

The

February 2011

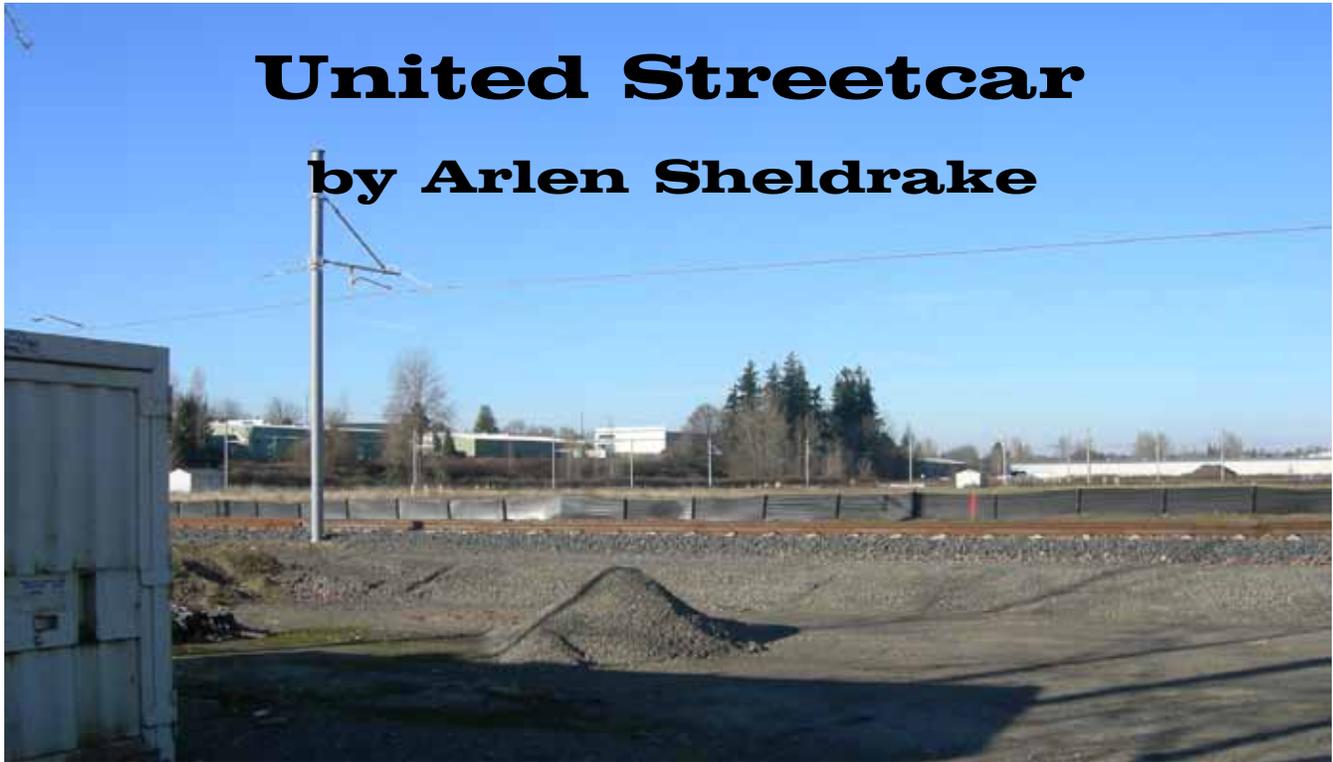


Trainmaster

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



United Streetcar **by Arlen Sheldrake**



United Streetcar's mission is to provide modern, efficient, safe and reliable American-produced streetcars and to be a pioneering force increasing urban transit options throughout the United States. United Streetcar is pleased to provide a green urban transit option to cities across America.

United Streetcar was formed in December, 2005, and is a wholly owned subsidiary of Oregon Iron Works, Inc. (OIW). OIW is a metals manufacturing company that specializes in mechanical and electrical integration and complex fabrication across diverse industries.

The corporate headquarters and main manufacturing facility is located in Clackamas, Oregon. United Streetcars has a fully dedicated streetcar bay at their facility. Additional manufacturing facilities are located in Vancouver, Washington.

Orders have been received from the cities of Tucson, Arizona and Portland, Oregon. Portland has ordered 6 of the model 100. Tucson has ordered 7 model 200s that are designed for cities with hot climates (beefed up HVAC); up to an additional seven may be

added to the order. The Portland cars are part of the Portland East Side Loop to the Oregon Museum of Science and Industry project currently under construction and slated to open in the fall of 2012. The Tucson 4-mile system is also slated to open in the fall of 2012.

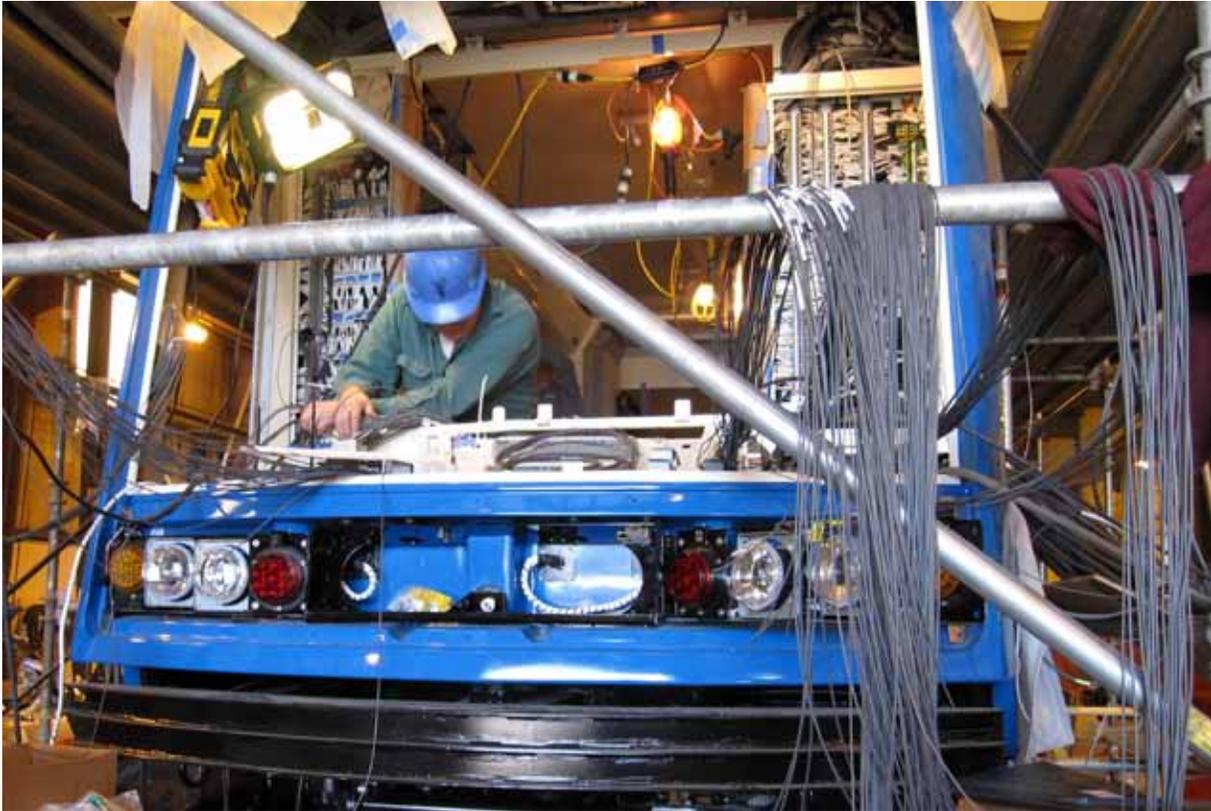
The model 100 vehicle is a four-axle, double-ended, three-section, wired, low floor vehicle with a standard track gauge of 1435 mm and is very similar to the existing* Portland Streetcars which have been operating in the U.S. since 2001. The vehicle is fully Buy America compliant and comes equipped with two motorized, two-axle trucks capable of providing 100% track adhesion. The two motorized trucks ensure the required dynamic, running and braking performance of the vehicle in all modes, during all weather conditions. The vehicle is designed to operate on the following

rail types: 115 RE, Ri-59, Ri-52 and Ri52N (standard track gauge). Maximum speed: 44 mph, motors: 4 X 90 kW, vehicle length: 66 ft, total seating/standing: 170 passengers, power supply: 750 V DC (925 V DC max, 525 V DC min).

United Streetcar has recently completed construction of their 4,000+ foot test track next to their facility in Clackamas.

Test track photo and article by Arlen Sheldrake and was prompted by a test track tip from Bob Weaver. Streetcar manufacturing photos provided January 5th by Jocelyn Chavez, Marketing & Business Development, United Streetcar.

*The current Portland Streetcar currently operates a fleet of 10 Skoda-Inekon streetcars manufactured in the Czech Republic.



Both photos: A modern streetcar takes shape in the Clackamas facility of United Streetcar. Hopefully, the current order will lead to many streetcars being constructed in the Oregon facility.



CASCADE RAILS 2011

Planning for the Cascade Rails 2011, the June 20-26 NRHS convention in Tacoma, Washington continues with an all-day work session on January 8 at the historic Olympic Club in Chehalis, Washington. Pictured below, from left to right: Mary Hauff, Keith Fleschner, Ed Immel, Ed Berntsen, John Tucker, Trent Stetz, Roger Sackett and in the center, Steve Hauff, all Planning Team members. John Goodman, Joe Williams, and Greg Molloy, members of the NRHS National Convention Committee, round out the table. Planning Team members attending but not pictured: Rick Bacon, Bill Chapman, Bob Edwards, Patrick Baldwin, John Holloway, Ken Shattuck, Tom Irion, Arlen Sheldrake and Mike Bergman.

Current plans call for mailing of convention materials on or about February 15 to the nearly 500 who submitted their Advance Mailing Requests by the January 15 deadline. If you missed this deadline, you can still request convention materials by sending your request to: Cascade Rails 2011, PO Box 80842, Portland OR 97280-1842. More information: www.cascaderails2011.com.



Left: PNWC member Arlen Sheldrake helped man the *Cascade Rails 2011* table at the SP&S Swap Meet on January 22 at the Holiday Inn Convention Center in Portland.

Editor's Note: In the photo above, the glare on the top of your Editor's pate is obviously due to a malfunction of Arlen's camera and not to a condition of being follicly challenged.

Tualatin Train Horn Noise Mitigation

by Arlen Sheldrake

Substantial construction to create a quiet zone and install wayside horns in Tualatin (Oregon) to quiet WES Commuter Rail and freight train horns is completed. This effort is partially funded by the American Recovery and Reinvestment Act. The city of Tualatin, Washington County, TriMet and Metro have worked together on this project to reduce train horn noise at eight road crossings. The work is being performed by Rail Systems Solutions, Inc., of Denver, Colorado. The Federal Railroad Administration and Oregon Rail Safety Division will need to certify the wayside horns and the quiet zone. Train horns are scheduled to cease, unless a train engineer sees a safety concern, between Tonquin Road and Tualatin Road, January 11, 2011.

Wayside horns are functional at four crossings north of SW 95th Avenue. These horns are stationary and located at a crossing to provide audible warnings to motorists and pedestrians. This reduces the noise impact as it eliminates the requirement of a train horn to sound about a quarter mile from a crossing. This treatment will cover approximately one mile between 95th Avenue and Tualatin Road. The crossings that have wayside horns installed are: SW Tualatin Road, SW Nyberg Road, SW Tualatin-Sherwood Road, and the SW Boones Ferry Road pedestrian crossing.

Four additional crossings have been upgraded to a quiet zone. A quiet zone is a section of a rail line where train horns are not routinely sounded, unless the train engineer sees a safety concern. Three intersections have been upgraded from two-quadrant gates to four-quadrant gates that will stop all vehicular traffic movement for oncoming trains. This quiet zone treatment covers about 2.4 miles of the alignment and has been added at Tonquin Road, Avery Street and Teton Avenue. A concrete median barrier has been installed at SW 95th Avenue to prevent vehicles



from driving around the crossing gate. This treatment also means that WES and freight trains will not have to sound horns at this crossing.

The project costs are just over \$3 million, with \$939,000 coming from federal stimulus funds from the American Recovery and Reinvestment Act provided by TriMet and Metro. Project contributors: city of Tualatin (\$1.3 million);

Washington County (\$536,000); Metro (\$689,000); TriMet (\$250,000); and Federal Railway Administration (\$250,000).

This information from a December 13, 2010 TriMet news release. Photos provided by ODOT and Arlen Shel-drake. TriMet is a municipal corporation that provides bus, light rail and commuter rail service in the Portland metro area. It is governed by a state of Oregon Governor appointed seven-member board.

Some operational insight into quadrant gates can be read in this email message from Jon Rolufs, Manager of Signals, Willamette & Pacific and Portland & Western Railroads to Portland & Western Railroad Train-masters.

“4 Quadrant Gates. The entrance gates operate as they always have and are required to be down at least 5 seconds before the train, but the exit gates may act differently. Under normal operation with vehicle detection loops operating, the exit gates start down about 3 seconds after the entrance gates. All gates are down well before the train arrives. If however, an entrance gate comes down on a vehicle or is damaged, the exit gate for that lane will start down and then go back up. If a vehicle is under an entrance gate close enough to the loop to be detected, the exit gate for that lane will stay up and not come down at all.

“If the vehicle detection loop fails, the system delays the movement of the exit gates. This delay will be about 9 seconds after the entrance gates starts. In this event the exit gates may still be descending as the train approaches the crossing. We want the exit gates to be down before the train reaches the crossing but there is no requirement that that take place. Train crews should report exit gates that are not all the way down before reaching the crossing.”

Winchester Rail Yard



On September 20th Rail-America CEO John Giles cut the ribbon on the new Central Oregon & Pacific Railroad switching yard in Winchester Oregon just north of Roseburg. The new yard will relieve the current under capacity yard in Roseburg and significantly reduce the downtown Roseburg grade crossing traffic delays. This November 19th photo was provided by Fred Harrison.

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.

Auxiliary Tender Gets Wheels

by Arlen Sheldrake

With the January 2011 Union Pacific Railroad requirement to get all of the rail cars moved out of the area north of the Brooklyn Roundhouse, the Pacific Railroad Preservation Association kicked the project to replace the friction bearing wheelsets under their auxiliary tender into high gear. By late December the tender had wheels so it could be moved to a track closer to the Roundhouse.

This project began in 2007, but quickly became more complicated with the need to fully rehabilitate the trucks along with the conversion from friction to roller bearings.

The auxiliary tender is a Vanderbilt design with a cylindrical tank for water and a characteristic angled tank for oil. The specifications are: weight of the tender, loaded, is 326,900 pounds, the water capacity is 17,000 gallons, and the oil capacity was 5,800 gallons (now a storage area).

History:

- 1930 - Entered service as the tender for Great Northern Railway's first S2 class Northern, the 2575
- 1950s - GN retired 2575 and removed the locomotive from the roster and converted the tender to a fire protection car for use in the Klamath Falls area
- 1970s - sometime after the 1970 merger to form Burlington Northern, the tender numbered BN 973165
- 1985 - retired from BN roster and moved to Portland for scrapping
- 1985 - Chris McLarney, former PRPA President, discovered the tender and put in a donation request and WW. Francis, Executive Vice-President, Seattle Region agreed to have the tender donated to PRPA
- 2007 - PRPA begins the process of upgrading the tender's friction bearings to roller bearings

Information extracted from PRPA's web site: www.sps700.org. Picture by Arlen Sheldrake 1/4/2011.



PNW SHORT LINES

by Arlen L. Sheldrake

During December, *BNSF Railway* delivered holiday cheer to military families in multiple Idaho and Washington cities. The special train consisted of coaches, domes, and a café car from the BNSF business car fleet and, of course, Santa. Tickets were provided to military families serving in nearby installations. According to BNSF, “the purpose of this *Holiday Train* is to show our appreciation for all that the military and their families do for all of us.” At each stop, BNSF donated \$10,000 to an organization that works in support of military families. This is the third consecutive year that BNSF has sponsored the tour, each in a different part of its rail service area. Trips were made from Hauser, Idaho; Spokane, Everett, Auburn, and Vancouver, Washington.

One of the neat features of this year’s ORHF *Holiday Express* event was including the local *Union Pacific* Employee Club volunteers selling their hot chocolate and coffee (with cookies) in the event tent. And thanks again to our anonymous PNWC member who provided the *Holiday Express* consist brochure that answered in living color the many questions passengers had about our rail cars and the SP4449.

The November *Trainmaster* article, Northwest’s Nuclear Railroad, grew legs with the article being picked up and published in the December issue of the Tampa Bay (Florida) Chapter’s *Orderboard* newsletter. PNWC sends complimentary paper copies of *Trainmaster* to all NRHS chapters in our region and, if requested, will send electronic copies to other NRHS chapters. Complimentary paper copies are also provided to all members of the ORHF Board.

A December 1 letter from Oregon Governor Theodore Kulongoski to Ray LaHood, Secretary of the U.S. Dept. of Transportation, asked that in the event some other states were declining ARRA high-speed rail awards, Oregon would be glad to get additional funds to complete preliminary engineering and NEPA on two projects in North Portland. Additional funding could also be used to make improvements to the North Portland section of the Seattle to Portland Pacific Northwest Rail Corridor. A U.S. Dept. of Transportation December 9 press release announced that Washington State is to receive up to \$161.5 million and Oregon up to \$1.6 million from the re-allocated \$1.195 billion originally designated for high-speed rail projects in Wisconsin and Ohio.

On December 12 it was announced on www.bikeportland.org that there would be a formal ride from Portland Union Station to Oaks Park to view the ORHF *Holiday Express* train. As you may know, the route the train takes parallels a portion of the Springwater Trail that goes from downtown Portland to Boring. BikePortland.org did a nice job of advertising the *Holiday Express* to interested bike riders.

For those following the saga of the Museum of the American Railroad which currently resides in Fair Park in Dallas, Texas but which is moving to Frisco, Texas: the *Dallas News* reported December 8 that the Frisco City Council approved a revised timeline. Phase 1, to be completed by the end of 2011, now includes grading the 12.34-acre site in Frisco and building more than a half-mile of track to hold the museum’s rolling stock. The museum would then build exhibit tracks to spread out its stock and build permanent foundations for its historical structures. Final touches, such as lighting and sidewalks, would be added to allow the museum to open by May 2012. Frisco is the destination of the other Alco PA locomotive that Doyle McCormack brought out of Mexico in 2000. The Museum’s project cost has grown from \$1.5 million to \$2.3 million.

Congratulations to Paula Hammond, Washington State Secretary of Transportation, who was elected chair of the States for Passenger Rail Coalition by the state transportation directors. The coalition is an alliance of 32 state departments of transportation with a mission to promote the development, implementation and expansion of intercity passenger rail services. (From 12/10/2010 WSDOT press release.)

While I don’t normally do book reviews, *Blood, Iron, and Gold – How the Railroads Transformed the World* by Christian Wolmar (2009), was recommended by both Keith Fleschner and Ed Immel as a good read. Having now read the book, I heartily agree, it puts our sometimes narrowly focused Northwest and domestic railroad history in an interesting world perspective. Chapter 4, The American Way, Page 69: “Quite simply, without the railway, the United States would not be the United States of America. The railway’s role has been largely written out of the nation’s history, however, because of the American love affair with the car and the airplane, and even today the railway’s importance in moving freight across the vast country goes unrecognized.”

Essex, Montana, the only flag stop on the *Empire Builder* route, has a new \$416,150 *Amtrak* platform. The 12’ wide, 190’ long concrete platform has lighting, a hydronic snow melting system and signage. A vast

improvement over the former primitive, mostly gravel (some paving), short (double stop) platform. This was a pretty quick project as there was no evidence of the project in late July 2010. Before and after pictures can be seen at: www.greatamericanstations.com/portlets/new-essex-montana-platform.

In October, a team of over a dozen volunteers donated two days of work to restore the exterior of the Cut Bank, Montana depot to its appearance of some 70 years ago. This was one of the Chamber of Commerce's Make a Difference Day projects. The BNSF-owned depot serves *Amtrak's Empire Builder* passengers.

The December 20 *Spokesman-Review* reported that the Kootenai County Fire and Rescue in Post Falls, Idaho acquired two used and decontaminated tank cars compliments of *BNSF Railway*. The two pressurized tank cars will be used for regional training exercises on hazardous materials accidents.

Progressive Railroading reported December 22 that TriMet recently received a \$4.2 million Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) grant from the Federal Transit Administration to expand the use of regenerative braking systems on MAX light rail trains. The grant will enable TriMet to install 20 energy storage units on light rail vehicles to capture most of the energy generated by the trains' braking systems. Since 1997, the agency has employed regenerative braking systems on MAX trains that can reuse 70 percent of the energy they produce. The new units will release stored energy to help power the trains and other trains on TriMet's system, as well as capture and use nearly 100 percent of all power generated by braking systems, saving the agency \$168,000 annually in energy costs. TriMet was one of 27 grant recipients from a pool of 173 applicants. TriMet is the Tri-County Metropolitan Transportation District of Oregon based in Portland.

Good to see the *Eagle Cap Excursion Train* has posted their 2011 schedule with a total of 12 trips, beginning May 8; (excepting Mother's Day) all are on Saturdays. Departures are at 10 am from Elgin, Oregon for the 3.5 hour trips. More information is available at: www.eaglecaptrain.com or 800.323.7330. If riding this train is on your "bucket list", I would suggest doing it in 2011. The December 29 *Wallowa Chieftain* confirmed the *Wallowa Union Railroad's* decision to do these 12 trips and reported that the 2010 train capacity of 50 is expected to increase with a second coach being refurbished by volunteers from the Friends of the Joseph Branch; the three RDCs purchased from ODOT and formerly used on the *Lewis & Clark Explorer* were put on sale via sealed bid in January; \$50,000 minimum each. While in northeast Oregon, don't forget to visit the *Sumpter Valley Railroad*.

If the northern Oregon coast is in your Spring break plans, the *Astoria Trolley* will be running March 19 through April 4 from noon to 6 pm daily; more information call: 503.325.6311

On December 21, Washington State Department of Transportation announced that 29 more hopper cars will be added to their *Grain Train* program; the cost for the refurbished cars is \$362,500. The user-fee based *Grain Train* program was launched in 1994 and currently has access to 118 rail cars. The program provides farmers a dedicated car fleet to help them ship wheat for export. WSDOT jointly manages the program with the ports of Walla Walla, Moses Lake and Whitman County.

On January 3, *Union Pacific Railroad* launched a major \$31 million track rehabilitation project on the Brooklyn Subdivision between Oakridge and Salem. Trains 508 and 514 are canceled between January 3 and April 1 to accommodate this project. It is reported that the project will include 26 miles of new rail to be laid between Eugene and Shedd and 81,000 ties will be installed between Oakridge and Shedd.

In early December the *West Coast Railway Association* put the *Royal Hudson 2860* under steam to help the international firm Louis Vuitton open their new boutique store in Vancouver, British Columbia, Canada.

Three of the 85 proposals for Oregon Department of Transportation Enhancement grants may be of interest to rail historians: #4 Astoria Historic Railroad Depot Restoration; #116 Toledo Transportation Museum & Waterfront Path (a Yaquina Pacific Chapter, NRHS and Port of Toledo proposal); and # 28 Dillard Historic Depot Restoration. The 85 proposals total up to \$92 million with approximately \$16 million available. More information may be had at: www.oregon.gov/ODOT/COMM/nr10122001.shtml.

KCBY News reported on December 30 that *Coos Bay Rail Link* now plans to reopen the Coos Bay Branch for minimal traffic in June 2011, with full service by September. During the week of December 20, the purchase agreement with the *Union Pacific Railroad* was finalized for the 23 miles of track from Cordes on the north spit to Coquille.

On May 1, 2011 *Amtrak* is celebrating its 40th anniversary and has contracted with Richard Luckin to produce a 40th Anniversary video. During early January, Luckin and crew were in the Seattle area where they were receiving shooting assistance from Gary Emmons through the Tacoma Chapter, NRHS.

NOTES FROM A MEETING

Keith Fleschner, President

The new Board year is upon us and my thanks go to Eileen Brazil who ably served nearly two terms as a Board member. Eileen has assured me she “won’t be going away” and will continue to serve in a variety of capacities, including acting as our liaison with Antique Powerland.

Jim Hokinson took over as secretary this year, replacing Jean Hickok who has held the post for the last couple of years. The secretary is a key person in keeping us legal with various regulators. The job is more challenging with a president who’s a “last minute” kind of guy. My thanks to Jean, and now Jim.

While on the subject of jobs that are harder than they look, we need to thank George Hickok for his continued service as treasurer. New regulations from the IRS make the work much more challenging than it was in years past. And, of course, George does a lot of other things for the Chapter.

Jean Hickok took the Board seat vacated by Jim Hokinson. Jean is a tireless worker on the Chapter’s behalf and I’m glad she continues to serve. Trent Stetz is our new blood this year. Trent has hit the ground running as a member of the Cascade Rail 2011 Team.

I’d be remiss not to thank the officers and Board members who continue to serve: vice-president Mark Reynolds, and Board members Ron McCoy, Christopher Bowers, Randy Rock, and Al Baker. They continue to provide not only leadership but hard work on a variety of fronts, on the Chapter’s behalf. My thanks to them all.

National Train Day is coming. Work has started on planning this year’s National Train Day celebration in Portland on May 7, 2011. It’s too soon to have details but please keep the date open. Look for more information in upcoming *Trainmaster* issues.

Cascade Rails 2011 is also coming. While details are still being developed, *Cascade Rails 2011* will be June 20-26 in Tacoma. It promises a variety of volunteer opportunities. If you are interested in volunteering, please contact me at keithfleschner@msn.com or 503.516-9272 (email is preferred).

One final note: the membership renewal cycle is winding down. If you have not had a chance during the busy holiday season, please take a moment and renew your membership. This is shaping up to be an exciting 2011.

NOVEMBER MINUTES

Pacific Northwest Chapter – National Railway Historical Society Membership Meeting – November 19, 2010

Meeting called to order 7:37pm.

Welcome – Welcome to new PNWC member Dave Larson.

Minutes – September – Motion to accept minutes by Ken Vannice. Motion 2nd by Mark Reynolds. Approved by membership.

Treasurer – As of 31st of October, accounts balanced to bank statement. Doug Auberg made a motion to approve report. Motion 2nd by Bryan Ackerly. Approved by membership. Request to add \$1000 to the rolling stock maintenance budget for expenses of the PNWC #600 Mt Hood and re-boarding of rolling stock that was broken into. Moved by Roger Mattson to approve revision to budget. Motion 2nd by Ken Vannice. Approved by membership. We have made a change of investments from Columbia Funds to bonds. We have submitted a request to invest \$5000 value for each bond – proceeds to go to build a house for the caretaker at APMA (Antique Powerland Museum Association). PNWC Board approved this investment for opportunity to support APMA.

PNWC #3300, the first Daylight car, is a combined baggage car and coach type car. The Holiday Express consist does not have an ADA accessible car, which is an issue with the City of Portland. One suggestion is a combined coach. The 3300 has an advantage because we don’t have to change the collision framing. This seems to be a reasonable option. We need to repair damage, vesitbule, replace trucks, replace windows, interior, coupler needs to be replaced, install wheel chair lift in the car, modify door between the baggage area and passenger area, remove some seats, upgrade electrical system, etc. The board made a motion for a slow proceed to move toward and begin plans to work on the car next year as time and funds allow. Would like a sense

from membership of this idea to develop a plan to make the car ADA accessible. Part of the plan is to determine the cost of project. It is in the best interest to get this car back into service. Part of the plan is to look at different levels of possibilities. Asked for voice vote for membership consent. Motion by Ron McCoy for the membership to support the board with analysis. Motion 2nd by Bryan Ackley. Approved by the membership. We are working to prepare for Holiday Express. This weekend we will be working on various things to ready for Holiday Express 2010. Completed armrest restoration of 68 armrests in the PNWC #6800 a.k.a Red River.

Holiday Express – Sign up to car host with Karl Wescott for Holiday Express 2010.

Membership renewals have been coming in.

Jim Long is looking for general volunteers for Holiday Express 2010.

Ron – S2 Restoration - \$20,300 was raised as of last month, now we're at \$22,010. Your continued support is appreciated. Make your donations to take advantage of tax deductible contribution for 2010.

Annual potluck next month. Ron McCoy has a sign-up sheet. Toys for Tots tradition we've been doing for a while. Bring your new unwrapped Train toys to the potluck on December 17, 2010. The potluck will start at 6:30p.m.

Welcome to our guest, Laurel Lyons, regarding the ORHF (Oregon Rail Heritage Foundation) new facility. ORHF has raised \$12,000 from their community campaign. Goal is to raise \$200,000 by May 2011. Holiday Express is ORHF's biggest fundraiser. What's been going on. We're about 25% higher in ticket sales at this time versus last year. There's a new ORHF newsletter that will be going out telling what's going out and how you can donate. 10,000 sets of this material will be given out at Holiday Express. Laurel played an ORHF DVD. Laurel is putting together a fact sheet with suggestions by the membership: time line, major contributors, estimated cost of whole project (in the brochure), how many acres, what buildings to be built, what items from current roundhouse will be moved to the new site, etc. There will be a table in the tent staffed by ORHF people that can answer questions. They will have the basic bios of the locomotives. Trent has information on those locomotives that he may have printed, have a diagram of the locomotive with what the different parts are and their names of what they are and what they do. Send any suggestions for the fact sheet to Keith who will give to Laurel.

Meeting adjourned 8:58pm.

Respectfully submitted by Jean Hickok, Secretary.

DECEMBER MINUTES

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

Meeting called to order at 8:02pm.

Minutes – October membership meeting minutes – A motion was made and 2nd to approve minutes. Approved by the membership attending.

Treasurer's report – George presented information on the proposed 2011 PNWC budget. 2011 budget approved by membership. George reported on the status of accounts. All accounts balanced with bank statements.

S2 Restoration Funds, we have raised \$22,186.00 so far. Thank you. The way we've structured the refurbishment, we'll go ahead and do this project when the contractor is ready, so whether we raised the full amount for the refurbishment or not, the restoration will happen and the Chapter will cover the remaining balance.

Members brought in Train Toys for Tots and we presented them to the US Marine Corps Reserve. Thank you everyone who brought in the toys. This was a very successful considering the state of the economy with 70 train toys donated.

Election results:

President	Keith Fleschner
Vice President	Mark Reynolds
Secretary	Jim Hokinson
Treasurer	George Hickok
National Director	Ed Berntsen
Board of Directors	Jean Hickok Trent Stetz

Holiday Express 2010 – ridership was up. We don't have numbers yet.

Jim Long has some winter time pictures of Essex Junction which he brought to share with the membership.

2010 volunteer hours need to be turned into Jim Hokinson. Turning in your volunteer hours is very important when applying for grants, donations, etc.

Meeting adjourned 8:19pm.

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

Golden Spike level: \$1000 and up

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

Rail level: \$500 to \$999

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

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

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

Tie Plate level: \$50 to \$99

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

Steel spike: \$1 to \$49

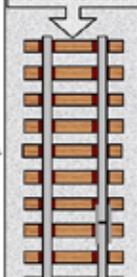
Irma & Laurie Hester, Monica Winkley, Thomas Vandegriff, George Mickelson, Gerald & Olive Schuler, David Larsen, Keith Rydzan, Theri Stenz, Ted Ahlberg♥, Jim Long, Dennis Seacat

♥= In Memoriam

**Target
\$40,000**

**\$22,750
raised!**

as of 1-13-2011



Chapter Officers

President	Keith Fleschner	503.516.9272
Vice President	Mark Reynolds	503.638.7411
Treasurer	George Hickok	503.649.5762
Secretary	Jim Hokinson	503.635.4826
National Director	Edward M. Berntsen	253.383.2626

Chapter Directors-at-Large

Randy Rock	2010-2012	360.574.9083
Al Baker	2010-2012	503.645.9079
Ron McCoy	2009-2011	503.310.4811
Christopher Bowers	2009-2011	503.577.0063
Jean Hickok	2011-2013	503.649.5762
Trent Stetz	2011-2013	503.582.6406

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Auditor	Bob McCoy	360.459.3251
Car Host	Karl Westcott	503.658.4943
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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
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Rolling Stock	George Hickok	503.649.5762

	Keith Fleschner	503.516.9272
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Car Rental Agt	Bob Jackson	503.231.4808
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The Trainmaster is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members.

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PACIFIC NORTHWEST CHAPTER TIMETABLE #583

Board of Director's meetings: February 13 and March 10, Thursdays, 9320 SW Barbur Blvd Suite 200, 7:30 pm
(Note address for Board meetings; follow instructions posted on the door for entry.)

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

February 18: *Chelatchie Prairie Railroad Update*, Doug Auburg

March 18: *Trains In War*, a video

April 15: *Locomotive Classification Systems*, Steve Hauff

May 20: *The Pennsylvania Railroad*, Al Baker

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

NOTABLE NON-CHAPTER EVENTS:

February 12, *Valentines Day Dinner Train*, Oregon Coast Scenic Railroad, www.ocsr.net / 503.842.7972

March 12, *Winterail 2011*, Stockton, California, www.winterail.com

March 12-13, *All Scales Model Railroad Swap Meet*, 10 am-3 pm, Yard Birds Event Center, Chehalis, Washington

April 23, *Bunny Express*, Mount Rainier Scenic Railroad, www.mrsr.com / (888) STEAM11

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

May 8, *Mother's Day Lunch Train*, Oregon Coast Scenic Railroad, www.ocsr.net / 503.842.7972

May 8, *Mother's Day Brunch*, Mount Rainier Scenic Railroad, www.mrsr.com / (888) STEAM11

May 21, *Gorge Rail 2011*, Columbia Gorge Discover Center, 9 am-5 pm, The Dalles, Oregon, www.gorgerail.com

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

June 10-12, *Dunsmuir Railroad Days*, www.dunsmuir.com

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

July 4, *Fireworks Spectacular Train*, Oregon Coast Scenic Railroad, www.ocsr.net / 503.842.7972

July 7-10, *Milwaukee Road Historical Association Annual Convention*, Austin, Minnesota, www.mrha.com

July 13-16, *Northern Pacific Railway Historical Association Convention*, Carlton, Minnesota, www.nprha.org

July 15-17, *SP&S Historical Society Convention*, Spokane, Washington, www.spsrhs.org

July 16-20, *Great Northern Railway Historical Society Annual Convention*, St. Cloud, Minnesota, www.gnrhs.org

July 21-24, *Train Festival 2011*, Rock Island, Illinois, www.trainfestival2011.com

July 27-30, *27th Annual Convention*, *Union Pacific Historical Society*, Spokane, Washington, www.uphs.org

July 30-31 & August 6-7, *Great Oregon Steam-Up*, Brooks Oregon, www.antiquepowerland.com

Sept. 8-10, *Southern Pacific Historical & Technical Society Annual Meeting*, Portland, Oregon, www.sphts07.org

January 2012, Brooklyn Roundhouse, vacated and steam locomotives moved

Pacific Northwest Chapter - Lending Library

OPEN

February 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

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