

# The

November  
2000



# Trainmaster

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

## **Chapter Timetable:**

**Monthly Membership Meetings:** November 17, December 15  
St Mark's Lutheran Church, 5415 S.E. Powell Blvd. 7:30 pm

*If you arrive after 7:30 you will need to  
enter the building using the basement  
door on the West side of the building.*

**Monthly Board of Directors Meetings:** November 9, December 7---7:30 pm Room 208, Union Station

**Chapter Library:** Open November 18 & 25 from 1 to 4 pm.

Please call the library first to be sure that someone is there. (503) 226-6747

**Rolling Stock Committee:** November 15, January 24 7:00 pm Room 208 Union Station

## November Meeting Program

Mr. Charlie Hales, Commissioner of Transportation for the City of Portland, will be our guest speaker. He will talk about the new rail projects going on in the city including the airport light rail and the Portland street car. Come out for an entertaining evening!

## Thank You To Our Excursion Support Army

A great many thanks to the "army" of Chapter volunteers who made our October 14th Fall Foliage excursion not only possible but also enjoyable: **George Hickok**--Event organizer & coordinator; **Jean Hickok**--Concessions organization & staffing; **Bryan Hickok**--Concessions support; **Kimberly Hickok**--Ticketing; **Marilyn Anderson**--Concessions relief & car host; **Judy Hall**--Car host & coffee/tea service; **Al Hall**--Car host recruitment; **Dean & Belinda Petshow**--Car hosts; **Roger White**--Car host; **Chuck McGaffey**--Car host; **Bob Terkelsen**--Car host; **Kent Hutchens**--Car host & Medical staff; **Ron McCoy**--Car host & two-way radios; **Maxine Rodabaugh**--Car host; **Scott Bruce and Pete Rodabaugh**--Rail car readiness & on-board maintenance; **Rick Banton**--Invoice payments & car host; **Arlen Sheldrake**--Insurance, security, parking lot & "honey bucket". Thanks to all who came out to ride and support the Chapter!

## October 20, 2000 - Membership Meeting Summary

President George Hickok called the meeting to order at 7:40 p.m. Members we haven't seen in a while attending were Barbara Cereghino and son Myles and Gordon Zimmerman.

**Treasurer's Report:** Rick Banton reported our account balances and noted that the recent stock market downturn gave us a small hit.

**Union Station:** George reported that the City of Portland is proposing a two-year lease for our space in the Annex at a 40% increase in rent. The Chapter will work to reduce the increase. The Annex roof is still scheduled to be replaced in 2001. So far our library/archive located in room 1A has remained dry thanks to Union Station maintenance staff catching the leaks in the attic.

**October 14<sup>th</sup> Excursion:** George reported that the Chapter had 118 paying passengers and 4 guests, not bad for a trip that was put together within three weeks. The trip went from Linnton to North Plains, then back to United Junction and out the Astoria line to Point Westward near Clatskanie (site of the WWII/Korean War Beaver ammunition facility), then back to Linnton. While moving through a switch at Point Westward we derailed! One truck of a W&P baggage car and one truck of our 6800 went on the ground at VERY low speed. Unfortunately our locomotive was stranded so another had to come out from Willbridge. This unscheduled, no injury "photo walk by" extended the trip duration by 4 hours but everyone still seemed to enjoy the trip. George led the group in a round of applause for all the members who made the trip possible with their efforts. On Sunday the 15<sup>th</sup> Portland & Western RR crews re-railed the cars within 30 minutes and returned them to Linnton.

**SP&S 700 Pasco/Spokane 2001 Trip:** Nothing is yet in concrete but planning is continuing for a 4-day trip the weekend following Easter. George hopes that ticket sales will begin around Thanksgiving. This trip is a joint project between PRPA and the Chapter.

**2001 Elections:** Al Hall, Nominations Committee Chair, reported the following nominations:

**President – Arlen Sheldrake-----Vice President – Al Hall-----Secretary – No nomination**

**Treasurer – Rick Banton-----National Director – Gerald Schuler**

**Two Board of Directors positions – Dean Petshow and George Hickok**

Nominations were then opened from the floor. Roger White was nominated to run for a Board position. George noted that we must have someone run for the Secretary position and suggested that the doors be locked until someone volunteered. Judy Hall was nominated to run for the Secretary position. Scott Bruce moved, Ted Ahlberg seconded a motion to close the nominations. Motion passed by voice vote.

**Rolling Stock:** Scott Bruce, Chair, reported the following:

- The winter closure of our cars and cleanup following the excursion still need to be done.
- The next meeting of the Rolling Stock Committee is scheduled for November 15<sup>th</sup>, 7:00 p.m., room 208 Union Station. There will be no meeting in December and the January meeting is on the 24<sup>th</sup>, same time, same location.
- The caboose has been cleaned up and the workbench in car 55 is now cleared.
- Need to get the Twin Grove ready for movement to Avery Idaho.
- Need to make emergency roof repairs to the 76 to stop water leaks.
- The Rolling Stock Committee wants all members to be thinking about long range planning and the direction we should be going with both our operational and out-of-service equipment.

Gordon Zimmerman asked that any work on removing steam equipment from our rolling stock be delayed at least for a couple of months.

**Surplus:** The Board is recommending that the single cylinder gas engine, which was donated to the Chapter, be sold. George noted that the engine does not fit our equipment collection and it did run at the time it was donated to the Chapter. The engine is currently stored with Roger White. Anyone interested in purchasing this engine should contact George.

**Lewiston Excursion:** Al Hall reported that about 10 Chapter members rode the Central Coast Chapter NRHS / Pacific Coast Chapter R&LHS sponsored trip from Portland to Lewiston Idaho. Of the 600 seats available, 217 were sold and the sponsors lost some money. The welcome by the Lewiston Chamber of

(continued)

## **From the wire—Portland & Western, Willamette & Pacific Railroads—Oct. 9**

- Carloadings through September and mid October indicate the economy is improving in our region. Through October 15th carloadings and revenue are running slightly ahead of forecast and we hope that trend continues for the remainder of the fourth quarter.

- Amtrak began operating a new pair of Portland-Eugene passenger trains October 6th in conjunction with development of the high-speed rail corridor between Eugene and Vancouver, B.C. The new trains, which use Talgo equipment, are mostly funded by Oregon and stop at Albany at 10:13 a.m. as No. 552, northbound and 7:06 p.m. as No. 753 southbound. Four other passenger trains stop at Albany: No. 750, northbound at 6:28 a.m., No. 14, northward at 1:10 p.m., No. 11, southerly, at 4:21 p.m. and No. 755, southbound at 10:36 p.m. Four passenger trains potentially can conflict with our Eugene Hauler during its 12-hour operational window from 7 a.m. to 7 p.m. daily.

- Patrick "Sparky" Duling has been appointed to the new salaried job of Crew Dispatch Coordinator for the Transportation Department with headquarters at St. Marys. According to department head Dave Farrell, Pat's efforts on the heretofore hourly-paid crew management position have resulted in labor cost savings as well as efficiencies in other areas of day to day operations.

- Pacific Cascade Resources at Goble on the Astoria Line is a new supplier for track ballast, matching the same price we pay for ballast from S2F at Wellsdale. P&W recently purchased 1,000 tons that were loaded in 10-car train at Goble for distribution on the A-Line. The ability to buy quality ballast locally on the A-Line will shorten delivery time for this material saving money and avoiding wear and tear compared with hauling it over Rex Hill and Cornelius Pass from Wellsdale.

- Early next month contractor Condon Bros. is scheduled to install 1,500 second-hand ties on the far west end of the Seghers District between Seghers and the Stimson Lumber Co. mill. The ties were salvaged from track retirement south of U.S. 26 that once was part of the Bendemeer District. During the second half of November Condon will move to the Lower West Side and begin installing 6,800 ties between Corvallis and Dawson. About two-thirds of these will be installed between Alpine Jct. and Dawson and the remaining third will be inserted between Alpine Jct. and Corvallis. This work is being funded by \$250,000 provided by the state for emergency repairs.

- Region maintenance of way forces last week installed a new concrete surface at the Orchard Avenue crossing in McMinnville, part of a corridor project there that will result in closure of four crossings, creation of one new crossing and electronic signalization from one end of town to the other. This week our forces were scheduled to work on an eastern extension of McMinnville siding and next week they are scheduled to install a concrete surface on the main track at Fifth Street. Some signal work is to occur through the winter followed in spring by installation of new concrete surfaces at several crossings by Condon, which has been awarded a contract for much of the corridor work. Another contractor, yet to be selected, will install new crossing gates, lights and gongs in 2001.

- A new boom truck has been ordered for late January delivery for the McMinnville section gang. This will be the fourth such hi-rail vehicle to be acquired, complimenting three others already purchased, headquartered at St. Helens, Hillsboro and Albany, respectively. These trucks can haul a full-length rail or switch frog, and are equipped with back-saving hydraulic tools.

- Several new Racor ergonomic switch stands have been installed at Albany yard, replacing older ground-throw devices. The new stands offer users more leverage and only require a 90-degree arc of travel instead of 180-degree arc of travel in order to throw a switch. Their higher switch target masts do conform to standard Oregon railroad clearance regulations but they have been a cause of concern for safety by some of our trainmen. As a result, maintenance of way forces will be installing main line head blocks on some yard turnouts, effectively moving the switch stand about three feet further away from the rail than they are now.

- In the 21 days between Saturday, September 23d and Friday the 13th of October we have experienced a rash of five grade crossing accidents. On September 23d the Toledo Hauler struck a pickup truck occupied by a woman and three children at the first crossing east of Eddyville. Five days later the Rock Train clobbered a Yukon at a private crossing in Scappoose. The next day a motorist on Butler Bridge Road in Toledo was struck by a shoved boxcar. On October 10th the Corvallis Switcher had a very minor encounter with a manure truck at Monroe. On October 13th two vehicles collided in a fender bender at Lombard Street and Farmington Road in Beaverton, and the two drivers got out to exchange information. One car was stopped foul of our main line that also bisects the intersection. You can guess the rest. The westbound Hillsboro Switcher came along and bumped the unfortunate vehicle again.

**Congratulations Gerald & Olive Schuler on the occasion of your 50<sup>th</sup> Wedding Anniversary!**

## **-----Snoqualmie Santa Train-----Visit Santa at the Snoqualmie Depot-----**

The two hour ride begins at the North Bend Depot, travels to the Snoqualmie Depot and returns to North Bend. At Snoqualmie you can visit with Santa and enjoy refreshments like hot chocolate and fresh baked cookies. Great fun for the whole family! If you want tickets and more information call the Santa Train Hotline, Thursday-Monday, 11am-5pm. Tickets are \$9 each for everyone; children under 3 years ride free. **Hotline: 425-888-2206.** Tickets can be ordered with Visa or MasterCard by phone. Tickets sales are brisk and some trains are sold out already. *From the Northwest Railway Museum newsletter, The Sounder*

### **Steam Returning To Coos Bay---**

The Oregon Coast Chapter of the NRHS is working to restore a 1922 Baldwin steam locomotive, No. 104, to service. The locomotive pulled log trains from the Powers and Fairview areas to the McCormick log dump at the Isthmus Slough in Coos County, from 1923 to 1954. Some of these trains were as many as 100 cars long. In 1956, No. 104 was sold to Georgia-Pacific and moved to Toledo, OR where it remained on stand-by duty until 1960. It was then donated to the Coos County Historical Society. It had been on static display in Simpson Park, North Bend. Donations for the locomotive restoration project are tax-deductible and can be mailed to: OCCNRHS-Restore #104, c/o Art Poole, 1450 Evergreen Drive, Coos Bay, OR 97420. *From August AORTA Bulletin*

### **Union Pacific News---**

UP is suffering a continuing problem on the causeway over the Great Salt Lake. At mile-post 748 there appears to be a bottomless sinkhole, causing a roughly 200 yard stretch of track to continually sink—a problem which as lately worsened. Work trains are dumping tons of rock twelve hours per day, six days a week in order to keep the line open. The ex-WP line around the lake cannot handle all of the area traffic, thus the need to keep the tracks over the lake operable.

Republican vice-president candidate Dick Cheney resigned from the UP Board of Directors the day after accepting the nomination. Cheney comes from a family which had a number of UP employees. *From The Overland/Old Dominion Chapter NRHS*

### **Burlington Northern/Santa Fe News---**

BNSF will acquire 700 new refrigerated boxcars over the next two years. The 72-foot cars will have a capacity of 8000 cubic feet, almost double that of existing 50-foot cars. These cars will have special refrigeration units and much more efficient insulation.

The longest Boeing airplane fuselage carried by the BNSF, a 737-900, arrived in Renton, WA on April 27. It cleared some bridges by no more than the length of a business card. It left Boeing in Wichita, KS on April 21 and arrived in Seattle on April 26. It was 128'5.25" from brush guard to the end of the tail and 12'7" at the widest part. Another 737-900 was expected in August. *From Old Dominion/NRHS and Central Pennsylvania/NRHS*

### **END OF THE LINE FOR THE READING RAILROAD---**

The liquidation of the Reading Company's remaining assets was completed during the spring. Although most of Reading's rail assets were absorbed by Conrail or SEPTA, a skeleton crew of about 12 employees have been busy disposing of remaining parcels of land. This has included railroad related real estate, such as abandoned right-of-ways, as well as the Reading Terminal's head house and train shed. About a decade ago the Reading Company was purchased by California lawyer James Cotter. Much of the assets of the property sold were reinvested in the cinema and live theater empire in the U.S., Australia and New Zealand. The Reading's name will live on as part of Cotter's cinema company, known as the Reading Entertainment Company whose offices are located in Los Angeles. The Reading Company's corporate records have been donated to the Hagley Museum and Library in Greenville, Delaware. *From Central Pennsylvania/NRHS*

### **Kawasaki Rail Passengers Cars**

Kawasaki Motors Manufacturing Corp., U.S.A., announced on August 22 that it will build a \$50-million plant in Lincoln, Nebraska to manufacture rail and subway passenger cars. The plant will employ up to 320 people, who will produce 200 railroad cars a year in a 430,000-square-foot plant, which is located just south of Kawasaki's motorcycle plant. The new operation will produce cars for the New York City Transit Authority, one of the company's largest existing customers, as well as for subway systems in Boston and Philadelphia. Construction of the plant is expected to start next March, with production to begin in April 2002. *From Pacific Railroad Society's Wheel Clicks.*

### **Trolley May Soon Roll In Issaquah**

Issaquah Historical Society's Millennium Trolley Project has leased an Oporto, Portugal Brill built Trolley No. 1976 which is owned by the City of Yakima. They hope to operate it on part time tours along a one mile track. Between runs it will be housed in a Plexiglas gazebo near the city's restored 1889 railway station. *From West Coast Railway Assoc. News.*

Commerce folk was outstanding. This was the first excursion train in Lewiston since 1898 and the first passenger train in 30 years. In spite of some Amtrak equipment failures it was a very enjoyable trip.

**Next Months Program:** Al reported that City of Portland Commissioner Charlie Hales will talk about the Airport Light Rail and Portland Streetcar projects.

**WAPI:** Bob Terkelsen provided the following update on what is happening at the Western Antique Powerland in Brooks: a grant has been written to solicit funds to build a fire equipment museum, the trolley track is being built out to both entrance gates, W&P is planning to put in a wye which will assist in getting a rail connection to WAPI, the model train group is planning a Southern Pacific station 21 type building for their collection. In response to the question if there was room at WAPI for the Chapter, Bob said it was up to the Chapter to contact the WAPI Board if the Chapter had an interest.

**Tonight's Program:** Al Hall reported that the announced program of Jim Davis and Ron Peterson talking about their restoration of the Santa Ynez had to be canceled due to a date conflict. Instead the program was the video *Shortline on Stilts, the Camas Prairie*.

The meeting was adjourned at 8:40 p.m. for another excellent snack, then the video.

Respectfully submitted by Arlen L. Sheldrake, Secretary

(Note: Members attending the meeting had the opportunity to pick up a free 2000 Portland Parks & Recreation calendar featuring pictures of the SP&S 700 which was created by Nancy Finch.)

### **NEW STOP FOR THE AMTRAK CASCADES IN OREGON CITY---**

The Amtrak Cascades corridor trains will have new stop in Oregon City at least by the autumn of 2001! Oregon City and Clackamas County have taken the lead with technical assistance being provided by Amtrak, ODOT, and the Union Pacific Railroad to develop a new station site north of 17<sup>th</sup> Street and across from the "End of the Oregon Trail" Museum. The plan is to move the original Oregon City Railroad Station building to this site. The station will not be staffed but will probably have a ticket vending machine. Businesses and a waiting room will be housed in the old station building. The Coast Starlight is not slated to stop at this station. Construction should start in the spring of 2001 with the official opening of the station to take place in the autumn of 2001. Trains will begin using the station as soon as the platform is finished and a safe path for passengers is available through the construction site.

**Thanks to Robert E. Krebs, ODOT Intercity Passenger Rail Coordinator, for this information provided to Arlen Sheldrake.**

### **CHECK OUT THE NEON AT UNION STATION!**

During July the City of Portland's contract to replace the neon and re-paint the letters on the *UNION STATION - GO BY TRAIN* neon signs on Union Station was completed. Amtrak and the City of Portland jointly funded this project. The night view from the Fremont and Steel Bridges as well as other places is outstanding.

Since the City of Portland has taken over direct responsibility for maintaining Union Station and the related buildings all Union Station rental income stays with buildings for operational and maintenance costs. The many improvement projects are a direct result of having a Building Superintendent, Tom Dethloff, who cares and likes his work. Tom's next major project following the furnace replacement is re-roofing the Annex building that houses the Chapters offices. A major un-funded project is to seismic strengthen the buildings. A rather mild earthquake could do major damage to at least the tower and the Annex chimney.

**By Arlen L. Sheldrake**

### **Union Station Seismic Study**

The City of Portland has recently contracted with Degenkolb Engineering to provide a ten-year Facility and Seismic Work Plan for Union Station. This project will assess the structural and seismic condition of the building and recommend action to be taken over the next ten years to upgrade and strengthen the building. "Our goal is to maintain and improve Union Station as a viable and useful historic building and to preserve it for future generations" according to Diana Lee Holuka, Property Manger, City of Portland. Inspections by Degenkolb Engineering began October 17<sup>th</sup> to identify areas that should be tested for shear strength and building stability. *By Arlen L. Sheldrake*

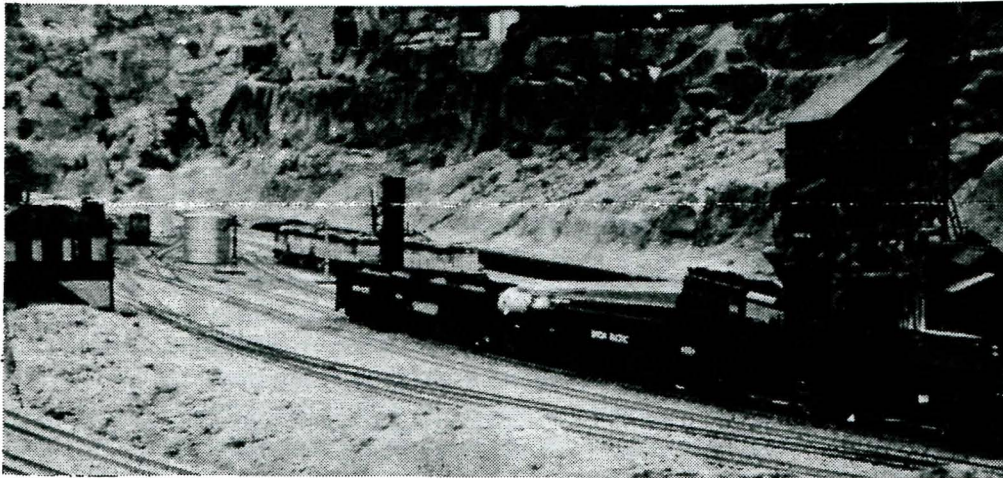


The Columbia Gorge Model RR Club  
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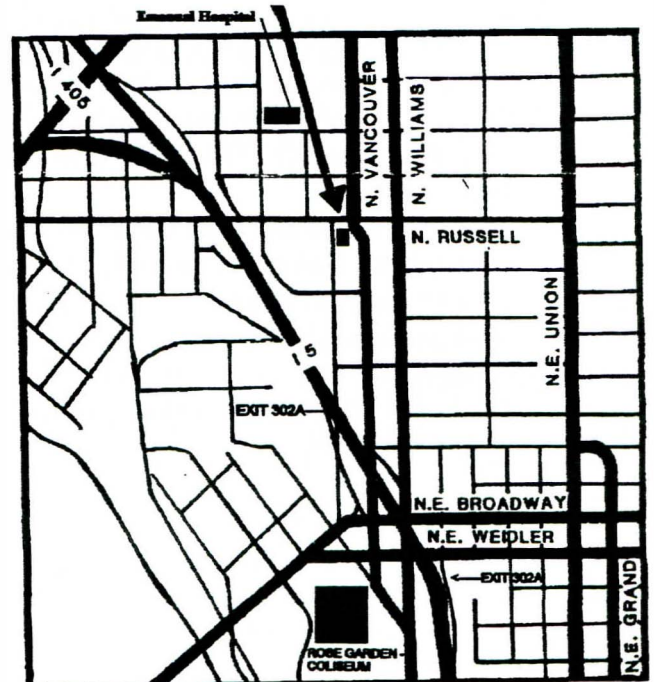
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Please be sure to inform the membership chair at Membership Services, PNWC-NRHS, P.O. Box 2384, Portland, OR 97208-2384 of any changes in the status of your address.

### 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.

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.

### 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

### NRHS National Convention, June 19-24, 2001---

#### **Mark your calendar now for the St. Louis**

**Convention** Let's plan on getting a group of members together and go on the Amtrak! There's lots to see in St. Louis like the Gateway Arch and Bush Stadium, the Museum of Transportation and the Bowling Hall of Fame, plus the world famous Zoo and Botanical Gardens near Forest Park, the site of a former World's Fair. There are riverboats on the Mississippi and more museums. If you'd rather fly into St. Louis International Airport, take the metro from the airport to Downtown and Union Station. **Please contact Judy Hall, 503-699-5042.**

## BROOKLYN ROUNDHOUSE

The Oregon and California Railroad first broke ground at the site we call Brooklyn Yard in 1870. A car repair shop was built to maintain the new railroad's car fleet. After the Southern Pacific gained control of the Oregon and California in 1887, it slowly began to develop the surrounding land to keep pace with the railroads needs.

By 1910, a twelve-staff brick roundhouse and eight track machine shop had been built. In 1920 a proposal was made for a full-circle roundhouse along with other massive facilities. This proposal failed and the pressure to expand decreased with the 1927 opening of Eugene Yard. Because of Eugene's location at the junction of the old Main Line and the new Cascade Line, management decided all new servicing facilities should be constructed at the new yard.

With the demands of World War II traffic and the larger engines of the day, a four stall "new house" was constructed in the early 1940's. The "new house" was the last major addition to the yard's servicing facilities. By 1959, the brick roundhouse and backshops were demolished. The "new house" was retained to handle minor servicing. All major work would now be performed at Eugene's massive diesel facilities.

For whatever reason, the "new house" and turntable have survived to this day. While no longer used by the railroad the "new house" is now the home of three steam engines owned by the City of Portland. Two of these engines, the Southern Pacific #4449 and the Spokane Portland & Seattle #700 are in operating condition and occasionally turn their wheels on the high iron. The third engine, Union Pacific #3203 (formerly Oregon Railroad & Navigation #197) is currently being restored. *From the Southern Pacific Historical Society*

**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**

**Railroad Book Review:**

{This is another installment in a series by Wayne Halling, who has decided to be adventurous and try to read all the books in our library, especially those with no activity.}

I found another book by Lucius Beebe, *The Age Of Steam*, with an empty library card. The original edition of 1957 was revised by Charles Clegg in the 80's. With 525 illustrations, many of them full page, it covers a century and a quarter of the largest, smallest, oldest and newest American steamers. Lots of witty anecdotes! You'll enjoy this if you like steam railroading!

(Editors note: Wayne is well on his way to becoming Chapter Historian material!)

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