

The



TRAINMASTER

Official Publication of the Pacific Northwest Chapter, National Railway Historical Society.

MAY 1994

CHEHALIS-CENTRALIA RR

by Ken Peters



The Chehalis-Centralia Railroad is the closet-to-Portland regularly scheduled steam tourist railway. The main depot is just off exit 77 on I-5 in Chehalis, Washington. Look for a box on the right, near mile post 76, that alerts drivers to take the next exit for the ride. One may also board in Centralia but the location is less convenient. Trains operate weekends and holidays from Memorial Day through Labor Day. Call for dates after that time.

From Chehalis one may ride to the north end of Centralia. The 12-mile round trip cost \$6.50 for adults. Late on Saturday afternoons one may ride from Chehalis to Ruth. The 18-mile round trip cost \$10.50 for adults. Both rides are on a former branch of the Milwaukee Road. Of the two, the trip to Ruth is better. The line to the north end of Centralia is frequently within sight of I-5 and offers little in the way of scenery. The

Chehalis-Centralia Railroad #15 crosses over CME Jct. on its way to Ruth with its two car excursion train. The car without its top is the Mt. St. Helens.

The train travels on ex-Milwaukee Road tracks. The other track is the ex-NP line to South Bend, Washington. BN abandoned this line last year.

This automatic interlocking is about a mile east of Chehalis and until the late '80s it was protected by semaphore signals.

-Kristopher Lundt photo

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The TRAINMASTER

is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society, published monthly for the benefit of its members. Articles which appear in *The Trainmaster* do not express the official National Railway Historical Society position on any subject unless specifically noted as such. Material from *The Trainmaster* may be reprinted in other publications provided credit is given as to the source. Please address contributions, correspondence, and exchange copies of newsletters to:

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MEMBERSHIP in the PNWC-NRHS is available as follows:

Regular....\$27/yr.

Joint....\$32/yr.

For more information, contact the Membership Chairperson at the above address.

DEADLINES

The deadline for each issue of *The Trainmaster* is the 20th of the previous month. Submissions may be made on floppy disk, in Wordperfect, MS Word, or ASCII formats. The Editor reserves the right to edit or hold material at his discretion

-Kristopher

CHAPTER TIME TABLE No. 380

REGULAR RUNS

BOARD OF DIRECTORS MEETING Thursday, May 12, 7:00pm, at Room 208, Union Station. Down there where all the Amtrak trains come in. All Chapter members are welcome.

MONTHLY MEMBERSHIP MEETING Friday, May 20, 7:30pm, at St. David's Episcopal Church at 2800 SE Harrison. The business meeting will start promptly at 7:30, with the newsreel and program following after a short break. Refreshments will be available; please bring some money to feed the "kitty" so the kitty can continue to feed you. The program is listed below.

WEEKLY NO-HOST LUNCHEON every Saturday, 12:00 noon, at the Semaphore Restaurant at SE 17th Avenue and Holgate Blvd. Our group sits in the back. Come on down!

ROLLING STOCK WORK SESSIONS every Wednesday and Saturday, at the Chapter's tracks in Brooklyn Yard. Working hours are 9am to 3-4pm on Wednesday, 10am to late afternoon on Saturday. There's a lot of work of all kinds to be done. Contact Richard Gray (656-0260) or Peter Rodabaugh (771-8545) to see what you can do.

LIBRARY/ARCHIVES WORK SESSION: Saturday, 21, 9:30am to 12:00 noon at Room 1, Union Station. Help is needed to get things organized and catalogued. Contact James Loomis (253-3926) or Bob Weaver (654-4274) for more information—or just show up! There's lots of work to do.

CHAPTER LIBRARY OPEN HOURS Saturday, 21 & 28, 1:30 to 4pm at Room 1, Union Station

EXTRA BOARD

May Excursion-May 14 & 15 trip to Seattle and back. Saturday night will be a trip on the Spirit of Washington Dinner Train and Sunday will be a cruise on the steam boat Virginia V.

1994 NMRA National Convention-August 14-21, 1994. Contact Columbia Gorge Express, 2505 N. Vancouver Ave., Portland, OR 97277 (503)288-5289.

1994 RAILFAN RETREAT-September, 1994 on Willamette Pass in the Oregon Cascades. Contact Rocky Regula at 648-7904 for information.

MAY MEETING PROGRAM

Program begins after business meeting

Presented by Rich Carlson
10th Anniversary 4449 trip to New Orleans
"Louisiana World's Fair Daylight"

Notice: Programs are needed for future meetings. Anyone who is willing to present a program (slides, film, etc.) at a Chapter meeting, please contact the President.

CHAPTER BUSINESS

CONCESSIONS COMMITTEE REPORT

Jim Edgar, Chairperson

We did fair at the March Swap-Meet, but we have high hopes for sales on the Seattle excursion in May. Our plans called for having our new shirt design at the swap meet, but we were unable to accept what was presented.

We continue to plan for the Seattle trip in May, the design for the new T-shirt was re-done and it should be ready before May 14. We hope to have a good supply on the trip. The new design is incorporating all of Portland's steam locomotives along with Union Station in the background.

Thanks for your patience.

-Jim Edgar

FINANCE COMMITTEE REPORT

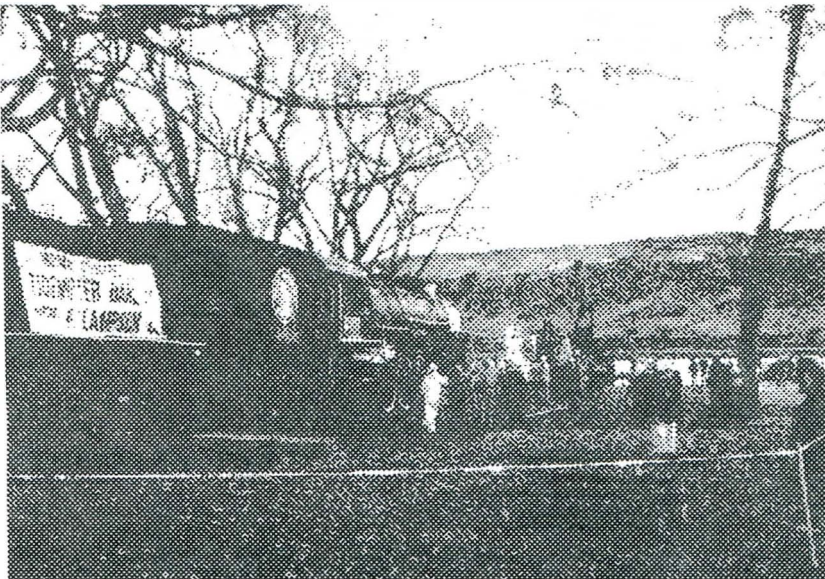
Marilyn Edgar, Chairperson

We met on Monday night before the Board meeting, still anticipating the year-end report. We discussed the new fee policies of the Library Committee for books and video tapes, hoping to keep closer track of them. The Library Committee is still revising the rental procedure system to satisfy all members of the committee who have to deal with the changes.

The accounts at Far West were moved into a checking account at Columbia Funds. As it happened, the Treasurer went ahead and took a check for the funds over to Columbia to put into Columbia Daily until the stock market settled down so we could benefit by buying low.

We still need other Committees to be represented. We will continue meeting in Room 1 on the Monday before the Board meeting.

-Marilyn Edgar



On a very cold weekend back in February the Great Northern P-2 class steam locomotive at Maryhill, Washington, was moved onto a barge and taken to the Tri-Cities.

It took over two years, 150 pages of permits and a lot of patience to get the locomotive moved. The locomotive was retired in 1957 and donated to Klickitat County in 1966. The Mountain-type locomotive was on display behind a fence at Maryhill State Park, located deep in the heart of the Columbia River Gorge, for all those years. The locomotive was parked parallel to the river and was turned 90 degrees to be loaded onto a barge.

The Tidewaters Co. donated the barge and tug to transport the engine to Pasco, Washington, where the engine will be restored. The Northwest Railway Locomotive Preservation Association (NRLPA) will do the work which is expected to cost \$1 million and 8 to 10 years to complete. *-Jerry Webb photo*

Bylaws Committee Report

Janet Larson, Chairperson

For several month our committee has been working on Chapter bylaws revisions. These were presented to the Board at the April Board Meeting for approval. Copies of the purposed changes will be available at the May 20th membership meeting. **We will have a vote on the revisions at the June 17th meeting.**

It has been decided by the Board that, because of limited funds, we will not mail the revisions to every member. If you are unable to attend the May meeting and wish to receive a copy of the revisions, please send a SSAE to:

**PNWC, NRHS Bylaws
9908 SE Lincoln St.
Portland, OR 97216**

It is important to attend the June meeting to vote on these changes. According to Article XI in the present bylaws, these changes may be effected by a vote of 2/3 majority of the Chapter members present at a regular business meeting. Hope to see you there! **-Janet Larson**



CHAPTER BUSINESS

SUMMARY of MINUTES BOARD of DIRECTORS MEETING

APRIL 7, 1994

The meeting was called to order by President Terkelsen at 7:11 PM.

Bob Hoffman: The death of Bob was discussed and it was suggested a potluck dinner be held before the meeting on Friday. Connie McCready suggested postponing the Chapter Meeting program and using the time to honor our friend.

VP's Report: The locks are not done yet. The Treasurer questioned replacing all the locks now due to the expense if no immediate problem exists. The move of the semaphore signal has been postponed.

National Director: Gerald and Rich will be in St. Louis at the National Board Meeting.

President's Report: Bob met with the Yaquina Chapter on March 20, at the Toledo City Hall. Bob thinks it's important to work with other chapters. One RDC is planned to be leased to the Pacific Railway & Navigation Co. Bob Melbo phoned saying SP will meet soon to discuss the eviction of the SP 4449, SP&S 700 and the Chapter out of Brooklyn Yard. We will be given reasonable time to move!

Treasurer: Maxine reported money has been transferred from Excursion Account into checking. Some expenditures for the Seattle trip have been paid. The 1993 year-end report has not arrived, but Maxine has reconstructed the information on her computer. Peter has sent a FAX to SP listing the figure breakdown between our expenses and SP's for the car repairs.

Rolling Stock: Richard Gray is looking for a new home for our cars. Bob Melbo has offered some "space" on his railroad. Darel Mack measured our tracks; we lease 5 tracks, we use only three tracks (SP parks diesels on the other two) or 820 feet of the 1500 feet total. Nita White suggested a "Bob Hoffman Memorial Fund" for Rolling Stock. Doyle needs cars for his NRMA trip this summer. Bob Terkelsen will ask all members to bring back all Chapter items they are storing for the Chapter. All of the cars in Oakland have been cleaned of graffiti by volunteers. The Red River will stay in Oakland for now.

Excursion: 160 tickets have been sold for the Seattle trip. The Short-trip Com-

mittee has not met yet since the Seattle trip has precedence.

Membership: The use of permanent name tags was suggested. A \$5 price would be added to the first dues payment.

Library: Bob read James's report. Board proposed the books be offered to members first and remaining books go to the next swap meet table.

Museum: David is too busy to get Museum things done. Discussion centered on how to handle this and get the committee moving. The 4 engines at Glenwood need action.

Activities: Darel is talking to Gary Johnson to set up our Chapter picnic for September 18 at Brooks, Oregon. Darel needs programs for meetings after July.

Bylaws: Copies of the changes were given to the Board. The BoD reviewed and discussed the changes.

Refreshments: Nita recommends using paper and plastic at our meetings. Dishwashing is getting to be much.

Rail Sensation: Leaflets about the next Rail Sensation's event were passed around.

OLD BUSINESS: Our 40th Anniversary will be on March 18, 1995. A person is needed to begin planning for this event.

Grant Gathering Committee: The president put this off until more information comes in.

Concession inventory: Gordon Zimmerman has made a list. Marilyn wants the inventory more accessible to the committee.

NEW BUSINESS: An enthusiast, David R. Long, wants to restore 5 miles of rail in Estacada and asked us for volunteer help.

Meeting adjourned, after a moment of silence in memory of Bob Hoffman, at 10:29 PM

Respectfully submitted, Joyce Reese, Secretary

SUMMARY of MINUTES REGULAR CHAPTER MEETING APRIL 15, 1994

The meeting was called to order by President Terkelsen at 8:45 PM.

Treasurer: Terry Parker gave the report of auction proceeds from the March meeting, \$160 for Rolling Stock. Funds were transferred from Far West to CDIC. Mutual funds have not been purchased yet, but now is the time. If handled carefully, we should gain good interest. Maxine said we do not pay taxes but she

is preparing the non-profit organization tax report.

VP Report: Marilyn reminded us to feed the "kitty" so the kitty can feed you. The T-shirt design is coming along. Shirts are \$12, roll-up sleeve type are \$15 and sweatshirts are \$20.

President's Report: Bob meet with the Yaquina Chapter. No date is set but he will be working with Doyle McCormack on projects. Bob Melbo phoned stating SP will meet to discuss our moving out of Brooklyn Yard. SP's decision was to have been made on April 12, but there is no report of what happened.

Rolling Stock: The National Model RR Association may lease cars for their event. The Red River in Oakland and other cars are all cleaned and shined up.

Excursion: Irv reported 130 tickets have been sold for the Seattle trip. The committee is beginning to work on a Vancouver, B.C. trip. Irv was thanked with applause for washing the evening's dishes.

Membership: Maxine reported 52 people were present. Please remember to leave your nametags when leaving.

Museum: Anyone interested in being on this committee will be most welcome. Dave Stimac needs lots of help.

Activities: Darel reported September 18 at Brooks will be the Chapter picnic. The Yaquina Chapter and a Model RR Club will also be there. Time will be 10:00 to 6:00 PM.

Bylaws: BoD reviewed the proposed changes. Members can pick them up at the May Meeting. Voting will take place at the June Meeting.

OLD BUSINESS: 40th Anniversary is coming up next year. A Chairperson is needed! Gerald Schuler is looking for ideas at the National BoD Meeting.

Grant Gathering: Orin Knee has offered to help.

NEW BUSINESS: Nita White called members attention to the pictures of Bob Hoffman from her wedding in the back of the room.

Bob Hoffman: A plaque commemorating Bob Hoffman, Tony Reghitto and Brad Reese was proposed. Gordon Zimmerman suggested naming a car after Bob Hoffman as has been done for people like Milne Gillespie and James Gilmor.

Meeting adjourned, in memory of Bob Hoffman, at 9:55 PM.

Respectfully submitted, Joyce Reese, Secretary

George Robert (Bob) Hoffman

1920-1994

On April 4, 1994, the Grand Engineer called Bob Hoffman to the Great Rail Yard in the sky. Bob suffered a heart attack; he was 74.

Some called him G. Robert, others Bob, but all called him their friend because he really never met a stranger. Bob made you feel so comfortable to talk with. Bob probably knew more of our problems than we ourselves do, because many confided in this man. Bob Hoffman was the catalyst, the "glue" of the PNWC-NRHS for the past several years and more specifically, Bob provided the momentum behind the Rolling Stock Committee. Our entire fleet of passenger cars owe much of the credit for guiding the necessary work on them to our friend Bob Hoffman. The one thing many depended upon him for was that hot pot of coffee on workdays.

Bob had served the Chapter as President for a total of four times; having just completed the last term only three months ago. Bob served as National Director, had been on the Board of Directors, and as the Representative for the Portland Rail Group. Bob Hoffman loved his hobby of railroading and he was always there to give advice when asked. Bob led the restoration of the Chapter's railroad equipment and Bob was there giving his talents and wisdom where needed. "He was my mentor," said President Bob Terkelsen, "the one I could go to about problems and goals of the Chapter".

Bob would want all of us as Chapter members to continue on down the track looking toward the future. We will miss him. Bob was a great friend and a great person only wanting the best for everyone. *-Bob Terkelsen & Marilyn Edgar*



Bob spent many long hours working on the Chapter's passenger cars. Bob was very proud of our equipment and he always bragged how well the cars handle on excursions.

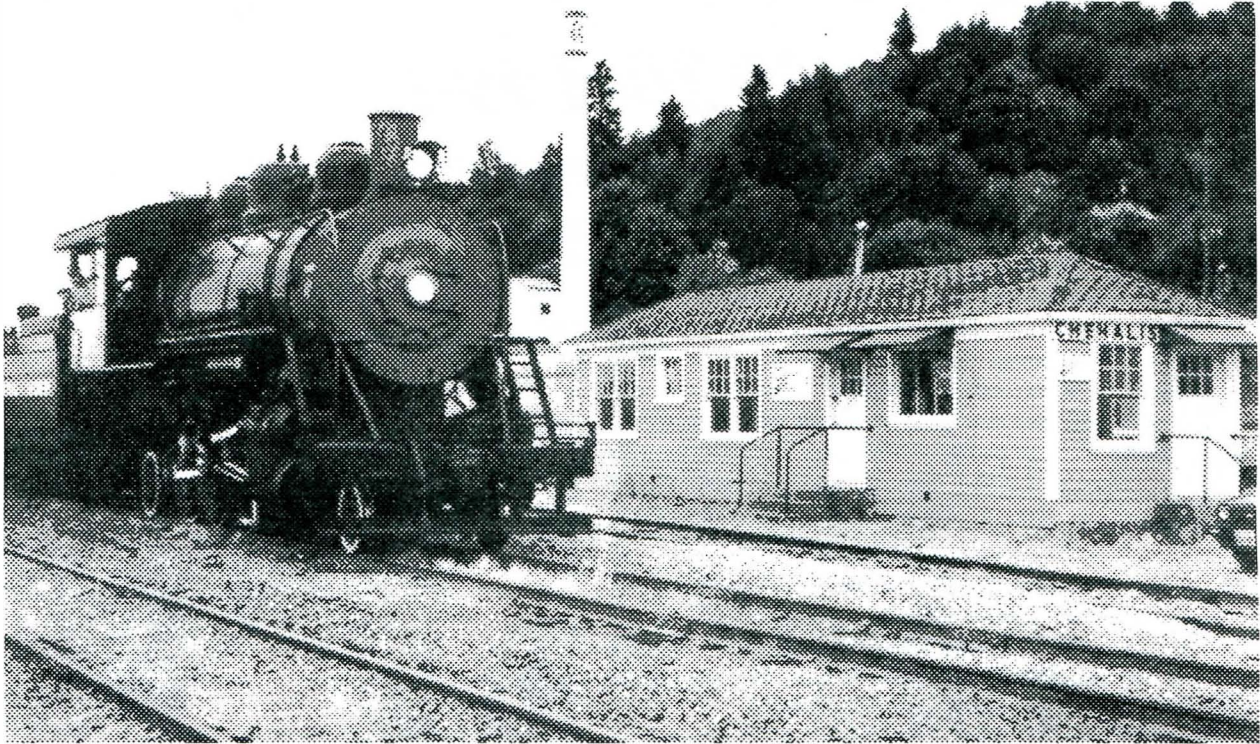
Bob knew every aspect of the Chapter's operations from Rolling Stock to insurance. Bob also attended many committee meetings, even when he was not an officer.

-Kristopher Lundt



In February Bob had the distinguished honor of being the Best Man at Roger and Nita White's wedding, and believe-you-me that there is no better title for Bob.

-Kristopher Lundt



-from page 1

trip to Ruth passes farms and then parallels the Chehalis River before stopping on a trestle outside Ruth.

The pleasure of riding the Chehalis-Centralia Railroad is the steam locomotive. It is former Cowlitz, Chehalis & Cascade Railway #15, an oil-fueled Baldwin 2-8-2 built in 1916. For half of any trip a cut down passenger car (the *Mt. St. Helens*) is behind the tender allowing one to hear the sounds of the steamer and a limited view of the cab over the tender. For best listening take the trip to Ruth. The train also has a coach with a toilet and a concession stand offering candy, pop and souvenirs. Seating on both cars is on wooden benches.

Off the train there is little to look at. The stations in both Chehalis and Centralia are former Union Pacific cabooses. They have some displays and sell concessions. While in the area you may wish to visit Cowlitz, Chehalis & Cascade

#25, a 2-8-2 built by Baldwin in 1920. It is located in Fort Borst Park just west of exit 82 on I-5 in Centralia. The engine on static display can be viewed during daylight hours.

A change in ownership of the railroad north of Chehalis is pending. Operation of the tourist line to Centralia and occasional excursion toward Tacoma after 1993 is in doubt. A (perhaps) final excursion covering the line north of Centralia operated on September 11, 1993.

For information on the excursion and the train call **(206) 748-9593** or write **Harold Borovec, 1945 S. Market Blvd., Chehalis, WA 98532.**

-Ken Peters is a member of OreARP. This story originally ran in the September 1993 OreARP Bulletin.

In July 1989, #15 heads south, past the old Milwaukee Road depot in Chehalis, on its first afternoon trip. On the trips to Centralia the 2-8-2 travels backward, then runs around the cars on the siding in Centralia.

The Chehalis-Western RR used this depot until its operations ended last year. The 2-8-2 is stored behind the depot during the winter wrapped in tarps and other weather protective gear.

-Kristopher Lundt photo



New Zealand by Steam

Executive Club Tours in association with Mainline Steam Trust of New Zealand is presenting a 14 day trip across New Zealand by steam.

The itinerary is designed to be of interest for rail enthusiast and couples alike. Sightseeing activities along the way will be provided along with the opportunity to sample the culture of the native Maori peoples. Provisions has also been made at the termination of the steam itinerary for optional excursions to either the South or North Island or a combination of both.

Since the demise of New Zealand's private owners of these locomotives to offer first powered by Ka 4-8-4 "Nigel Bruce" then by 4-8-2 "Gloria" in the South will be ample stops with run-bys for photographers.

The tour package incorporates some of the preserved railways which were established at the demise of steam. This is an exclusive package and is limited to 60 passengers. The train will depart on October 16, 1994 and ends on October 29, 1994; the cost of this tour is \$3250.00

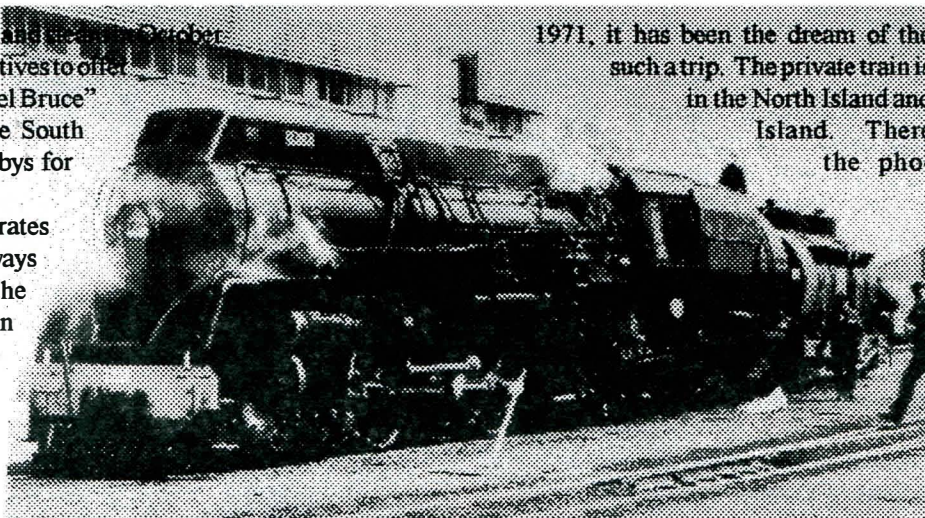
Contact:

Executive Club Tours

Suite 3

Takapuna, Auckland New Zealand

Phone: 64-9-489 6002 Fax: 64-9-445 1180



1971, it has been the dream of the such a trip. The private train is in the North Island and Island. There the photo-

National Model Railroad Association 1994 National Convention

Coming up this summer the Columbia Gorge Model RR Club will host this year's convention.

The convention will be Sunday, August 14 through Saturday, August 20, 1994, at the Red Lion Jantzen Beach Hotel. The train show will be August 19 through August 21, 1994, at the Portland Expo Center.

The convention is the first one on the West Coast and in Oregon since 1987. An NMRA National Convention is an unforgettable experience in model railroading! Don't miss this chance when it's in your backyard. The National Train Show will be the largest model railroad show in North America. 150,000 square feet of manufacturers, vendors and over 18 modular railroads, not to mention a great circus modelers display.

Railfan Retreat

A two day camping and hiking trip is planned for **September 1994**, to explore the SP Cascade Line in the Willamette Pass area. Several locations will be explored, such as Pryor (Tunnel #21), Cruzatte (where we will camp), Noisy Creek (a difficult hike across steep mountain slopes) and the snow sheds at Tunnel #12.

Access is difficult in many places and camping is primitive at best, so be prepared. Plans are to leave early Saturday morning around 5:00 AM, breakfast in Oakridge, then drive via gravel road to Cruzatte.

The stretch of trackage between Fields and Cruzatte is one of the most rugged railroad locations in the Northwest. The tracks cling to the mountainside passing through ten tunnels and four snowsheds in less than 8 miles! In a few locations such as Noisy Creek, the tracks pop out tunnels long enough to cross above cascading creeks on steel trestles, then plunge back into another tunnel.

Warning—this trip may put a demand on your physical abilities. It is a remote location with no communication, water or services. Fortunately one can drive close to many locations, then start hiking.

Please contact Rocky Regula at 648-7904 for more info.

COMMITTEE CHAIRS

Activities: Darel Mack, 654-5017
Meeting Program Coordinator: *Vacant*
Bylaws: Janet Larson, 253-7436
Concessions: Jim Edgar, 236-7271
Excursions: Irv Ewen, 232-2441
Finance: *Vacant*
Library & Historical Foundation: James Loomis,
253-3926
Membership: Sara Ackerman, 649-6000
Museum: David Stimac, 656-9392
Public Relations: *Vacant*
Publications: *Vacant*
Rolling Stock: Richard Gray, 656-0260
Chief Mech. Off.: Peter Rodabaugh, 771-
8545
Car Rental Agent: Peter Rodabaugh, 771-
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Ad Hoc Property Development: Al McCready,
281-2415
Ad Hoc "Union Station": Terry Parker, 284-
8742
**Chapter representative, Portland Rail Equipment
Advisory Group:** *Vacant*

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