

The

November 2010



Trainmaster

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



Northwest's Nuclear Railroad

by Arlen L. Sheldrake

Photos U.S. Department of Energy (USDOE)

“One of Richland’s oldest, yet well-maintained, multi-million dollar, physical assets is the Hanford railroad system. This system, constructed in the 1940s, includes tracks, rail-cars, and locomotives and provides site-wide transportation. In addition to nearly 119 miles of track, the railroad system has four locomotives, 24 tank cars, 98 flatcars, and maintenance equipment and is maintained as Class 3.” According to a U.S. Department of Energy Office (USDOE) Inspector General March 20, 1997 report.

In January 1943, Hanford was chosen by the Federal government as the site for the world’s first, full-scale plutonium production plants. It was considered an ideal place because of its remote location, access to railroad systems, proximity to the Columbia River (needed for cooling the reactors), and an abundance of hydroelectric power generated from dams along the river. More than 1,500 residents were evacuated in early 1943 to make way for construction and thousands of construction workers moved from across the country to the area. By 1945, 554 buildings were constructed, including the B, D, and F Reactors; T, B, and U processing canyons; 64 underground high-level waste storage tanks; and many facilities dedicated to fuel fabrication.

The Hanford Project also constructed 386 miles of roadway and 158 miles of railroad on the 586 square mile complex.

Beginning in 1989, the primary mission at the Hanford site switched from production to waste cleanup. In May of that year, the USDOE, EPA, and Washington State Department of Ecology signed the Tri-Party Agreement and, since then, no plutonium has been produced for defense purposes at the site. The waste cleanup is one of the largest and most complex cleanup projects in the U.S. Weapons production resulted in more than 43 million cubic yards of radioactive waste, and over 130 million cubic yards of contaminated soil and debris. Approximately 475 billion gallons of contaminated water was discharged to the soil. Over 80



square miles of groundwater is contaminated to levels above groundwater protection standards.

And some of this waste is railroad equipment. The US-DOE is now considering what to do with 14 contaminated railcars and two contaminated locomotives that have been parked at the former 212-R Facility since at least 1997. The equipment includes 10 depressed-well fuel cask cars, two tank cars, one tall cask car and one flat car. The casks are lined with lead and some also contain water used for radiation shielding and mineral oil used to minimize evaporation. The locomotives, 3731 & 3729, are RS-1 locomotives manufactured by ALCO and were acquired new by the Atomic Energy Commission, spending their lives at Hanford.



USDOE 3729 was built June 1948 as road number GE-AEC 39-3729, builder number 75844. USDOE 3731 was built October 1948 as road number GE-AEC 39-3731, builder number 76210. The ten irradiated fuel cask cars are all numbered with the first five characters HO-10B then: 3637, 3643, 5598, 3640, 3641, 3636, 3639, 5599, 3645, and 3642. The tall irradiated fuel cask car is: HO-10B-19945. The two rail tank cars are: HO-10H-3712 and HO-10H-3663. The flatbed railcar is HO-10A-3602.

During World War II and the earliest years of the Cold War, irradiated fuel remained in the cooling pools at the reactors for only a few hours or a day before it was loaded into the shielded rail cask cars and moved to other areas for processing. The two tank cars were used to transport radiologically-contaminated liquid wastes on the Hanford site.

USDOE believes the railcars and locomotives are contaminated with substances that could include radionuclides, lead or PCBs. The flatcars and locomotives have surface contamination, while the fuel casks have internal radionuclide contamination, including uranium-234, uranium-235, uranium-238, plutonium-239/240, americium-241, and mixed fission products such as strontium-90 and cesium-137.

One of the proposals being considered by the USDOE is to decontaminate one of the locomotives and possibly a flatcar for display at Hanford's historic B Reactor which is already on public display. Hanford public tours are provided yearly on specific dates and fill up quickly. In 2010, the online registration began on March 9 and the 60 tours filled within a week (www.hanford.gov/public tours/).

Following the 1995 cleanup of a 1.2 square mile portion of the Hanford site, called the 1100 area, the area was acquired by the Port of Benton. This acquisition included 26 buildings and 16 miles of rail track at the southern end of the Hanford railroad. The area is now the nucleus for developing a regional transportation and industrial center linking the Tri-Cities region to resources nationwide. This





site is served by the Tri-City & Olympic Railroad (TCRY) who also works with USDOE to coordinate and conduct the movement of nuclear processing plant waste to decontamination and long-term storage facilities. It is reported that TCRY rosters two former USDOE EMD MP15AC locomotives acquired from USDOE in 2000; 3727 built 12/1983, and 3728 built 10/1982, as their #15 and #16, respectively.

More information about this major project and the history of the U.S. Department of Energy Hanford Site: may be found at www.hanford.gov.

With appreciation to the following sources: Hanford Superfund Site History (Region 10, EPA); USDOE Office of Inspector General, Audit of the Use of Hanford Site Railroad System (March 20, 1997); Hanford 1100 Area Case Study, January 2000, EPA; 212-N, 212-P, and 212-R Facilities Engineering Evaluation/Cost Analysis, Addendum 1: Disposition of Railcars, July 2010, USDOE Richland Operations Office; *Tri-City Herald* July 20, 2010 article "Hanford disposal problem: contaminated train"; Geoff Tyree, Communications & External Affairs, U.S. Department of Energy, Richland Operations Office; Tri-City & Olympia Railroad, www.tcry.com; Western Shortline Rosters, www.trainweb.org/rosters/tcry.html; Doug Cummings, *Extra 2200 South*; Edward Berntsen; Washington State Department of Ecology.



CORP Working Dam Project

CORP, Central Oregon & Pacific Railroad, is helping remove the Gold Ray Dam on the Rogue River in southern Oregon. The dam, located at Rogue River mile 125.7, is a 38-foot high, 360-foot-long defunct hydroelectric facility, constructed in 1941. The last electricity was generated in 1972. The original wood crib dam was built in 1904 and still exists just upstream under layers of silt. Both dams are being removed with a \$5 million grant from the National Oceanic and Atmospheric Administration under the American Recovery and Reinvestment Act of 2009.

CORP is delivering rock with side dump rock cars for cofferdam construction and will be transporting demolition materials outbound.

In the 1970s, Jackson County took ownership of the dam and 159.7 adjacent acres for the development of a recreation park. Slayden Construction Group, of Stayton, Oregon, is the prime contractor, with assistance from River Design Group of Corvallis and HDR, Inc. For more information about the project, as well as a time-lapse site camera, go to: www.rvcog.org then click on the Gold Ray Dam Removal on the right.

From the Seventh Edition of *Oregon Geographic Names*: “Col. Frank Ray of New York was interested in power development at the falls of Rogue River at Lower Table Rock and named the place Gold Ray. This name caused confusion on the line of the Southern Pacific Company because of the close proximity of Gold Hill, the next station to the west. The railroad name for Gold Ray is Ray Gold. The California Oregon Power Company used the original arrangement of the words.”



According to the SP Portland Division Time Table No. 115, effective November 18, 1928, Ray Gold was located at MP 451.4, 1.2 miles east (north) of Tolo. And Gold Hill was the next station to the east (north) at MP 457.2. The 1928 timetable indicates “No Siding” at Ray Gold. This information provided by Bob Melbo.

NOTES FROM A MEETING

Keith Fleschner, President

Fall and Winter are busy times for the Chapter. During the next two months, we have many projects, including:

- *Holiday Express* – The Chapter will again provide all of the Car Hosts and Car Men (car persons). If you’ve never acted as a Car Host before, this is a great time with short trips and smiling kids. See ORHF.ORG for more volunteer opportunities and thanks to our own Jim Long for again being the volunteer coordinator for this event.
- *Train Toys for Tots* – Please bring a new, unwrapped, train toy to the December meeting
- *The Holiday Potluck* – Come and enjoy great food and stimulating company at the December meeting
- *The Chapter Annual Meeting* and elections, my thanks to everyone who serves as a Chapter officer or Board member
- By the time you read this, membership renewals should be out from National; please renew early
- Planning for Cascade Rails 2011 continues



Marine Toys for Tots Foundation

Please mark your calendar and be sure to attend our Chapter's December 17 meeting. It will mark the seventh consecutive year the Chapter will be donating "train" toys to the U. S. Marine Corps Reserve's *Toys for Tots* program. Our membership has been very generous in the past and we hope to continue that tradition. We are often fortunate to have Marine Corps representatives join us for our delicious potluck when they arrive to pick up our gifts.

Please try to arrive by 6:30 p.m. for the potluck. If you have questions or need suggestions regarding what food items to bring, contact Ron McCoy at r.mccoy@comcast. If you have questions regarding train gifts, contact Al Hall at alhall@comcast.net or 503-699-5042. After the potluck, we will conduct the election of Officers and Board members and review our 2010 activities and accomplishments.

The mission of the U. S. Marine Corps Reserve *Toys for Tots* Program is to collect new, unwrapped, toys and distribute those toys as Christmas gifts to needy children in the community in which the campaign is conducted. Although many types of toys are collected, our Chapter felt it only fitting that we specifically donate train toys.

The primary goal of Toys for Tots is to deliver, through a new toy at Christmas, a message of hope to less fortunate youngsters that will assist them in becoming responsible, productive, patriotic citizens.

The objectives of *Toys for Tots* are to help less fortunate children throughout the United States experience the joy of Christmas; to play an active role in the development of one of our nation's most valuable resources – our children; to unite all members of local communities in a common cause for three months each year during the annual toy collection and distribution campaign; and to contribute to better communities in the future.

Marine Toys for Tots Foundation, an IRS recognized 501(c)(3) not-for-profit public charity is the fundraising, funding and support organization for the U. S. Marine Corps Reserve Toys for Tots Program. The Foundation was created at the behest of the U. S. Marine Corps and provides support in accordance with a Memorandum of Understanding with the Commander, Marine Forces Reserve, who directs the U. S. Marine Corps Reserve Toys for Tots Program. The Foundation has supported *Toys for Tots* since 1991.



Annual Holiday Potluck & Train Toy Drive

All toys must be:

- ★ NEW
- ★ UNWRAPPED
- ★ Train-related if possible



Potluck Dinner Starts at 6:30PM

Main dish Honey Ham provided by Darel & Diana Mack ❄️ Potato side dish by Ron McCoy & Christopher Bowers

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

DECEMBER 17th ❄️ St. Mark's Lutheran Church

Membership meeting and Annual Elections to follow immediately thereafter.

UPRR Guidance for Proposed HSR Service in Oregon

(The following letter is included in the 2010 Oregon Rail Study and gives *Trainmaster* readers some insight into the issues facing implementation of High Speed Rail between Portland and Eugene.)

July 6, 2010

Ms. Kelly Taylor, Administrator, ODOT Rail Division:

Guidance for ODOT Regarding Proposed Expanded Passenger Rail Services Between Portland and Eugene

Dear Ms. Taylor:

Union Pacific provides the following general infrastructure guidance in relation to current conceptual discussions regarding the potential for expanded passenger rail service between Portland and Eugene. ODOT has indicated a desire to operate up to twelve state-sponsored trains per day (6 pairs) in addition to the daily long-distance Amtrak pair. A desire has been expressed for a maximum speed of 110 mph along with a 55% increase in average speed (from 42 mph to 65 mph) for a run which is targeted at under two hours end to end.

These comments are provided for conceptual planning purposes only and represent no commitment whatsoever as to future actions or discussions. UP has a formal process guided by our Passenger Principles in which we engage interested parties in discussions regarding potential passenger operations impacting our network. Any ultimate decision on added passenger trains will require in-depth analysis, modeling and Engineering evaluation.

As you know, the UP north-south mainline through Oregon is part of our heavily used I-5 route which represents the premier rail corridor along the Pacific Coast of the United States. The Portland-Eugene segment is a vital part of this key trade corridor which handles much of the industrial output of Oregon and the Pacific Northwest. Of paramount concern is the need to protect and promote the freight-carrying capability of this route which will mean fewer trucks on Oregon's highways, substantial environmental benefits due to freight rail's superior fuel efficiency, and an ability to foster economic growth and job creation as our freight customers enjoy the full benefits of the rail mode's cost and performance advantages.

General comment on expanded Portland-Eugene rail passenger service:

- Union Pacific does not view our heavy haul freight route as easily compatible with the envisioned high speed passenger operation. High speed passenger movements are often in fundamental conflict with relatively slow moving, long and heavy freight trains as well as the numerous local industry switching operations which occur along this route. Oregon is fortunate to have the ready option of the parallel former Oregon Electric route which could be developed without the major challenge of melding a dense overhead and local freight operation with the desired high speed passenger trains.

Specific comments on the type of upgrades which, at a minimum, would be needed on the UP route to accommodate intensified passenger operations on this route:

- Full double-track infrastructure including premium CWR and concrete ties, with high speed crossovers (number 24's) every 7 to 10 miles.
- In addition, double-length sidings (16-20,000 ft) every 7 to 10 miles with #24 switch configurations to allow parallel movements enabling freight trains to advance in the face of bi-directional passenger operations. Freight trains must have the capability to operate unimpeded with the passenger flow without any freight curfews. As information, this is the fundamental design criteria planned for UP's Chicago-St. Louis route which is under consideration for additional passenger operations.
- Maximum passenger track speed would be limited to 79 mph. We do not think it feasible that average passenger speed could be increased to 65 mph (55% faster than today) given route alignment, curvature and traffic density.
- Minimum mainline track centers of 20 feet.
- Full CTC and PTC build out.
- No electric catenary on corridor.
- Upgraded station design allowing unimpeded flow of trains on all tracks at track speed while passenger trains load and unload at stations (including any necessary retrofit for existing station locations). This typically involves center platforms, grade separated platform access and passenger barriers to restrict access to active mainlines. Separate station pocket tracks required at locations where material dwell time is anticipated.
- Given the density of terminal activity and train volume, there is no room in the UP right-of-way to accommodate the proposed passenger operations north of Willsburg Jct in the Portland metro area. The passenger trains would need to utilize a separate alignment from at least Willsburg Jct to the Portland depot.

In addition to the above, depending on the portion of the route in question, there may be a need to provide auxiliary running tracks or switching leads to enable fluid mainline operations while provided unimpeded industry switching and yard classifi-

cation services for current and prospective local businesses. Furthermore, high speed passenger trains will require a higher level of ongoing maintenance in order to provide the robust track structure needed for increased passenger service levels. The cost for this higher level of maintenance must be borne by the passenger operation.

We look forward to working with you to evaluate the future opportunities for this vital transportation corridor. Please contact me if you have any further questions or comments.

Sincerely,

/signed Jerry S. Wilmoth, General Manager-Network Infrastructure, UPRR

The entire 2010 Oregon Rail Study is available on-line at: www.oregon.gov/ODOT/RAIL/Forms_Publications.shtml. A printed copy with accompanying DVD was graciously supplied to PNWC by the ODOT Rail Division and will soon be available for member checkout from our Lending Library.

PNW SHORT LINES

by Arlen L. Sheldrake

This month's column is a bit short due to a *Treasures of the Rhine*, Viking River Cruises trip Rita and I enjoyed from September 15-October 3. I won't bore you with the details but as you have heard many times before, the European trains are just plain outstanding. We highly recommend Second Class Reserved on the ICE trains. During the Viking River Cruise portion, we made it a point to visit each city's railroad station. While some are rebuilding their temporary structures from the post-WW II era, others, like Antwerp are really, really outstanding originals. My idea of a perfect experience is standing on the boat's top open deck drinking an original Budweiser beer (from the Czech Republic) watching trains (both freight and passenger) whiz by on both sides of the Rhine with 12th century castles as a backdrop.

My October *Trainmaster* article, "Oregon's First Hornless Crossing", needed some second source editing and prompted this message from Bob Melbo: "It is correct that the "Hornless Crossing" (the proper terminology is Quiet Zone) mentioned on page 13 of the October *Trainmaster* is Portland's first, but for Oregon it is the fifth Quiet Zone. There were two grandfathered Quiet Zones, Pendleton and The Dalles, that the FRA allowed to continue but they have to be renewed annually. The third was a three-crossing Quiet Zone on the *Portland & Western* at Columbia City; number 4 was a one-crossing zone at Rowena on the *Union Pacific* line up the Columbia Gorge. Number 5 currently is the three-crossing Quiet Zone north of Union Station. In the not-too-distant future, it likely will expand further north to include 21st Avenue and Nicolai Street crossings; and south to include NW Front Avenue and the Willamette Greenway Path. In the works are a one-crossing Quiet Zone at Westfir and a six-crossing zone in Tualatin that will include at least one installation of wayside horns (horn-on-a-stick). Nascent Quiet Zones are in the works at Salem and Eugene." Many thanks, Bob, for the correction! (Ed. note: Ed Immel harassed your long-suffering editor about this glitch as well. Good catch, Ed! On a positive note, when we screw-up, we find out that you are actually reading the *Trainmaster*, that's great!)

The Kamloops *Daily News* on October 1 reported that the *Rocky Mountaineer* that operates between Vancouver, British Columbia, the Canadian Rocky Mountains and Alberta is experiencing a reasonably good year during these trying economic times. On Friday, October 1, they transported a record 1,333 passengers; average train occupancy is about half that number.

The Tillamook *Headlight-Herald* reported that on September 22 the Port of Tillamook Bay Commissioners heard a proposal from the Modoc Railroad Academy School of Pleasant Grove, California asking for a 20-year lease on the Port's railroad tracks for \$1,200 per year to train railroad employees. The Commission asked Port General Manager Michele Bradley to continue talks with Modoc. Also heard at that meeting was a proposal from the Pacific Northwest Chapter of the National Railway Historical Society for use of about 25 miles of usable track between Banks and Cochran to run passenger excursions at a discounted use fee in exchange for clearing the trackside brush. The newspaper reported that the Commissioners were more open to this PNWC proposal and again asked GM Bradley to work on a more formal agreement with PNWC.

The September 2 Wallowa County *Chieftain* reports that the Wallowa *Union Railroad* operator of the Eagle Cap Excursion train in NE Oregon is still having difficulty breaking even. The 2010 season ran 12 trains reduced from 31 during 2009. The earnings from the storage of UP rail cars that expires in 2012 is being used to repay the state of Oregon 2002 loan used to purchase the 38-mile line. The last 2010 run was October 16.

The Chapel Car 5, *Messenger of Peace*, located at the Northwest Railway Museum in Snoqualmie and undergoing restoration has an interesting set of Web pages: www.trainmuseum.org/MoP/A.asp.

2011 Elections

The PNWC-NRHS Annual Meeting and 2011 elections will be held December 17, 2010 at St. Mark's Lutheran Church. For those unable to attend, absentee ballots may be requested by contacting Jim Loomis before December 1st at either: james_loomis12440@msn.com or 503.253.3926. Candidate information, provided by the candidates, is printed below:

For President, Keith Fleschner.

A vote for Keith is a vote for:

- A continued strong working relationship with ORHF
- Work with the Tacoma Chapter on the 2011 NRHS convention
- Continued work on issues such as new home and our long term financial future
- A strong belief in partnerships with other groups

Thank you for your support.

For Vice-President, Mark Reynolds.

I am submitting my name for nomination for Vice-President at this time for the following reasons:

1. I have been a member of PNWC since 2001, and have been involved in several activities that support our Chapter in increasing roles of responsibility.
2. I have been an active Car Host on most all of the Holiday Express trips that support both ORHF and PNWC.
3. I have been a PNWC Board Member.
4. I have served on the S-2 Relocation and Restoration Project Team (including being the Repainting Project Chairman).
5. I have been an active participant on the Rolling Stock repair team (including the S2 Demolition Crew).
6. I have been an active participant on the PNWC New Home Committee.
7. I was an active participant as a car host and tour guide during the past NRHS National Convention.
8. I have been an active Concession Booth staffer at APMA Steam-Up and other sales activities.

I believe that I have time, interest and new ideas to promote PNWC's mission and goals for the future. I have a lifelong interest in Railroading and Model Railroading activities, and am a supporting member of: the Milwaukee Road Historical Society; Northwest Railroad Museum; Union Pacific Historical Society; and the Illinois Railroad Museum.

I have the enthusiasm and energy to further the goals of the PNWC and NRHS. I am a Registered Professional Electrical Engineer in the State of Oregon.

For Secretary, Jim Hokinson.

I, Jim Hokinson, seek election as Secretary of the PNWC. I have been a Director-At-Large for the past two terms. Thank You.

For Treasurer, George Hickok.

Hello, I'm George Hickok, your Chapter Treasurer. I'm running for another term, and would appreciate your support.

The Treasurer is one of the key roles in the sound management of the Chapter. I believe I have done a great job in years past, and look forward to continuing my volunteer service. Bills have to be paid, the taxes have to be filed, and we have to manage our activities within our budget for the year. It's an inter-

For Treasurer, George Hickok. (cont'd)
esting challenge that I look forward to.

I'm pleased to have the opportunity to work with the Executive and the Board to continue to make forward progress on many different and diverse projects and activities. I hope that you will join with me in supporting the Chapter. I'm pleased to be able to help with all the different areas where I devote my time, and I hope you too can find a rewarding way in which to get involved.

I look forward to another successful year. Thank you for your consideration.

For Director, Jean Hickok.

I have been the Treasurer for 2007 and 2008 plus Secretary for 2009 and 2010

I look forward to continuing to support the Chapter now as a member of the Board of Directors.

Thank you for your support by voting for me for Board Director and allowing me to continue to be involved in moving our Chapter forward to a better and brighter future.

For Director, Trent Stetz.

I joined the Pacific Northwest Chapter upon relocating to Portland in 2004. I have had a lifelong interest in railroad history, since having grown up with a trolley museum behind my grandparent's home in Ohio.

I am a printing systems engineer for Xerox, having previously worked for Kodak in Rochester, New York.

I have greatly enjoyed being an active member of the Chapter's concessions team for many years. I have developed brochures and handouts for a variety of chapter events. I look forward to continuing to work with our organization, on the upcoming convention and ongoing activities at Antique Powerland. I am excited about continuing my participation by serving in the role of Director.

Brooklyn Intermodal Expands

The Union Pacific Railroad plan to expand the southeast Portland, Brooklyn intermodal yard, is gaining speed as the former Tillamook-Portland Freight building is being demolished during the week of August 30. Just to the north of this picture is the now-closed Center Street entry point. These pictures were taken August 31.

The rail groups, including PNWC, with equipment and material stored around the Brooklyn Roundhouse have been given until January 2011 to vacate the area. The Brooklyn Roundhouse is to be vacated in January 2012.





Call for Car Hosts

The PNWC has again accepted the responsibility of providing Car Hosts for the 2010 edition of the *Holiday Express*. Powered either by the 4449 or 700, this short excursion runs from Oaks Park to near OMSI. Trains are run in blocks of 3 runs each, with 10:00, 11:00 & 12:00 departures, Saturday and Sunday, December 4-5 and 11-12, and 2:00, 3:00, 4:00 and 6:00, 7:00, 8:00 departures, Friday through Sunday, December 3-5 and 10-12. This is great opportunity for an easy host job. Duties are to prep cars for guests, greet, seat, and help prep for the next run. Karl Wescott will be scheduling the runs. Contact him for sign-up information at: karlw@wescotts-auto.com or 503-658-3183.



SEPTEMBER MINUTES

Pacific Northwest Chapter – National Railway Historical Society Membership Meeting – September 17, 2010

Meeting called to order at 7:35pm.

Jim Long made a motion to approve the July membership meeting minutes. Trent Stetz 2nd the motion. Motion was approved by the membership present.

We have three new members – David Larsen & Yan Slattery, Phillip Marceau.

Work on the PNWC # 600 Mt Hood continues thanks to Trent Stetz, Mark Reynolds, Pete Rodabaugh, Al Baker and Keith Fleschner. One truck has been removed, one wheel set has been removed and we're almost ready to put it back before taking out the set. We are removing the rim stamp style wheels, the old style bearings & doing a general look around on trucks to see if anything else needs work. George is working on the PNWC # 6800 – improvements in the locker lights to relocate and added a second lamp for better visibility of the locker. Installed a new circuit breaker. Working on the generator, which has been leaking oil and acquired parts to fix this leak.

S2 update – Ron – happy to report that the chapter has surpassed the half way mark at \$20,342.00. Thank you to everyone that has made this possible and appreciate your continued support. Take advantage of matching donations where some of your worksites. We are continuing to work on grants and are re-applying to several grant sites.

Treasurers report – George – as of the end of August, all statements balanced to accounts. George gave a description of the 990-EZ-tax form information, which the Chapter submitted. We also submit two forms with the State of Oregon, Dept of Justice & Secretary of State for the Chapter and The Oregon Railroad Museum.

Time to start thinking of end of year things – Holiday Express, Toy for Tots, elections next month, potluck, Cascade Rails is next week as an opportunity to be involved in, etc.

September 25 is Smithsonian Museum Day.

Tillamook Headlight Harold – Port of Tillamook Bay Commission is meeting Tuesday, September 21, 2010. George will be attending this meeting to tell them who are we, our mission, what we have done in the past and what we are proposing for the future. George presented a draft of his presentation and summary of that he will present to the commission's meeting.

Program this evening is by Ron McCoy about the Glacier Park Centennial Excursions and Goble.

Meeting adjourned at 8:43pm.

Respectfully submitted by Jean Hickok, Secretary



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

Add your support to this worthwhile project.

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

**Oregon
Cultural
Trust**

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

S2 #36 Restoration Fund

DONORS **GOAL \$40,000**

Golden Spike level: \$1000 and up

John & Lois Sheldrake♥, James & Valinda Hokinson,
Autzen Foundation, George & Jean Hickok,
Arlen & Rita Sheldrake, Gordon Zimmerman,
Tom Steeves, Misc. Anonymous

Rail level: \$500 to \$999

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

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

Friends of SP 4449, Todd Landwehr, Al Baker,
Thomas Barrett, Ron McCoy & Christopher Bowers,
Kent Hutchens, Bill & Teresa Hyde, Roberta Ballard,
Michael Bryans, Chuck McGaffey, Kenneth Vannice

Tie Plate level: \$50 to \$99

Doug & Tammy Auburg, Robert Wenzel, Mark Whitson,
Phil Barney

Steel spike: \$1 to \$49 Monica Wirkley, Thomas Vandegriff,

Gerald & Clive Schuler, Trent Stetz, Ted Ahlberg♥, Jim Long, Dennis Seacat

♥ = In Memoriam

**\$20,342
raised!**
as of 10-1-2010



Chapter Officers

President	Keith Fleschner	503.516.9272
Vice President	Mark Reynolds	503.638.7411
Treasurer	George Hickok	503.649.5762
Secretary	Jean Hickok	503.649.5762
National Director	Edward M. Berntsen	253.383.2626

Chapter Directors-at-Large

Randy Rock	2010-2012	360.574.9083
Al Baker	2010-2012	503.645.9079
Ron McCoy	2009-2011	503.310.4811
Christopher Bowers	2009-2011	503.577.0063
Eileen Brazil	2008-2010	503.647.5667
Jim Hokinson	2008-2010	503.635.4826

Committee Chairs

Activities	Ron McCoy	503.310.4811
Archives	William Hyde	503.666.5530
Auditor	Bob McCoy	360.459.3251
Car Host	Karl Westcott	503.658.4943
Concessions	Al Hall	503.699.5042
Chapter Rep., Oregon Rail Heritage Foundation		

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

Library	Bob Weaver	503.654.4274
Meeting Programs	Al Baker	503.645.9079
Membership	Diana Mack	503.723.3345
Rolling Stock	George Hickok	503.649.5762

	Keith Fleschner	503.516.9272
Chief Mech. Officer	Peter Rodabaugh	503.771.8545
Car Rental Agt	Bob Jackson	503.231.4808
Safety Officer	Keith Fleschner	503.516.9272
S-2 Restoration	Mark Reynolds	503.638.7411
Webmaster	Jim Long	503.313.7382
	Mark Whitson	503.533.7005

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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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Attn: *The Trainmaster* Editor
PNWC-NRHS, Union Station, 800 NW 6th Ave Rm 1
Portland OR 97209-3794

Voice: 503.226.6747 Fax: 503.230.0572

Chapter email: pnwc@pnwc-nrhs.org

The Trainmaster email: trainmaster@pnwc-nrhs.org

Website: <http://www.pnwc-nrhs.org>

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Editor	Steve Hauff	360.457.8653
Circulation	George Hickok	503.649.5762
Mailing/Distribution	Jean Hickok	503.649.5762
	George Hickok	503.649.5762
TM Laison	Arlen Sheldrake	503.223.7006

PACIFIC NORTHWEST CHAPTER TIMETABLE #580

Board of Director's meetings: November 11 and December 9, 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:

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

December 3-5: Holiday Express, Oregon Rail Heritage Foundation, www.orhf.org

December 10-12: Holiday Express, Oregon Rail Heritage Foundation, www.orhf.org

December 17th – 6:30 PM – Potluck: 2011 Officer/Director Election, 2011 Budget Approval & Train Toys for Tots collection

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

NOTABLE NON-CHAPTER EVENTS:

Dec. 26 – Jan. 1 *15th Annual Model Train Show*, Washington State History Museum, Tacoma, www.washingtonhistory.org

January 2011 Brooklyn Roundhouse, yard vacated

May 7, 2011 *Amtrak's National Train Day*, Portland, Oregon, stay tuned

June 9-13, 2011 *White Pass Railfan Week*, White Pass & Yukon Railroad, Skagway, Alaska, www.extra2200south.com

June 20-26, 2011 *Cascade Rails 2011*, NRHS Convention, Tacoma, Washington, www.cascaderails2011.com

January 2012 Brooklyn Roundhouse, vacated and steam locomotives moved

Pacific Northwest Chapter - Lending Library OPEN

**November 20 & 27 (Saturdays); 1 to 4 pm & Mondays 10 am to 12 Noon
Union Station Annex, 503 NW Irving**

library@pnwc-nrhs.org

503-226-NRHS

MEETING SNACK SIGN-UPS

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

PNWC – NRHS MISSION

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

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