

The

May
2003

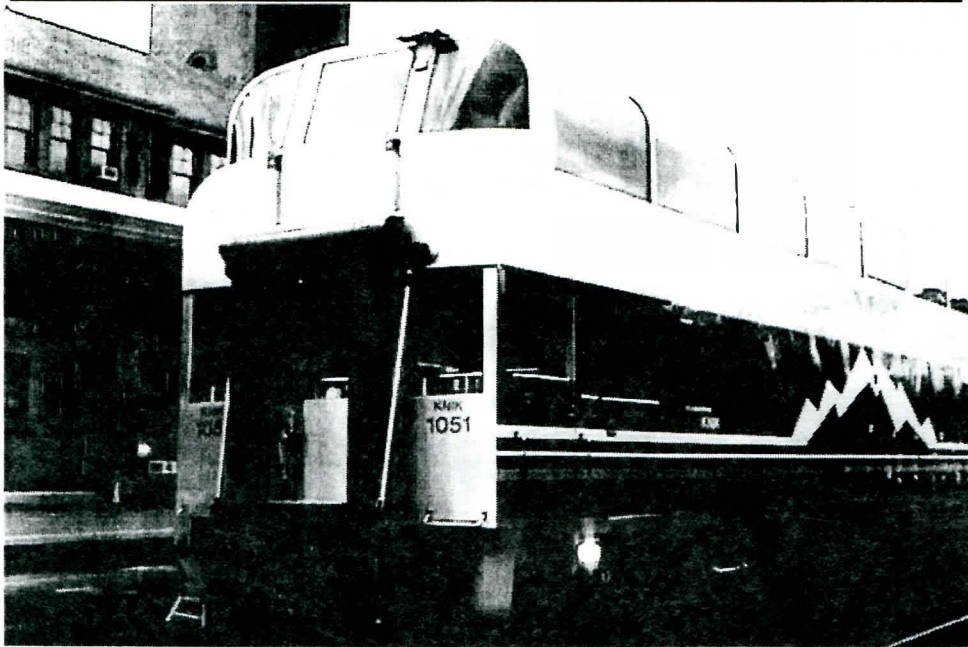


Trainmaster

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



HALX 1050 & 1051 Visit Portland, by Arlen Sheldrake



The impressive end of the Holland America Ultradome car, visiting Union Station in April. This car type has been extremely successful in Alaska.



A look inside the dome section shows why the cars are popular: they offer an almost unlimited view of the scenery. Photos by Alan Pettengill of Northwest Rail Electric, a Portland company that provided equipment.

Timetable #489

Membership Meetings: May 16, June 20, 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 May: John Nieman of the Astoria Railroad Preservation Assoc. will present their progress on ex-Santa Maria Valley #21, a 1925 Baldwin 2-6-2, and ex-SP&S 273 passenger car.

Program for June: Mark Reynolds on the route of Hiawatha and the Hiking and Bike Trails in the state of Wash.

Board of Directors Meetings: May 8, June 12, Room 208, Union Station, 7:30 PM

Lending Library: 1:30 to 4 pm May 17, 24, check-out subject to loan agreement.

Upcoming Excursion: Saturday May 31st, 8:00 A.M

Upcoming Activity:

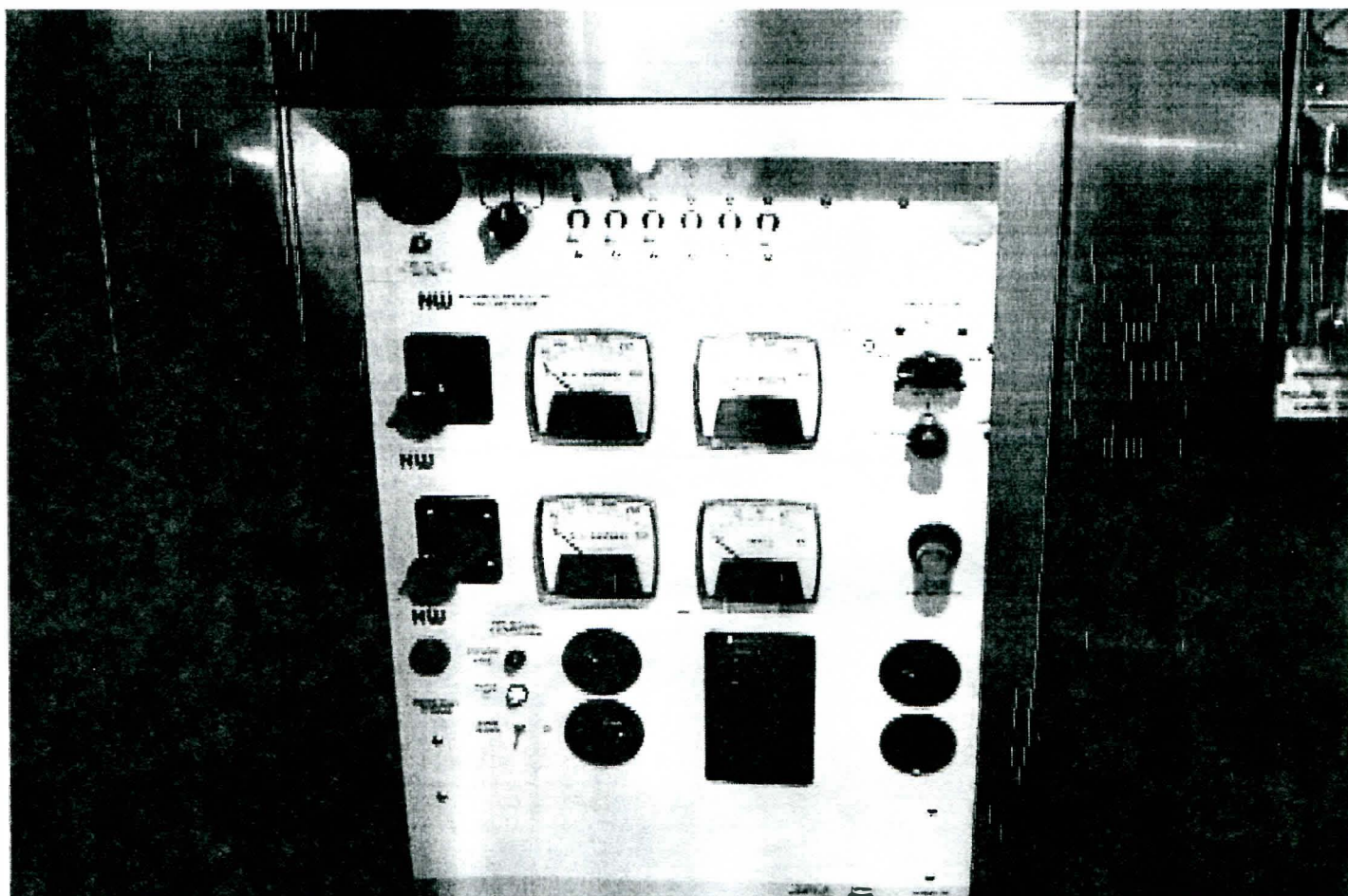
We are going to take a trip on the Lewis & Clark Explorer RDC train between Portland and Astoria on June 14. Call Ron at 503-244-4315 for info.

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

HALX 1050 & 1051 Visit Portland, by Arlen Sheldrake

On April 15 & 16 *Holland America Line's* new luxury dome passenger cars visited Portland's Union Station on their way to Alaska and service on the McKinley Explorer beginning May 16. The rail cars are touted as the largest passenger railcars in the world with a height of 18' 1", length 89 feet, width 10' and a overall square footage of 1750 with 860 upstairs and 890 downstairs, seating 88 passengers with 44 in the dining room. Headroom is generous unless you are over 6'5". Each car has an outdoor platform 9' X 10', lavatories are ADA compliant with a wheelchair lift in one of the two cars. The cars were built by Colorado Railcar Manufacturing at a cost of \$3 million each. Four separate air conditioning systems support the very extensive use of glass. A total of four new cars have been built to replace recently retired Budd cars. The other cars are numbered HALX 1052 and 1053, car names are Kenai, Knik, Chena, and Kobuk. Two cars depart on Alaska Railroad barge on April 16, the other two on April 23. The car moves were arranged by Edward Berntsen (Chapter member), Railmove Incorporated. Air conditioning and other electrical systems were manufactured by Portland's own Northwest Rail Electric.



A view of some of the electrical equipment provided to Colorado Railcar by Northwest Rail Electric. The system provides a level of automation to the power system on the cars. For example, if the electricity from the head-end power system (from a locomotive or a power car) fails, the under-car generator will start and feed power to the car system automatically. The system is also set up to allow the under-car generator to feed power to other cars.

Photo and information from Alan Pettengill of Northwest Rail Electric.

Stimson Timber Company #1 "Peggy"

By Arlen L. Sheldrake

Some history about this locomotive on display at the Forest Discovery Center, 4033 SW Canyon Road, Portland Oregon:

Shop number 2172, built for Gig Harbor Timber Company May 3, 1909 by Lima Locomotive Works. **Class***: 42-2, trucks = 2, **cylinders** (# -diameter X stroke) = 3 – 10 X 12, **gear ratio** = 2.05, **wheel diameter** = 29.5, **gauge** = standard, **boiler** (style-diameter) E.W.T. – 42.125", **fuel type** = wood (converted to oil at some point), **fuel capacity** = 1.5 cords, **water capacity** = 1560 gallons, **empty weight as built** = 67,100. * Note: Lima class designation = first two digits are working weight tonnage (empty weight + 1560 gallons of water + wood fuel), second number is the number of trucks.

Owners:

Hofius Steel & Equipment Company (D) #1, Seattle WA

Gig Harbor Timber Company #1, Gig Harbor WA

1913 Stimson Timber Company #1, Belfair WA

October 1933 Stimson Lumber Company #1 "Peggy". Gaston/Seghers OR (Note: since the spur had not been completed, delivery required dragging *Peggy* to the mill site.)

November 1, 1955 donated to the City of Portland

1972 ownership transferred from the City of Portland to Western Forestry Center (World Forestry Center, now Forest Discovery Center).

Peggy last worked in the Gaston Oregon area. Previously was damaged in a 1939 Tillamook forest fire. Damaged in the 1964 fire that took to the ground the Old Forestry (log) Building located near the old Montgomery Ward now Montgomery Park building in northwest Portland. This fire damaged the cab and other wood parts of *Peggy*. *Peggy* was then moved to Oaks Park for storage with the SP 4449, SP&S 700 and UP 3203 (OR&N 197). Also stored at Oaks Park was a Finnish engine that is now on display in Junction City Oregon.

Peggy was acquired by Stimson Lumber Company owner Charles Willard Stimson in 1912 and retired in 1950. C.W. Stimson retired at the same time. Stimson was one of the last firms (1952), then Coos Bay Georgia Pacific (1956), then Springfield, and the Bly Division of Weyerhaeuser held out to the end, to convert to truck logging. C.W. died in Seattle on October 2, 1952 but his beloved locie lives on, now with a new coat of paint and wood in early 2003.

During the period of 1969-1971 members of the Pacific Northwest Chapter, National Railway Historical Society (PNWC) rebuilt the cab and wood sills and other restoration efforts with the objective of bringing *Peggy* back to life. A 187 lb cold water hydrostatic test on the boiler was successful but a subsequent State boiler inspection was not done. During mid-1971 and early 1972 this effort turned to establishing *Peggy* as a static display at the Western Forestry Center. You can find some nice photos of *Peggy* in Walt Grande's book *The Northwest's Own Railway*, volume II on pages 234 and 235. One is with the Rose Festival court in the early 1970's and the other shows her in mint condition during her working years.

In mid-1971 the PNWC built the display track with Union Pacific Railroad donated materials at the Western Forestry Center.

On Monday, October 9-10, 1972 the PNWC arranged a lowboy truck move for *Peggy* from Oaks Park to the Western Forestry Center running up against current traffic flow on US 26. A huge amount of traffic congestion ensued on October 10th and was covered by local TV invited to view the move. A 115-ton crane donated by Grays Crane and Rigging Company and trucks, men and other equipment donated by Wilhelm Trucking Company helped accomplish the move. A dedication ceremony was held on June 2, 1973.

Workers involved in the above activities included: Dick Samuels, "Woody" Woodford, James Gilmore (Mechanical Superintendent, PNWC), Roger Sackett, Jack Holst (Mechanical Chairman, PNWC), Dave Stimac, Dave Davison, John Holloway, Irv Ewen, Ed Immel, Al Zimmerman, Art Pashelke, Bob Hoffman, Roger Phillips, Noel Nelson, Ed Bernsten, Ken Dethman, Dick Beeny, Tom Liethon, Ron Dahl, and Ron Harr.

The Forest Discovery Center, formerly World Forestry Center, is conveniently located immediately next to the Washington Park MAX station, welcomes all visitors.

Thanks for the input and editing from Mark Reed, World Forestry Center, Robert (Bob) Lowry, Ed Berntsen, Chuck Storz, John W. Sheldrake, and Bill Hyde.

Other sources: *Trainmasters* June 1971 & November 1972; web site www.shaylocomotives.com; The Builder's Spirit (Stimson Logging Company), John Ross & Associates (PNWC Archives);

Presidents Update, By Arlen L. Sheldrake

With regret the Chapter has accepted **Judy Hall's** resignation as Secretary. Judy has performed this function in a superb manner for three terms but she must resign due to new employment requirements. We will miss her expertise.

2005 NRHS Convention: Welcome to new Planning Team members Bill Bain, Yaquina Pacific Railroad Historical Society and members Kenneth Johnson, Mathew Smith and Belinda Petshow. The need to identify a Convention Chair was discussed with the Chapter Board on April 10th. I agreed to accept the position but that a new President would need to be elected for 2004 and beyond.

Lewis & Clark Explorer: arriving March 30th at Portland's Union Station from the north were ODOT's ORRX 10, 11, and 31 formerly known as BC 10, 11, and 31 RDC BC Rail cars. They now go to Albany for some refurbishing prior to the May 23rd launch of Friday-Saturday-Sunday-Monday (note revised days of operation) service between Portland (PDX) and Astoria (ARO). Operations are scheduled through September 2nd, westbound is train 998, eastbound is train 999. Amtrak is handling ticketing through their normal channels at a revised price of \$24 each way.

Davenport, class S#2359: 20-ton 4-wheel G/M end cab locomotive. Built August 1941, U.S. Army #7706, used at Hammer Field, Fresno California. Acquired from War Assets Administration by Southern Pacific May 1948 for use at West Oakland shops as SPMW570. Six pictures of SPMW570 are in the Chapter's possession from Ed Austin's collection. Replaced at West Oakland and sent to Portland for use at the Brooklyn shops on a date unknown. Retired by SP April 1959 and sold to Alaska Steel Company of Portland. Originally rated at 181 hp but may have been down-rated to 170 hp by Southern Pacific (this information from Ed Austin 9/5/2000). January 3, 2001 FRA report notes no fatal problems with locomotive although brakes and engine are both inoperable and re-installation of running boards on both ends would violate FRA rules. (*Installment #14 (final) of our rolling stock descriptions.*)

The **Union Station Annex** seismic/roof replacement project continues to make major progress. Tying the roof to the walls is now complete and replacement of major structural attic beams is now underway. The roof tiles are now being manufactured with installation to begin when the weather cooperates. The non-original cupolas have been removed. The new copper gutters are also being installed.

Congratulations to the **Yaquina Pacific Railroad Historical Society** on their 10 Year Anniversary that was celebrated March 29th. The celebration included a 2-hour open house, dedication ceremony, and evening meal. The dedication ceremony was for the new cover for the "One Spot" and the beautifully renovated 1907 Southern Pacific wood caboose. The Mayor of Toledo declared March 29, 2003 to be Yaquina Pacific Railroad Historical Society day in honor of their major efforts. The "One Spot" is a Baldwin 1922 70-ton 2-8-2 that spent her entire working career in the local Lincoln County forests. The dedication ceremony MC was William (Bill) Bain, Chapter President (former member/president 1977-78 of PNWC), and included three City of Toledo Commissioners and a representative from Georgia Pacific. The Chapter's loaned REA round-end baggage wagon looks real good thanks to the Yaquina Chapter's renovation. When in the Newport area be sure to stop in at Toledo and look at all their wonderful efforts. Someone is usually around on Saturdays.

What/who was that steam locomotive spotted on March 18th headed southbound in tow on Union Pacific just off I-5 at the Albany paper pulp plant siding?

Oregon Operation Lifesaver Coordinator position is now open. The job description is available at www.trainweb.org/olif/coordinator or send for information: Jerry Hardesty, ATTN: Oregon OL State Coordinator, 280 South 400 West, Salt Lake City UT 84101 (801.595.3511). Until funding is secured this is a volunteer position. Everett Cutter, Oregon Railroad Association, has been doing this job for many years and is retiring this year. As of April 1st no deadline has been established for filling this position. Resumes may be sent to Jerry at the address noted.

Sorry about the apparent "typos" in last month's Update. Seems my computer went on the fritz and Glenn bailed me out by computer scanning a printed copy. The scanning process introduced a few "typos" not the least of which was the spelling of my wife's name.

Walk a mile in the other person's moccasins.....try inserting, folding and taping 450 *Trainmasters* and you develop a real appreciation for **Darel Mack's** monthly contribution to the Chapter.

While I am in no way a competent book reviewer I have read a good number of history and railroad history books. The new book **The Oregon-American Lumber Company, *Ain't No More*** is an excellent read for anyone interested in Oregon history, Pacific Northwest logging history, railroad logging history and/or the history of a small logging oriented community (Vernonia). Authors Edward Kamholz, Jim Blain, and Gregory Kamholz definitely put together a wonderful and much needed document. Lots of great pictures and extensive maps. Stanford University Press 2003, 362 pages, hardbound, \$65 (I got my copy from the Oregon Historical Society Museum store).

The *West to Wheeler* Chapter May 31st excursion is selling real well. Janet Larson has volunteered to coordinate the food services. Help will be needed later in May and in June to get the cars cleaned up before and after the excursion. Contact Al Hall if you have some time for these non-technical tasks.

Still needed, Chairs for the **Concessions** and **Rolling Stock** committees, contact any Officer or Director.

The **Portland Streetcar** continues to be a delightful way to tool around NW and SW Portland. Most of the route is in fareless square. The route in NW Portland is especially interesting with all the major developments either completed or underway. The reader boards in many of the streetcar stops show the time until the next streetcar arrival. The stop sponsor also pays for the reader board.

Transportation Priorities 2004-07

By Arlen L. Shel Drake

Metro is looking for input on a bunch of transportation projects proposed by the Cities and Counties in the Metro Region. Approximately \$41 million is available and the proposed projects far exceed that amount. The 30-day public comment period started April 10th and ends May 16th. For a list and description of the projects visit www.metro-region.org or call Metro at 503.797.1839. A couple of the projects that caught my eye were:

- Union Station Multi-modal Plan (planning to improve transit connections, etc)
- Eastbank Trail/Springwater Corridor Gaps
- South Metro Amtrak Station (Oregon City)
- Trolley Trail: Jefferson Street to Courtney (Milwaukie-Gladstone along 99E)

Comments may be submitted on Metro's web site; email – trans@metro.dst.or.us; by telephone – 503.797-1900 option 3; mail – Metro Planning Dept., Attn. Ted Leybold, 600 NE Grand Avenue, Portland Or 97232.

General Membership Meeting - - March 21, 2003

President Arlen L. Shel Drake called the meeting to order at 7:30 p.m. The Pledge of Allegiance started the meeting.

The approval of the February 21st meeting minutes was postponed until they have been distributed.

The business meeting will be short due to our long and very interesting program. A significant number of guests were introduced and welcomed.

The May 31st *West to Wheeler Excursion* Board proposed budget was distributed and discussed. The proposed budget was approved. Al Hall, Excursion Chair, noted that tickets were selling fast and that it should be an excellent trip.

Our Chapter Activity to ride the **Lewis & Clark Explorer** train from Portland to Astoria is in the planning stages. A reservation request has been submitted for 66 seats with a priority 1 date of June 14th and a second priority date of June 21st. The trip would depart Portland's Union Station at 7:30 a.m., arrive Astoria at 11:30 a.m., depart Astoria at 4:30 p.m., and arrive at Portland's Union Station at 8:30 p.m. Tickets would be available to Chapter members and their guests. Mathew Smith and Ron McCoy are putting together the details. 66 seats have been requested since this is the capacity of one of the two large capacity RDC units.

The March 8th **Chapter Banquet** was a resounding success with good food, good service, a bunch of neat door prizes and an excellent program by Greg Kamholz, co-author of *The Oregon-American Lumber Company: Ain't No More*. Thanks to all to helped put this together.

George Mickelson spoke about the recent trip he and Pete Rodabaugh made to Avery Idaho to replace some parts that were put on the **Twin Grove** in order for it to be moved. George indicated that the Avery Citizens Committee has the display track built and will be moving the Twin Grove to Avery this spring. The audience was reminded that the Chapter sold the Twin Grove to the Avery Citizens Committee and that they will use the car as a static display incorporated into their Milwaukee Road heritage attraction.

Bob McCoy has agreed and has been appointed to do the Chapter 2002 Audit. Treasurer Alan Viewig reported on the Chapter finances and indicated that the Chapter expenditures exceed our income.

Dave Van Sickle introduced our program that is *4449 Returns from the Grave*. A 2+-hour video from original 8mm film taken by one Eldon W. Tamblyn. Chris B. McLarney who received the film from the owner Charlie LeCain of Whistle Stop Trains loaned this tape for viewing.

After a break provided by Cora Jackson, the approximately 50 attendees enjoyed watching the historic movie and very much appreciated the informative narration provided by Chris McLarney who started working on the 4449 restoration project as a 15 year old.

Submitted by fill-in scribe Arlen L. Sheldrake

Railroad Safety Information

Question: Where Can find some data of accidents on freight railroads? Worldwide?

In the US, the statistics are available from the Bureau of Transportation Statistics. Here is a link to their general data:

<http://www.bts.gov/btsprod/nts/>

They in turn get their data from the Federal Railroad Administration (the regulator) or the National Transportation Safety Board (investigates accidents):

<http://www.fra.dot.gov/site/index.htm>
<http://www.nts.gov/>

In Canada, the data is available from Statistics Canada:

<http://www.statcan.ca/>

There may be information on the web sites of Transport Canada or the Transportation Safety Board:

<http://www.tc.gc.ca/>
<http://www.tsb.gc.ca/>

European information is available from the European Union's Eurostat.

Here is the general access to the EU's web site:

<http://www.europa.eu.int/>

Provided by James Robinson of British Columbia, who follows railroad material worldwide via internet.



The Trainmaster is the official news-

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T-M Deadline: 20th of previous month

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503.297.3807

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SPECIAL UPCOMING EVENT: Chapter members are invited to an outing on the Lewis & Clark Explorer, from Portland to Astoria, on June 14. There will be activities in Astoria as well. Call Ron McCoy at 503-244-4315 for information.

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