

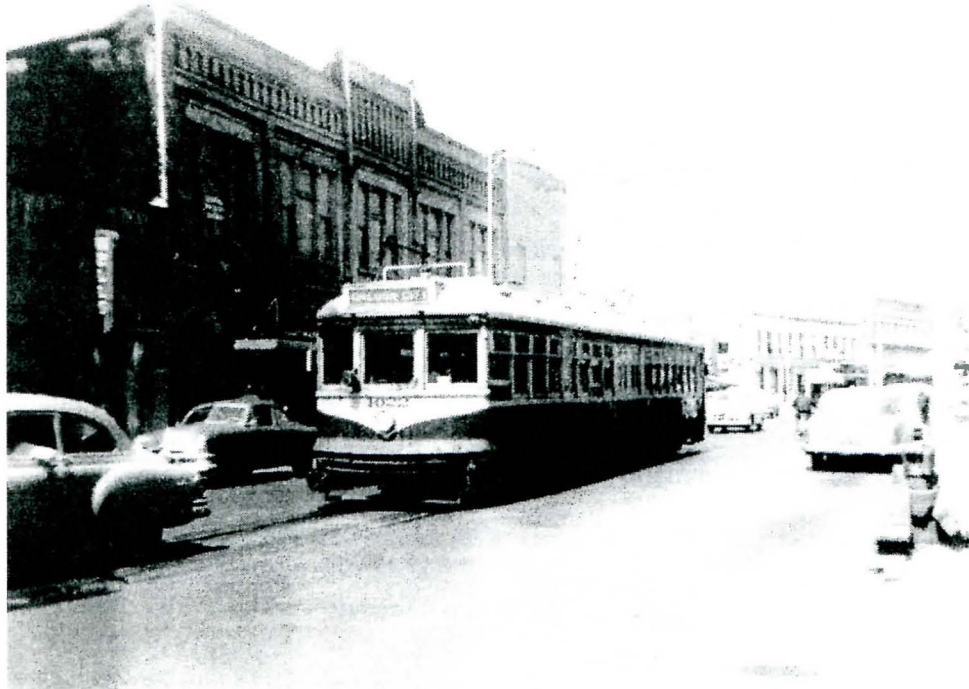
The

April
2003



Trainmaster

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



Portland Traction Company car no. 4022 heads south on Main Street in Oregon City in 1954. Photo by George Alderson. See Mailbag, page 5.

Tillamook Bay Railroad Excursion Tickets on sale now. Flyer in Last Month's Trainmaster

One day trip from the Banks Train Station to Wheeler, on the Oregon Coast, and Return. Great views of the remote Salmonberry River Canyon and a few other places only accessible by train or on foot. Coach: \$65, Child under 12: \$35, Lounge Car: \$120. Locomotives will be Port of Tillamook Bay Railroad diesels. Call 503-699-5042 for information.

Timetable #488

Membership Meetings: April 18, May 16, St. Mark's Lutheran Church, 5415 S.E. Powell Blvd. 7:30 PM **PLEASE ARRIVE AT OR BEFORE 7:30 AT OUR MEETINGS** If you arrive after 7:30 the parking lot door will be locked. You will need use the basement door on the West side of the building.

Program for April: Joe Walsh, TriMet's commuter rail project director. Bring whatever questions you have about the upcoming commuter rail project between Beaverton and Wilsonville.

Program for June: 2002 NRHS Convention Grand Canyon Steam Excursion

Board of Directors Meetings: April 10, May 8, Room 208, Union Station, 7:30 PM

Lending Library: 1:30 to 4 pm April 19, 26, check-out subject to loan agreement.

Upcoming Excursion:

Saturday May 31st, 8:00 A.M

Notable Non-Chapter Events

SP&S 2003 Convention, June 26-29, Best Western Columbia River Inn, Cascade Locks OR; more info: 10832 SE Stephens St, Portland 97216

AWARDS PRESENTED AT BANQUET, by Gerald Schuler

Eight members have recently been presented with 25 year Membership Awards. Clarence Cronk and John Tucker received theirs while attending the annual Banquet on March 8. Steve Beranek, James Eddy, Kenneth Johnson, Terry Parker, W. Richard Parks all have received theirs in the mail. Don Hunter asked that his be held until some future time when he can attend a meeting. Congratulations go to these eight members.

The 2002 Jack Holst Member of the Year award was also presented at the Banquet. This year the Award was given to Cora Jackson - Ahlberg. Cora joined the Chapter in 1971. There are only four members who have a longer tenure than she. She has been an active and faithful worker for many years, generally behind the scenes with little attention or publicity. She has also been supportive and assisted both of her husbands who were, (and are) active Chapter members. She has received a Special Achievement Award for her faithful participation. In recent years she has been the "Refreshment Lady" and has taken the lead in preparation of generous and tasty snacks for the break between chapter business and program. Congratulations to Cora for receiving this very deserved award.

Jack M. Holst Memorial Award Winners

Pacific Northwest Chapter
National Railway Historical Society

At the Chapter's first annual banquet held in January 1982, Chapter President Ben Fredericks announced that member Mary Lou Weaver won the award-naming contest with her entry of the *Jack M. Holst Memorial Award*. The award is intended to recognize an outstanding Chapter member. A committee composed of the immediate past three years award winners nominates members. If multiple nominations, the Committee asks members to vote at a membership meeting. The award is made at the Chapter Annual Banquet. The winners have been:

1981 Charles W. Storz, Jr.	1992 Bob Weaver
1982 Irving G. Ewen	1993 Gerald K. Webb, Sr.
1983 Edward E. Immel	1994 No award
1984 Walter R. Grande	1995 James A. Loomis
1985 John D. Holloway	1996 Frank J. Weiler
1986 Mary Lou Weaver	1997 Darel H. Mack
1987 Bob Slover	1998 George N. Hickok
1988 Marilyn L. Edgar	1999 Gerald A. Schuler
1989 Peter M. Rodabaugh	2000 Richard A. Carlson
1990 Bob Hoffman	2001 Maxine Rodabaugh
1991 Roger A. White	

2002 Cora Jackson

PLEASE WELCOME THESE NEW MEMBERS

who have joined since October 2003

David & Tracy Salsbery - Oregon City
Robert & Jeanne Buell - Worley ID
Robert Mizia - Lake Oswego OR
James Fitzgerald - Waldport OR
Larry H Dodgion - Wilsonville OR
John Burgener - Portland OR
Mark Connors - Salem OR
Matthew J Smith - Salem OR
Del & Linda Coolidge - Vancouver WA

Karl E Wescott - Boring OR
Matt Miovac - Hillsboro OR

Thank you to all members who have sent in their renewals. Response has been very good, but we still need to hear from the rest of you. Reminder notices will be sent from National, but make your check payable to PNWC-NRHS and mail to Membership Services, PO Box 2384, Portland OR 97208-2384. Thanks!
Maxine Rodabaugh, Membership Chair.

Presidents Update, By Arlen L. Sheldrake

While the 10-hour flight in a cramped coach seat to Nadi Fiji isn't a whole lot of fun, Rata and I had a wonderful 21-day trip "down under". In many ways it is a different world going from winter to summer, walking/driving on the left, and the many different teals-fish-birds. While many things are different, many are the same: very friendly people, many different languages but mostly English, war concerns/demonstrations, and lots of deer and elk. Great mass transit in Melbourne, the Kuranda Scenic Railway out of Cairns and the Puffing Billy out of Belgrave near Melbourne Australia, and a doubleheader sugar train pulling a long line of empties with sanding being done by hand to gain traction in Fiji. In New Zealand growing herds of deer and elk is big business. A good set of deer antlers is good income but the herds look a little strange if deer/elk farming is new to you. And yes, the wallabies and fairy penguins are a delight.

ALCO S-2 Locomotives #36 & #39: Originally owned and operated by the Portland Term load, #36 70215 built/purchased 1943, #39 76582 built/purchased 1949. On December 14, 1974 #36 got the honor of moving SP 44491800 feet on Portland Term track between SP and BN as the 4449 was moved from Oaks Park to the Ninth Street Roundhouse for restoration. One S-2 has a cracked block. Both are missing % of their traction motors and one has been really raided for parts. A single working unit could probably be made from the two but still needed would be electrical parts, a turbo, and control gear. Lots of rust, missing stairs on each locomotive, friction bearings. Significant work would be required to restore one of these locomotives. Weight is 140 tons per a June 1993 Trainmaster article about unloading a S-2 with two Campbell Cranes. (*Installment #13 of our continuing rolling stock descriptions.*)

Speeder Update: Member Ken Johnson, Tacoma provided the answer to what "S.T.10-66" means that is stenciled on our NP speeder. Northern Pacific stenciled the location and date of repairs and/or inspections. In this case: South Tacoma October 1966. Thanks Ken!

News in *Trainorders.com* indicates that the **City of Redmond** (Oregon) is proposing to relocate and rehabilitate the historic BNSF 91-year old depot to a site near the Deschutes County Fair and Expo Center grounds. BNSF has given the City until October to remove the approximately 2,600 square-foot building. This depot and the Bend depot are nationally unique as they are constructed of blocks carved from dense volcanic rock, known as tuff, thus embodying the geology of the surrounding landscape. Additionally the Redmond depot has not undergone any extensive modifications. Thanks to Jim Long for flagging this news item.

The **Lewis & Clark Explorer** train launches May 23rd and runs daily through September 2nd. This ODOT Rail Division sponsored service runs between Portland's Union Station and Astoria's Railroad Station departing Portland at 7:30 a.m., arriving Astoria 11:30; departs Astoria at 4:30 p.m., arriving Portland at 8:30.

On February 17th disaster struck the **Baltimore & Ohio Railroad Museum's** 1884 Baldwin Roundhouse. A combination of heavy snow and high winds collapsed the roof onto the historic railroad collection including items such as the Civil War era boxcar. Professional debris removal and preservation are now underway. The planned Fair of the Iron Horse, celebrating 175 years of American railroading, scheduled for June 28th through July 3rd has been canceled. Tax-deductible donations to help restore the Roundhouse and collection may be sent to: The Roundhouse Restoration Fund, c/o Mercantile Bank & Trust Co., 409 Washington Avenue Suite 100, Towson MI) 21204. More information and some real sad pictures: www.borail.org . (Note: the 2003 NRHS Convention will still be held as scheduled.)

Many thanks to the Jack Holst Memorial Award selection committee members **Gerald Schuler** Chair, **George Hickok**, and **Maxine Rodabaugh**. See separate articles on our winner **Cora Jackson** and our honor roll of winners.

Also many thanks to everyone who worked to make our March 8th **Annual Banquet** a resounding success. From my perspective the service and food was excellent, turn out was good, the donated door prizes were fun, and we had an excellent program by Greg Kamholz. It was real good to have a significant turnout from many members who don't make many meetings. At \$23 per plate I thought it was an excellent value, your thoughts?

The **Astoria Railroad Preservation Association** continues their work to restore their 1925 Baldwin 2-8-2. On March 15th they were flanging one of the boiler plates. A new tube sheet was installed on the firebox end of the boiler. All work is being performed at the restoration shop 446 West Marine Drive in Astoria. More information at www.astoriarr.org

The City of Fife Washington is refurbishing **O.W.R. & N.** (Oregon, Washington Railroad & Navigation) caboose #25722 for display behind City Hall. David J. Cantlin reports that help of any kind would be appreciated. The caboose was obtained from Tacoma's Camp 6 and the structure is totally rotted and needs complete re-building. Contact David with your offers of help: 253.922.7665 or email: choo_choo_dave@yahoo.com. Fife is immediately east of Tacoma.

New address for **Chuck Storz**: 5017 SE 45th Avenue, Portland 97206-5036. Visits and cards are welcome!

The **Battle Ground, Yacolt & Chelatchie Prairie Railroad** volunteers are making major progress in getting their leased Alco 2-8-2T operational. BYCX is headquartered in Yacolt Washington and provides summer season excursions. More information: www.bycx.com This steam locomotive began life in 1929 working for Crossett Western Company in Wauna Oregon.

Your chapter President, Arlen Sheldrake, wrote the following article some time back. It seems very appropriate, with the **RETURN OF PASSENGER SERVICE TO THE ASTORIA LINE** (see President's update, above) to run the article in this issue.

The Astoria Line, by Arlen Sheldrake

On July 12, 1997, Portland & Western Railroad, a wholly-owned subsidiary of Genesee & Wyoming Inc., purchased 91.7 miles of Burlington Northern & Santa Fe Railway's (the successor to BN) branch between Portland and Astoria. P&W's ownership starts from a point near Willbridge, where the branch diverged from

BNSF's main line in northwest Portland, to Tongue Point, site of a former naval base near Astoria. Trackage between Tongue Point and the Port of Astoria, a distance of five miles, belongs to the City of Astoria. P&W's Astoria District serves the Port of St. Helens, a Columbia River facility about 30 miles downriver from Portland. P&W train crews are headquartered at St. Helens and at Linnton, a neighborhood in northwest Portland.

When P&W began operating the line, no service had been provided beyond Wauna, 69.2 miles west of Willbridge, for 1.5 years due to a large landslide at Aldrich Point, 18 miles upriver from Astoria. Astoria's isolation ended April 29, 1999 when a locomotive pushing work equipment (editors note: believed to be the Chapter's Jordan Spreader) arrived in the city. A ceremony heralding the restoration of rail service to Astoria was held May 15, 1999. Reopening of the line was accomplished under auspices of the Transportation Equity Act for the 21st Century approved by the U.S. Congress in 1998 to fund highways over the next six years. The act included \$700,000 to cover 80 per cent of the estimated cost of restoring rail service on the Astoria Line. In the initial months immediately following reopening of the line no need for rail freight manifested itself. Several promising possibilities, however, are in various stages of development. In the interim the City of Astoria has begun seasonal operation of a vintage trolley hauling passengers for approximately two miles along Astoria's riverfront.

The Astoria Line between Willbridge and Goble, 35 miles, is of historic significance, having been first operated by Northern Pacific Railroad Company October 3, 1884 as part of its route between Portland and Tacoma. A ferry carried cars and locomotives across the Columbia River between Goble and Kalama until June 25, 1908 when massive new bridges opened across the Columbia and Willamette Rivers to link Vancouver Washington and Portland. Trackage along the Washington side of the Columbia then became the main rail route between Portland and Puget Sound, and the Goble-Willbridge line, which had been extended to Astoria in 1898, was relegated to branch line status.

This information was extracted from the Genesee & Wyoming Inc. web page on June 25, 2001.
www.gwrr.com/Customers/OregonHistory.html This web page doesn't exist as of March 21, 2002.

Editor's note: It is believed that the Astoria line was once again blocked with a slide at or near the previous Aldridge Point slide but was again cleared in March 2002.

Mailbag



Portland Traction Company photos donated to the Oregon Historical Society

Dear Editor:

I am a member of the NRHS and our local chapter in Baltimore, but Portland was my hometown.

In case they would be of interest to the PNW chapter, enclosed is a copy of 3 photographs of the old Portland Traction Co. interurban, cars 4016 and 4022, which I am giving to the Oregon Historical Society. A nice clear copy of the best photo is also enclosed, in case it might be usable for your publication. Henceforth the originals will be at OHS (alas, no negatives survived the years).

If any PNW chapter member might know the details about the rail line that in 1912 ran up to the construction site for Reed College, I would appreciate hearing from them. It was used for freight cars wing construction materials (shown in photographs in the Reed College archives) and for special passenger movements for the

cornerstone ceremony in May 1912.

There is a point on the SP main at mile 766.0 with the name "Reed," as shown in Austin & Dill (The Southern Pacific in Oregon), page 31. I'm just speculating, but could that have been a junction point where this spur left the SP main? The Portland Vintage Trolleys web site indicates that the line ran via Bybee Boulevard and Reed College Place to the construction site, but it's not clear where the connection with the main was. I'm trying to tie up these loose ends for the college archives. Any reply can be sent to me at 112 Hilton Avenue, Baltimore, MD 21228, or via e-mail to george7096@comcast.net

Thanks for your assistance.

Sincerely,
George Alderson,
Baltimore, Maryland

The photos are as follows:

- Portland Traction Company interurban car no. 4022 heading south on Main Street in Oregon City, approaching the terminus, July, 1954. Photo by George Alderson. (see front of this issue of the *Trainmaster*)
- Operator's controls of interurban car no. 4022 at terminus in Oregon City, July 1954. While the operator takes a break, we kids took a look at the controls. Peter Carstensen poses; photo by George Alderson.
- Interurban car no. 4016 at terminus in Oregon City, July 1954. Both poles are up while the operator takes a break. Photo by George Alderson.

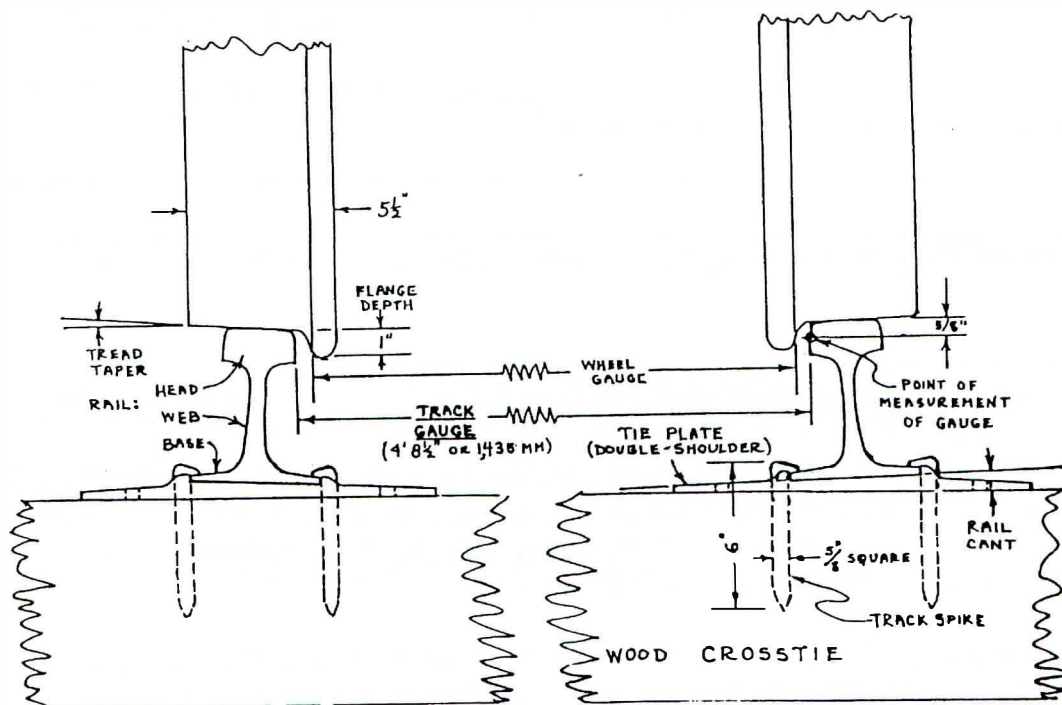


Figure 1

TRACK GAUGE

The most basic characteristic of track forming the North American rail network is its common "standard gauge" of 4 ft., 8 1/2 in., which allows cars to freely roll from the Arctic to Central America and from coast to coast. Figure 1 shows how gauge is measured.

The actual measurement between railheads on a standard gauge railroad varies intentionally from its nominal dimension, and, of course, it changes somewhat with wear in service. There is a nominal clearance between the wheel flanges and the rail heads of about 3/4 inch. On some systems, such as rapid transit lines where it is possible to maintain track to higher than normal standards of accuracy, a nominal gauge of 4 ft., 8 1/4 in. can be used with the same wheel gauge. This tends to result in smoother running by reducing side play.

WHY SUCH AN ODD GAUGE?

The peculiar "standard" of about 4 ft., 9 in. was common on English tramways before the invention of the steam locomotive. Additionally, there is some basis for tracing this back from cartwheel spacing to the five-foot width of Roman stone gateways. George Stephenson and his son Robert, who were prominent promoters and engineers of railroad systems on an international basis, adopted 4 ft., 8 1/2 in. as their standard. It is used throughout Europe (except in Spain, Portugal, Ireland, Finland and the U.S.S.R.) it was adopted as recently as 1955 by Japan in starting construction of its new high speed run passenger rail system.

Initially in North America there were many different gauges. It was not until 1863, when President Lincoln designated 4 ft., 8 1/2 in. as the gauge for the railroad to be built to the Pacific coast, that it became clear that all the railroads of the United States would eventually be of this width. Railroads south of the Potomac and Ohio rivers were mostly of 5 ft. gauge until 1881, when several thousand miles of track was changed to standard over a single week-end. It then became possible to do away with transferring loads or switching car trucks at "break-of-gauge" points.

IS IT THE RIGHT WIDTH?

The uniformity of gauge is more important than the exact width chosen as a standard. "Wide gauge" systems such as those in India (5 ft., 6 in.) and the

Soviet Union (5 ft.) use rolling stock of about the same size as that in North America, while heavy duty railroading is carried on in South Africa, parts of Australia; East Africa, Japan and Newfoundland on tracks of 3 ft., 6 in. and meter (3 ft., 3 5/8 in.) gauge. Though there are situations in which a wider gauge could be advantageous, it appears that for general service, taking all cost factors into consideration, the present gauge is not far from optimum.

- from the March-April, 2003 issue of *The Railroad Capital*, official publication of the Railroad Club of Chicago. It is part of a much larger article on track.

From The Wire

Cardinal Route to Washington D.C.

Powhatan Rail Services of Dearborn, MI and American Rail Excursions of Chicago have joined up to offer five private railroad cars from Chicago and Dearborn to Washington DC Union Station. Originally, the trip was visit "Star Spangled Rails" Baltimore, and was to have operated June 28 with return July 7, but plans may have been changed or cancelled due to the collapse of the Baltimore Roundhouse roof. For information contact Powhatan Rail Services at 248-435-2858.



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T-M Deadline: 20th of previous month

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Minutes for the regular monthly membership meeting have not been printed in the last several editions of the *Trainmaster*, as they have not been received for publication. We hope this changes in April, as that month doesn't start on Saturday.

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