

The



Trainmaster

August
2000

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

Chapter Timetable:

Monthly Membership Meetings: August 18, September 15,
St. Mark's Lutheran Church, 5415 S. E. Powell Blvd. 7:30 pm

Monthly Board of Directors Meetings: August 10, September 7, 7:30pm Room 208,
Union Station

Chapter Library: Open August 19 & 26 from 1 to 4pm. Please call first to be sure that
some one is there. (503)226-6747 Important Committee Meeting on Sept. 16,
10am-12pm. Room 1 Union Station

Chapter Loses Valuable Member

It is with very sadden hearts that we accept the passing of member Juanita White on June 28. A staunch supporter of the Chapter and volunteer extraordinaire on it's behalf for the past 11 years, she still had some high hopes for some things to happen in the Chapter so some of the rest of us will have to see that we meet those desires. While she is gone from our midst, she lives on in our hearts and memories. *Marilyn Edgar*

Condolences may be sent to Roger White

Chapter Picnic at Brooks Sat. Aug 19!

Come one, Come all! The Chapter picnic will be at Brooks Antique Powerland on Saturday, August 19 with food served at 12:00 noon. Chicken will be prepared by the Trolley group and cold drinks provided by the PNWC; limit 2 cans per person. The food charge is \$2.00 per person. You are asked to bring a hot dish or salad or dessert to share; also your own plates, eating utensils and tablecloths and lawn chairs for yourselves. For food quantity preparation reasons, please notify Marilyn Edgar at 503-236-7271 and leave a message on the voice mail of the number in your party so the cooks will have enough chicken to feed all of us. Friends and family are most welcome!

Washington East-West Rail Corridor Study

During 2000, the Washington State Department of Transportation is developing a report for policy makers to answer the following questions:

-Is it feasible to introduce daylight cross-state Amtrak service?

-If so, which route or routes would be most cost-effective?

-What improvements may be needed to ensure the future viability of east-west freight movement in the state?

The three corridors that will be studied are:

- (1) The route from Seattle to Spokane via Everett and Wenatchee over Stevens Pass.
- (2) A route from Seattle over Stampede Pass that will travel through Ellensburg, Yakima, the Tri-Cities and then northeast to Spokane and
- (3) A route from Vancouver, through the Tri-Cities, northeast to Spokane.

The report will present options and information; it will not make recommendations. Additional information will be posted at www.wsdot.wa.gov/pubtran.

Extracted from Rail Connection, October 1999, WSDOT by Arlen Sheldrake

Souder Begins September 2000

The Souder Commuter Rail begins service between Tacoma and Seattle in September 2000. The initial service will include three trips north from Tacoma to Seattle in the morning and three trips south from Seattle to Tacoma in the evening. One-way trips are expected to average 54 minutes. These commuter trains will share tracks with Amtrak Cascades, Coast Starlight and BNSF freight trains. Souder service will eventually also serve communities north of Seattle including Edmonds and Everett.

From Rail Connection, May 2000, WSDOT by Arlen Sheldrake

Welcome New Members!

The Chapter welcomes the following new members in 1999.

Peter Ford, Portland; R.H. Peterson & Johanna Mitchell, Eugene; Donald Thieman, Washougal, WA
And the new members for 2000,

Bert & Patricia Arndt, Dallesport, WA; Brian & Kimberly Hickok, Aloha; Bettie Mickelson, Sandy;
David Newland, Vancouver, WA; Carey Rogers, Portland; Allen Whitaker-Emrich, Tigard.

Pacific Wilderness Railway-Day Trip Or Overnight

British Columbia's newest tourist train is up and running!

Following the great opening of this new rail excursion on Vancouver Island, West Coast Rail Tours is pleased to offer day trip and overnight packages to Victoria to experience the scenery of the Malahat summit by rail. We'll do all the arranging of your itinerary, you just go along and enjoy. Call (800) 267-0610 or www.pacificwildernessrailway.com.

From West Coast Railway News, August 2000

Royal Hudson-Rebuild Or Not?

The future of the Royal Hudson #2860 remains uncertain as discussions continue over when- or if- the steam engine will be repaired. Out for the season, this classic engine that has hauled the Squamish excursion train for 25 years, awaits a decision at the North Vancouver steam shop. After all her years of service, the locomotive requires a boiler and firebox rebuild, a job that could cost anywhere up to a million dollars. Al Broadfoot, the locomotive's custodian, says that the logical thing to do is have the boiler rebuild follow the one currently being completed for CPR#2816. There are few places left on the continent that can do this kind of work and to lose the opportunity would be a shame.

From West Coast Railway News, August 2000

Congress May Fund Study For Alaska-BC Railroad Link

If Alaska is the last frontier, then the 1150-mile gap between railheads in Alaska and British Columbia is North America's final rail frontier. Closing that gap with a railroad is the subject of a \$2 million federal study that is winding its way through the appropriations process in Congress.

Under the measure sponsored by Senator Frank Murkowski, an Alaska Republican, the funding would pay for a joint American-Canadian study of the feasibility of building a rail line through the rugged territory between Alaska and BC, providing a steel-wheel link between the isolated Alaska RR, Canadian systems and U.S. railroads in the lower 48 states.

Laying track in Alaska costs between \$1 million and \$2 million a mile which would put the total project cost at between \$1.15 billion and \$2.3 billion. The line, which is being sought to further develop Alaska, could haul mining products, petroleum and lumber products.

From Steam Echoes Newsletter, June 2000

BNSF Targets I-5 Corridor For Growth

Railroads usually try to build business by commodity, whether it's coal, intermodal or general merchandise traffic. BNSF is taking a different approach to boost business along its underutilized I-5 corridor between the Pacific Northwest and California.

On June 29, a team of BNSF met in the railroad's Forth Worth headquarters to identify potential business along the corridor and develop plans to haul it—and in some cases capture it from UP. Representatives from all department involved in moving freight along the route will be on hand.

As a result of the 1996 merger of the UP and SP, the BNSF purchased the former Western Pacific "Inside Gateway" route between Keddie and Bieber in Northern California, giving BNSF a seamless route between Seattle and Los Angeles that roughly parallels I-5. But UP has retained the lion's share of business in the corridor, holding a commanding 70 percent-30 percent lead over BNSF. *Steam Echoes Newsletter, June 2000*

UP Steam Schedule:

Union Pacific Challenger 3985 is out and running and will make an appearance at the Democratic National Convention in Los Angeles where it will be on display at Union Station Aug. 7-19. After that it will be working it's way through Nevada and Utah to it's home in Cheyenne, Wyo. and due to arrive there on Aug. 27.

SP Historical & Technical Society Convention in Portland

The Oregon Division is hosting the SPHTS convention Sept. 27 through Oct. 1, at the Lloyd Center Doubletree Hotel. Many fun events are planned in addition to the swap meet and banquet. More information can be obtained from SPH&TS, P.O. Box 93697, Pasadena, CA 91109-3692 or visit the website at www.sphts.org.

White Pass & Yukon Steam Spectacular

The WP&Y railroad in Skagway, Alaska will put on a doubleheader steam engine trip and shop tour Sept. 15-17. This trip includes some of the grandest scenery on the continent. More information and tickets can be obtained from Trains Unlimited Tours, P.O. Box 1997, Portola, CA 96122 or phone (800) 359-4870.

Central Pacific Coast Rail Excursion/Snake River Trip

October 6-8, 2000—Amtrak Special Train!

Travel along the Columbia and Snake Rivers from Portland, OR to Lewiston ID! Ride through the 2,000 foot deep Snake River Canyon on the Camas Prairie Railroad. For the Portland to Lewiston train (and return) the price is **\$269 Coach and \$399 Dome.**

More information about the trip, hotel bookings and optional Saturday events:

web address: <http://www.goldenstaterails.com/snakeriver.htm>

Phone: 408-278-5051 Fax: 425-977-9493. This excursion is sponsored by the Central Coast Chapter of the NRHS and the Pacific Coast Chapter of the R&LHS.

When making your reservations, please mention that you are a member of the PNWC/NRHS.

PNWC - NRHS

July 21, 2000 - **Membership Meeting Summary**

President George Hickok called the meeting to order at 7:50 p.m. Harvey Rosenger of the Friends of 4449 was a guest. New member Keith Fleschner was also introduced.

Twin Grove: All approximately 50 attending members except one received George's July 8th letter regarding the Sale of the Car Twin Grove. George and son Bryan took a video Thursday night showing the exterior and interior of the rail car. This video was shown and narrated by George; the members appreciated the video tour. Scott Bruce, Rolling Stock Chair, also brought some exterior photographs for viewing. Highlights of the "virtual tour" included:

- Trucks don't have a standard railroad bearing. They are currently legal but may not be in the future.
- 1971 is the date of the last electrical inspection; the system is 32 volt.
- Extensive rust is apparent at the bottom of the windows and side panels.
- The ovens and stoves are coal fired; all stainless steel in the kitchen is lead soldered and would need to be replaced if used.
- The lounge end has some completed restoration some of which has now sustained water damage.
- The car is located at Willamette Industries in Beaverton.
- The car is an ex-Milwaukee Road and Milwaukee built. Window design promotes leakage and rust. It is believed that Milwaukee expected the body to last 10 years.
- When we purchased the 6800 the Twin Grove had to come with it.
- No work has yet been performed, such as the required brake repair, to prepare the car for movement.
- The Board has been looking for an organization that could take care of the car. One of our members contacted the Avery Idaho group to see if they wanted to preserve the car to go along with their renovation of the Milwaukee depot.
- Avery was a very important helper and crew change location.
- The proposal is to sell the car to the Avery Citizens Group, "as is freight allowed". We would fix the brakes since it would be very difficult for the Avery group to come to Portland and work on the car.
- The Board feels that even if it costs the Chapter some money it would be worth it to get the car to a group that has the resources to preserve the car. The car will be restored to its original configuration and parked next to the restored depot. The community has raised the \$1,500 purchase price and is eager to get the car. The Board supports the sale of the Twin Grove to the Avery Idaho group.
- No work has been done on the car since the Chapter was kicked out of Brooklyn.

Ed Ackerman moved, Scott Bruce seconded the motion to approve the sale of the Twin Grove "as is freight allowed" to the Avery Idaho Citizens Group. Motion passed unanimously. (Note: Our By-Laws state that 25 members constitute a quorum, more that 40 members attended this meeting.)

Rolling Stock: Scott Bruce, Rolling Stock chair, has established a work party date of July 29th beginning at 10:00 at the Oregon Business Park. All interested members are encouraged to attend and help: clean up the area around our cars, finish priming the flanger, pull the Twin Grove steam connectors, put plywood on a couple of 3300 windows, and take the head end power cables off the Mt. Hood.

On August 1st from 7:00 to 9:00 p.m. in Union Station's room 208 will be the first in a long time meeting of everyone interested in being on the Rolling Stock Committee. The topic of this meeting will be "to steam heat or not to steam heat". Future activities of the Committee will also be discussed. Scott also reported that the 6800 would be getting larger diesel tanks in the near future.

Future Sites: The Bendemeer site in West Union that we are considering for a rolling stock location will now have a new neighbor Intel. George is pursuing contact with Intel to see if they will help us with our plans. Other investigation is moving forward.

The St. Mary's site is not being worked on due to our lack of people time. Beaverton's Mayor Drake is still very supportive of locating some kind of joint use rail history facility at this location. (continued)

Continued minutes summary:

Updates: Rich Carlson, NRHS Regional Vice President, reported that the very recent NRHS conference in Stanford New York was very successful with 700 attendees and at least two activities each day. NRHS now has 177 chapters. Next conference is late June 2001 in St. Louis.

- Davenport: We are still holding at step 1 awaiting inspection by the FRA so we will know what it will take to restore the locomotive to an operational status.
- The Portland to Lewiston Excursion sponsored by the Central Coast Chapter, NRHS and the Pacific Coast Chapter, R&LHS is scheduled for October 6-8, 2000. For more information: 408-278-5051 or www.goldenstaterails.com. If the Chapter can get a group of 30 or more together we can get a 10% discount.
- The Chapter has asked Willamette & Pacific for permission to run a charter for members and guests on the Astoria line, maybe Linnton to Clatskanie. We are also trying to plan some excursions for 2001.
- PRPA is looking toward 2001 for excursions now that their SP&S 700 flue repair is completed.
- The Chapters flanger went on the ground again but W&P kindly put it back on the rails. It is now stored in a spot where movement will be rare.
- Since our rolling stock reduction our track lease fees have dropped by a quarter.
- AS 616: The heavy-duty flat cars are enroute by UP to Portland to haul the AS 616 locomotive to the Museum of Transportation in St. Louis. The Museum has tried to make it clear to everyone that the Chapter is not responsible for any or all of the many transportation snafus that have occurred. The Chapter no longer owns this locomotive nor are we responsible for the move to St. Louis.
- Ted Ahlberg reported that Amtrak and the National Park Service are planning passenger trains between Minot North Dakota and Portland during the multi-year Lewis & Clark celebration. Ted was asked to contact these folk and see how the Chapter can be involved.
- An important meeting of members interested in getting our Library and Archive back on track will be held July 22nd. The results of this meeting will determine if the Chapter is serious about preserving our important collection of materials.
- Marilyn Edgar, Activities Chair, reminded members about the August 19th picnic at the Brooks Antique Powerland. Food service begins promptly at noon. Reserve by calling Marilyn at 503-236-7271.
- The Chapter Speeder now has its own "house" and thanks to Darel Mack's efforts look real good. Stop by the Canby Historical Society restored depot and take a look. Judy Hall has volunteered to cover our Trainmaster editors August and September issue absence. Call her at 503-699-5042 to submit articles. Judy also noted that she is trying to put together a calendar of all train related events for the Trainmaster.
- Marilyn Edgar spoke in memory of Juanita White, member since 1989, who recently passed away. A dream of Nita's was to get the Mt. Hood into a condition where we could take it on excursions. George led us in a moment of silence in Nita's honor.
- The PRPA has decided to name their tool car in honor of Kenny Prager.
- The August meeting of the International Society of Model RR Engineers will have a stop in Portland to ride the steam locomotive that operates in the Oregon Zoo. George reminded us that many Chapter members were involved in building this locomotive.

Program: Al Hall noted that our program tonight consists of two segments. One is an opportunity for attendees to get to know each other better and share information on their rail or non-rail related lives. The other segment will be a video that Neil McKie shot two weeks ago of the SP4449 BNSF Employee Special in Vancouver Washington.

The meeting was adjourned at 9:35 p.m. for the excellent snack break, which then was followed by the program.

Respectfully submitted by Arlen L. Sheldrake, Secretary

From The Wire-----

Portland & Western/Willamette & Pacific

- The Portland gateway connection with Union Pacific was expected to be open for traffic yesterday evening (July 12th) following Saturday night's rather spectacular derailment of Portland & Western's westward Brooklyn Hauler at Milepost 742.6 between Milwaukie and Menefee. The derailment occurred in a high-end residential neighborhood on the southwestern boundary of Milwaukie and drew widespread coverage by the news media because several cars tumbled down a high embankment on which the railroad was built. While objective reporting appeared in the print media, most notably *The Oregonian*, accounts broadcast on two Portland television stations Sunday night portrayed the railroad in a bad light. These reports consisted mainly of interviews with nearby residents who spoke of excessive speed, "crumbling" ties and cars "bouncing" off the track, observations that lack factual support. One interviewee is known to have been critical in the past of train noise and our hours of operation. The derailment happened at 10:46 p.m. as the Brooklyn Hauler's two units were accelerating 33 cars weighing 3,397 tons (26 loads and seven empties) on P&W's 30 M.P.H. track after leaving UP yard limits. According to the event recorder the train had attained 21 M.P.H. when the derailment evidently began. In a matter of a few moments the drag caused by derailing equipment dropped speed to 19 m.p.h. before combining with an emergency brake application initiated by the separating cars, bringing the head end to an abrupt stop within about 200 feet. Eleven cars derailed including the fifth car behind the locomotive and the eighth through 17th cars, inclusive. Except for one empty boxcar all were loads of shredded scrap destined to Cascade Steel Rolling Mill. Three WPRR gondolas, the 11th, 12th and 13th cars, rolled down a 30-foot high embankment, losing their loads in the process. The 14th car, the empty box, also wound up at the foot of the embankment partially blocking the driveway to a residence on the bank of the Willamette River, which the railway parallels at this location. Two other gondolas of scrap, the 15th and 16th cars, started down the embankment but remained close to the top and did not lose their cargo. The four cars that descended the full length of the slope took with them several trees that, in turn, downed power lines serving a number of residential customers. Portland General Electric restored power three hours later. The main track was destroyed or heavily damaged for approximately 320 feet. An internal defect in a 112-pound rail rolled in 1935 by Colorado Fuel & Iron was found to be the cause of the accident. The rail evidently broke as the head end of the train passed over it and quickly maneuvered itself into a position to act as a derail, first intercepting and derailing the trailing axle of the fifth car. The sixth and seventh cars somehow got over the break but one axle of the eighth car derailed, then three axles of the ninth car, and so on. After the accident the crew were transported to Brooklyn where they borrowed a UP switch engine to pull the non-derailed rear portion of the train back to Kellogg Park. P&W's track in this area meets Federal Railroad Administration Class 3 specifications. We inspect it weekly, as required by FRA rules, and the Track Inspector was over it July 6th, two days before this incident. The rail defect was internal in nature and would not have been visible externally. We will perform a hirail electronic scan of this line as soon as the vendor can schedule it. To help clear the line our 150-ton capacity derrick ("Dino"), the 50-ton self-propelled pile driver/crane and other rolling stock arrived at the east end of the wreck Monday morning after a journey over Cornelius Pass and through downtown Portland. Both BNSF and UP provided pilots for Willbridge-Brooklyn portion of the trip.

- Many of you know we had a rail detector on the property just a few days preceding the Milwaukie derailment. Herzog Services, Inc. of St. Joseph Missouri had tested our track between St. Joseph and Cook, Banks and Greton, Greton and Wilsonville, United Jct. and Bowers Jct. and United Jct. and Scappoose. A grade crossing near Scappoose snagged the detector car's wiring, putting it out of commission for repairs. We've asked Herzog to return as soon as possible and they have indicated that will probably occur next month. When they're back we'll test between Scappoose and St. Helens, Limton and United Jct., Wilsonville and Reed Jct., and Greton and Milwaukie.

- The Herzog rail detector's first assignment beginning July 5th was to test the West Side District between St. Joseph and Cook. Increasing concern about condition of the 90-pound jointed rail that

predominates over this 25-mile route led in late June to imposition of a 12 mph slow order after an eastbound ribbon rail train spotted a broken rail near Lafayette and stopped astride it without incident. But broken 90-pound rails had caused prior derailments on June 5th between Rex and Sherwood and January 7th at Newberg. In addition to these incidents our track inspectors visually had detected 51 other failed rails in the territory this year through June 13th. Over July 5-6 the detector car found 52 more defective rails. Once these are replaced the track should be okay for normal operation but maximum speed will not be restored to 25 mph immediately. Our plan is to okay the route for 20 mph and observe for awhile the behavior of the 90-pound rail. Almost all of the 90 pound steel in use was rolled and installed in 1914, the year the line was substantially upgraded in concert with overhead electrification for operation of "Red Electrics," self-propelled interurban passenger vehicles operated singly or in multiple car sets between Portland and Corvallis taking electricity from an overhead catenary. The service was discontinued in the late 1920s. In 1914, 90-pound rail was considered heavy by industry standards then in use. For a San Francisco exposition held in the same time frame Southern Pacific built a short section of main fine track in a display that showed the rail ties, ballast and subgrade in a cross section along with a semaphore-type automatic block signal. The display touted 90-pound rail as the "standard" main line weight then used by SP.

- After a gangbusters May, the best month for carloads ever in our region's history, June's traffic was highly disappointing due mainly to production curtailments by our largest customer, Georgia Pacific at Toledo. Lackluster traffic levels have continued into July generating some real concerns about how to lower our operating costs in relation to the decreased revenue. G-P was scheduled to crank up Toledo paper production after July 9th but not to full throttle. Despite successes in diversifying our customer base we still are dependent upon G-P for approximately one-third of our revenue. The old adage about our contracting pneumonia whenever G-P catches cold is, unfortunately, still true. End.

Attn.: Trainmaster Editor

PNWC-NRHS, Room 1, Union Station, 800 N.W. 6th Avenue, Portland, Oregon 97209-3715

Voice: (503) 226-6747, Fax: (503) 230-0572

E-Mail: pnwc@easystreet.com

http://www.easystreet.com/pnwc

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Circulation: Chuck Storz, (503) 289-4529

Mailing & Distribution: Maxine Rodabaugh (503) 253-4241

Janet Larson (503) 253-7436, Darel Mack (503) 723-3345

Please be sure to inform the membership chair at Membership Services, PNWC-NRHS, P.O. Box 2384, Portland, OR 97208-2384 of any changes in the status of your address.

Membership

in the Pacific Northwest Chapter, National Railway Historical Society is available as follows:

Regular: \$32/year, Joint: \$40/year

Membership prices include National Membership as well as membership in the local chapter. For more information, please contact the membership chair at the above address or phone number.

Trainmaster Contributions:

Contributions for the Trainmaster are most welcome. Deadline for each issue is the 20th of the previous month. , ,
Typed or word-processed material is preferred for legibility.

Committee Chairs

Activities: Marilyn Edgar, (503) 236-7271

Meeting Programs: See *Vice President*

Concessions: Jean Hickok, (503) 649-5762

Excursions: Al Hall (503) 699-5042

Janet Larson (503) 253-7436

Finance: See *Vice President*

Library & Historical Foundation: vacant

Membership: Maxine Rodabaugh, (503) 253-4241

Museum: Glenn Laubaugh, (503) 655-5466

Public Relations: Gerald Schuler, (503) 285-7941

Publications: *Vacant*

Rolling Stock: Scott Bruce, (503) 297-6319

Chief Mechanical Officer:

Peter Rodabaugh, (503) 771-8545

Car Rental Agent:

Bob Jackson, (503) 231-4808

Safety: Judy Hall, (503) 699-5042

If you have any programs or program suggestions that you feel would be of interest to the Chapter, please contact the Chapter Vice President, Al Hall.

Chapter Officers

President: George Hickok ('97, '98, '99, '00)
(503) 649-5762

Vice President: Al Hall ('00) (503) 699-5042

Treasurer: Rick Banton (503) 642-7366

Secretary: Arlen Sheldrake (503) 223-7006

National Director: Gerald Schuler (503) 285-7491

Chapter Directors-at-Large

Ed Ackerman (98,99,00) (503) 649-6000

Glenn Laubaugh (98,99,00) (503) 655-5466

Ralph Johnson (99,00,01) (503) 654-1930

Bob Jackson (00,01) (503) 244-4440

Ted Ahlberg (00,01,02) (503) 579-2131

Chuck McGaffey (00,01,02) (503) 223-2227

NRHS Regional Vice President:

Richard Carlson, (503) 292-0975

Has the Trainmaster been any easier for anyone to read these past few months? This is because the kind people over at Northwest Rail Electric (a local company that manufactures electrical equipment for the railroad industry) have donated access to a laser printer for the printing of the original copy before the process of making the printing press plates is done. Since our printing press plates are made using a photographic process, the better the original looks, the better the results look when you receive them.

This months TRAINMASTER was prepared by Judy Hall. Please direct any questions or comments to Judy. (503)699-5042

August Meeting Program:

An update from the PRPA on the rebuild of the
SP&S #700 steam locomotive.

**Please note correspondence containing
address changes on the exterior of the
envelope for fastest processing.**

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Room 1, Union Station
800 N.W. 6th Avenue
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