHC station.
August 23-29, 2015 *Portland Daylight Express*, The NMRA annual convention in Portland, www.nrma2015portland.org

PNWC – NRHS MISSION

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