

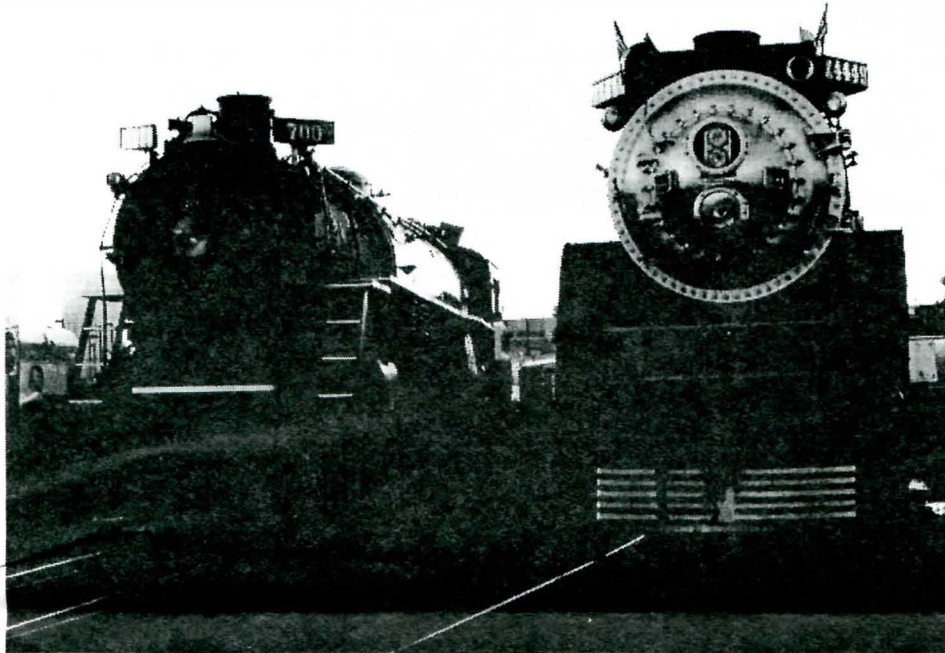
# The

August  
2003



# Trainmaster

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



The weekend of June 27-28-29 saw the ex-Spokane Portland and Seattle #700 and the ex-Southern Pacific #4449 participating in the opening celebrations of the Springwater Trail on the Willamette. The locomotives provided passenger service along the second track (still used by Oregon Pacific Railroad for freight service). Our organization contributed ticket sales services as well as passenger cars to the event. See the President's Update as well as the Mailbag for more information. Photo by Ron McCoy.

## Timetable #492

**Membership Meetings:** Aug 15, Sept 19, 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.

**August Program:** Roger While presents a trip on BC Rail  
**Board of Directors Meetings:** Aug 7, Sept 11, Room 208, Union Station, 7:30 PM

**Lending Library:** 1:30 to 4 pm August 16 and 30, check-out subject to **loan agreement**.

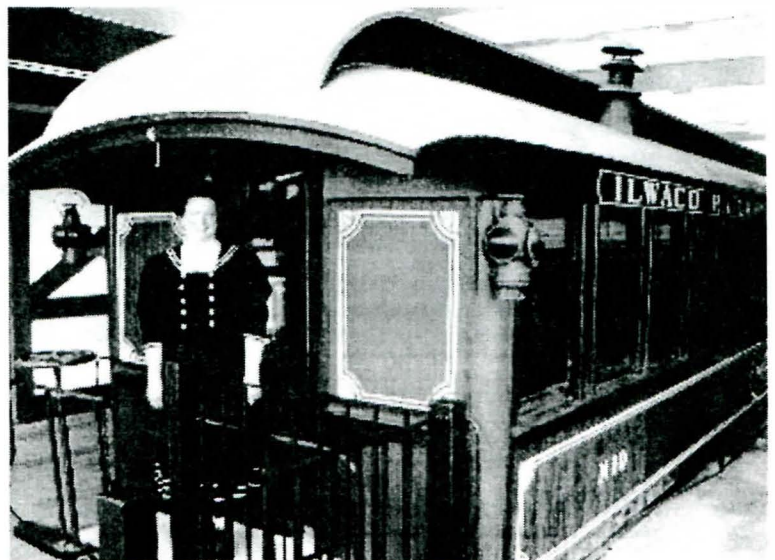
## Notable Non-Chapter Events

**Great Oregon Steam Up** at the Western Antique Powerland in Brooks. The 33<sup>rd</sup> Annual Show will be the last weekend of July and the first weekend in August.

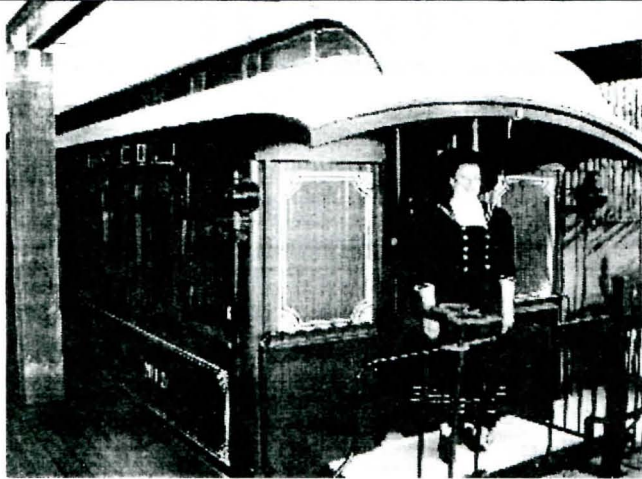
## **Rare IR&N Car Returns Home** article and photos by Ron McCoy

**Right:** Ilwaco Railroad & Navigation passenger coach *Nahcotta*, N10 on display at the Ilwaco Heritage Museum, July 11, 2003. Long Beach resident Karen Snyder in period dress.

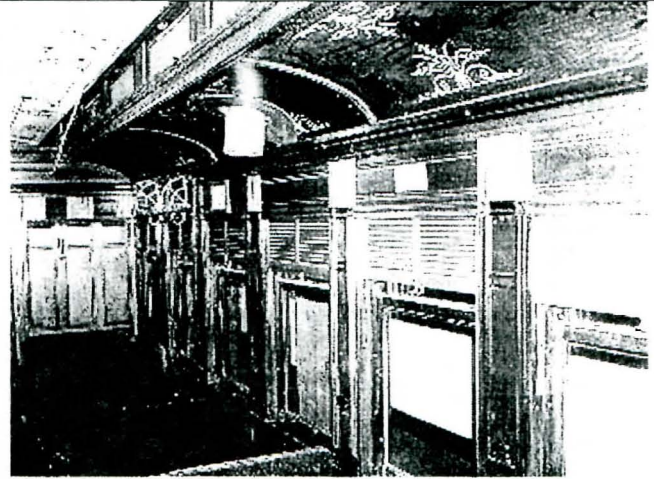
ILWACO, WASH. --- Residents of this small coastal community at the mouth of the Columbia River were joined by people from throughout the region to celebrate the return of the passenger rail car "Nahcotta". The restored car ran on the narrow gauge Ilwaco Railroad & Navigation Co., sometimes called the "Clamshell Railroad", until the line ceased operation in 1930. Friday, July 11, a dedication event was held at the Nahcotta's new home, the Ilwaco Heritage Museum. Some attendees even donned period attire. ⇒



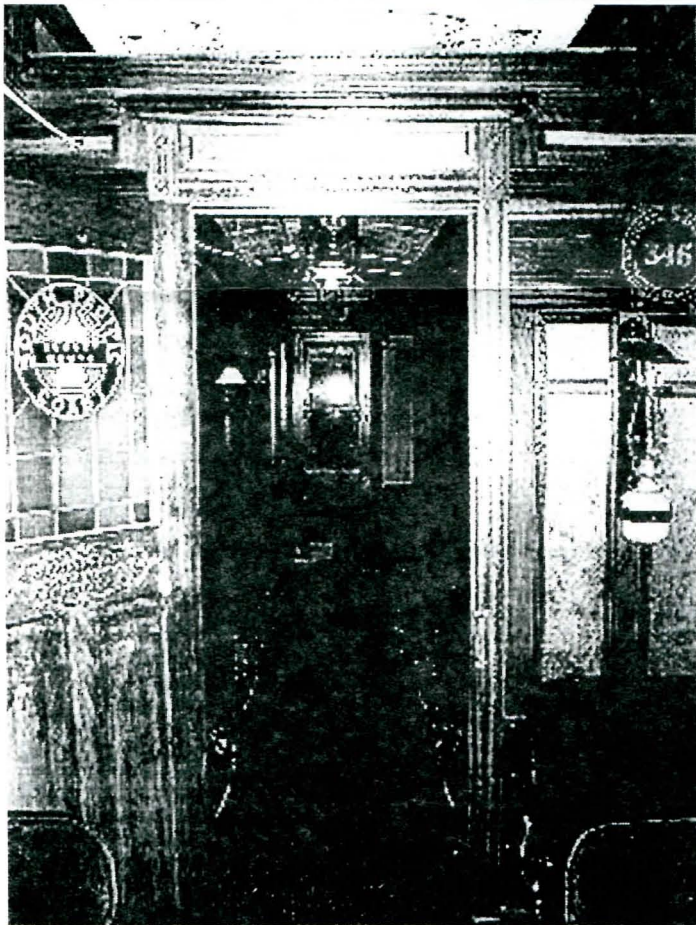




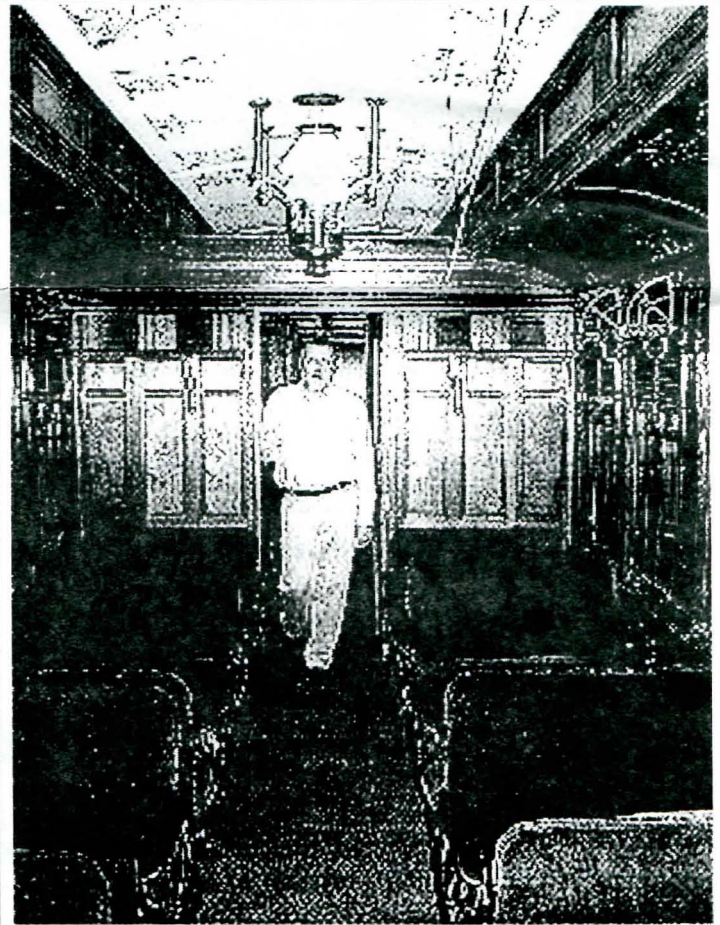
The other side of the *Nahcotta*. N10 on display at the Ilwaco Heritage Museum, July 11, 2003. Long Beach resident Karen Snyder in period dress.



Interior view of Ilwaco Railroad & Navigation passenger coach *Nahcotta*. N10 on display at the Ilwaco Heritage Museum, July 11, 2003.



Another interior view of the car. Note the South Pacific Coast glass door, the oil lamps, and the intricate wood work.



Hobe Kytr, executive Director of the Ilwaco Heritage Museum let Ron McCoy view the interior, which is off limits to general public. July 11, 2003

Built by Carter Bothers in the late 1800's, the car later to be numbered "N10" ("N" referring to narrow gauge) was once owned by the South Pacific Railroad in California. In 1908 it was among several coaches purchased by the IR&N. As the line was scrapped, N10 was among the many coaches sold to local residents.



minus trucks and couplers. In 1967, avid rail enthusiast Henry Welzel surveyed 4 coaches in the area and determined that N10 was the only one worth restoring. It had been sitting on the ground in Seview for 36 years, serving as a guest house. Upon purchase, Henry trucked the car to his farm in Puyallup, Washington. Using narrow gauge boxcar trucks, the car was soon on rails in a static display. Members of the PNWC, including Kenn Lantz recall visiting Henry Welzel and his collection of semaphores, bells and rolling stock many times over the years.

Note: Just as the *Trainmaster* was undergoing final preparation, Ron McCoy sent a message stating that he ran into some information that indicated that the origins of the car, as stated in the previous paragraph, may not be entirely correct. He is currently preparing further information, which we hope will appear next month.

By 1985, the aging Henry Welzel was considering the fate of his loved "Nahcotta". The recent success of Ilwaco resident Noreen Robinson at saving the old Ilwaco depot had not gone unnoticed. Henry made a verbal offer to the Ilwaco Heritage Museum (I.H.M.), of which Mrs. Robinson became the first director, saying that he would bequeath the car to them, with conditions, when he was "done with it". Over the years, the museum maintained contact with Henry. In 2000 the current director, Mr. Hobe Kytr, saw the Nahcotta for the first time in Puyallup.

In an interview for *The Trainmaster*, Mr. Kytr and Ilwaco Mayor Ed Leonard alluded to the many difficulties overcome by both citizens and civic leaders to assure the acquisition of N10. Both men specifically credited regional transportation officer Rosemary Siipola who, starting in August 2000, worked closely with Kytr to secure funding for the shelter that now protects the aging railcar. Added Kytr, "Mr. Welzel stipulated that we could only have the car if it were permanently protected under cover". Ms. Siipola informed the museum that modest funds might be available from the state transportation budget, in connection with improvements being made for the upcoming Lewis & Clark bicentennial. Problem was, "we only had five days until the deadline for project submissions", said Kytr. With much effort, the proposal to build a shelter was submitted to the Washington State Department of Transportation, with the argument that the railcar was significant to the region's transportation history. Coincidentally, the final approval for the project was given one day after the passing of Welzel. Henry was finally "done" with his car, and the I.H.M was just getting started.

The shelter was built directly next to the old Ilwaco depot, now on museum grounds just a few hundred feet from its original location. In May 2003 the narrow gauge trucks arrived, given a ride donated by HGH trucking. On May 13, rails donated by the City of Astoria & the Astoria Railroad Preservation Association (ARPA) were laid from the new shelter out into the city street. Dennis Company contributed to the effort by moving the trucks onto the temporary rails. Around 10AM the car body arrived, and in short order, the Bergerson Construction company was using its big crane to gently lift the fragile wood coach off the flatbed truck trailer. The crane operator displayed much skill to stay at least 15 feet from the high voltage power lines overhead. Securely resting on the narrow gauge trucks, volunteers pushed the railcar up the temporary rails and into its new home. Mayor Leonard remarked "I thought they'd have the street closed for four days", but with skilled professional and volunteer help the whole process was done by nightfall.

Staff of the museum have extended a special request to the members of the PNWC for any assistance regarding the old rail car. Foremost, the staff would like to determine when the car was built, but that is only the first of many ways that the talent and knowledge of the PNWC membership may aid this community. When working with historic artifacts, museum curators regularly use "assessment forms" that are standardized for each general type of object. The assessment forms help staff identify the special qualities of each object, and also help them assess the specific parts that may need attention. Despite many attempts to contact historic organizations including the California State Railway Museum, the Ilwaco Heritage Museum still has no information on how to undertake a systematic assessment of the Nahcotta. The "Nahcotta" is now on public display, with platforms to allow viewing of the interior, but currently there are no plans to allow the general public inside the delicate car. The museum, located at 115 SE Lake Street, is open most days of the week and

weekends, with only a \$3.00 entrance fee. Museum Director, Hobe Kytr (pronounced Ho-bee Kite-r) welcomes any assistance or advice that PNWC members might offer. Call 360-642-3446 to confirm museum hours or to offer assistance.

## Lewis & Clark Explorer Train by chapter member Joe Harper

Hello Train Fans & Train Lovers:

On Saturday, June 14, 2003, three Budd Railroad passenger cars built in 1956 departed from the loading area in Linnton, Oregon destined for the small town of Astoria, Oregon located some 92 miles northwest and at the mouth of the Columbia River. Astoria is historically significant as it is the site of the Winter Encampment of Lewis & Clark Expedition before heading back east to report their findings to President Jefferson about what the West held in store for the growing future of the United States.

This trip was ticketed by Amtrak and operated by crews of the Portland & Western Railroad on Portland & Western Railroad track. This rail track has a history going back to 1898 when the Astoria & Columbia River Railroad which connected to Northern Pacific.

In 1906 the Spokane Portland & Seattle acquired the line and ran both freight and passenger service into Portland. Passenger service was eliminated in 1952 so this consist of three Budd cars is the first regularly scheduled passenger service in over fifty years.

The state of Oregon bought these three Budd cars from British Columbia where they had run for many years on rural routes but last year this service was dropped so Oregon was able to buy these cars apparently rather cheaply and in very good shape. At the moment, Oregon is operating this special train on Fridays, Saturdays, Sundays and Mondays. They started on May 23rd and will end this year on September 3rd. There is some question as to whether they will get the funding for the entire schedule thru September 2nd so I was especially eager to take this trip while it was still available. It has been conjectured that Oregon MAY run these special Summer excursions for another two years as the trip out to Astoria has regular auto traffic going along on a narrow highway and this train was taking traffic off the well traveled road.

I belong to the Pacific Northwest Chapter of the NRHS and they had planned a chapter activity and thus chartered one of the Budd cars just for our use. All in all the three cars were filled to capacity and the conductor told me that as "word of mouth" has spread the trains are filling up fast and it is getting more and more difficult to even get on board. The trip takes four hours each way with a five hour lay over at Astoria. Astoria has much to see and once the "Lewis & Clark Explorer" train comes to a stop at the historic brick train station (not yet restored but at least not destroyed) then one boards the completely restored street car (built in St. Louis in 1913 and run in San Antonio, Texas for many years) for the almost two mile run along the waterfront. When the street car ran in San Antonio it was powered by overhead lines but in Astoria there are no overhead lines so a special generator was built and follows behind the trolley almost like a small tender. The design of the generator includes a housing that fits over it and it rides on the tracks with the same color scheme as the trolley car itself. The overall restoration of this trolley car took a couple of years and was very well done. The trolley car conductor shouts out the many things to see along the way as well as the many fine eating places too.



Three ex-BC Rail RDCs (Rail Diesel Cars) sit at a platform in Astoria on June 14. Photo contributed by Reichard Banton.



The Maritime Museum at Astoria is just fantastic. Over the years there have been over 2,000 shipwrecks including many large ones. The currents and rogue waves at the mouth of the Columbia River can be treacherous as many have found out. Sadly just south some 50 miles from Astoria a group of weekend fishermen went out on this past Father's Day and were hit by rouge waves turning the boat over with eleven drowning. The many restaurants and historic homes and vantage points viewing the area make the five hour lay over go very quickly. A local volunteer group is restoring a 1926 Baldwin steam engine which will run excursions in another couple of years from Astoria and I had the pleasure of visiting their place where their restoration of this engine is coming along very well.

Most of the trip of the "Lewis & Clark Explorer" train is along the Columbia River so the scenery and views are just very relaxing. On our return trip we even saw two Bald Eagles flying over our train. We did cross three different old drawbridges that had to be hand cranked so they would close for us to pass over the bridges.

On board the train there was a local caterer who had a nice selection of beverages and breakfast "goodies" for the trip out to Astoria and a very good selection of dinner "goodies" for the return trip along with a very adequate selection of beer and other cocktails. Though the selection was a bit on the "pricey" side it was very good and worth the price. One could have also brought on board your own "goodies" and there were no restrictions as far as what one could bring aboard. This trip was a very enjoyable trip but it made for a long day. If I were to take this trip again I think I would go out on one day and stay overnight at one of the many hotels along the trolley track in Astoria and then return the next afternoon. A one day trip starts at 8 AM with arrival in Astoria at noon, a five hour lay over and then departure at 5 PM with an arrival in Linnton, Oregon at 9 PM. I might add that if one didn't want to drive the seven miles out to Linnton then one could park at Portland's Union Station and board a free shuttle out to Linnton and then reboard the shuttle back to Union Station at the conclusion of the trip.

There are no stops along the way for runbys but the congeniality of the group I was with as well as the excellent service of the crew and catering folks not to forget the sense of history by traveling along historic railroad tracks and trails starting with the Lewis & Clark Expedition make for a great trip. I hope you all get the opportunity to take this trip. In 2005 the local chapter of the NRHS in Portland (Pacific Northwest Chapter) will host the annual convention so perhaps this trek will be part of the many train events that might make up the convention schedule.

Well, it is time to hit the rails and I hear that old refrain, "All Aboard" wish you all a great train ride in your near future.

Choo Choo Joe



Ron McCoy contributed this photo of the walkways where the bridges are cranked.

## Presidents Update, By Arlen L. Sheldrake July 12, 2003

Many thanks to member Bob McCoy for completing the **2002 Chapter Audit**. Bob's Executive Summary: "The annual financial report to the board was not within the records presented for audit. Therefore, no opinion could be made as to its accuracy. However, I concentrated my review on the areas of internal controls in evidence and tried to find any vulnerabilities or risks to Chapter assets.

The Chapter appears to have good controls in place and I found no apparent lapses in those controls. The only recommended change is in how the Treasurer records and accounts for National dues."

A copy of Bob's audit may be obtained from any Officer or Director. Thanks Bob! And thanks to "retired"

Treasurer Rick Banton for his excellent work during his terms and his assistance to Bob.

The **Springwater on the Willamette Trail** grand opening celebration June 28<sup>th</sup> with additional activities June 27<sup>th</sup> is now history. The partnership between the City of Portland Park & Recreation Department and the Oregon Rail Heritage Foundation made for a truly outstanding event. The ORHF objective in participating in this event was to make the public aware of the need to develop a permanent home for the City's three steam locomotives. Lots and lots of volunteers made this event possible. Special thanks go to Dick Samuels, Oregon Pacific Railroad for allowing this rail event to happen on his railroad. Dick and his crew spent many hours working to make this happen! The Chapter provided coaches 6200 and 6800 at a lease cost of \$1.00, provided car hosts for both the VIP trips on June 26<sup>th</sup> and public trips on June 27<sup>th</sup>, and maintenance staff. We also provided staff for ticket sales on June 27<sup>th</sup>. Please see the separate article for specifics. All the organizational members of ORHF were assigned and performed various responsibilities. We believe this is the first time steam locomotive excursions have occurred within the City of Portland, and certainly the first time trips were double-headed.

Immediately following the Springwater event our two Chapter cars, 6200 & 6800, headed south for Albany and a **Portland & Western Railroad Employee June 29<sup>th</sup> Special** excursion from Albany to Toledo. When I say immediately, it was just that. The last Springwater run completed at 9:15 pm, Hickok fueled the cars as passengers disembarked and our cars left the Oregon Pacific Railroad interchange behind a special Portland & Western train at 10:05 pm arriving in Albany around 1:30 am. George Mickelson and George Hickok provided mechanical support on this trip. A message of appreciation from PNWR President Larry Phipps: *"I can't thank you enough for allowing us to use the equipment and for taking all of the extra steps to get the cars to Albany in time for the train. All equipment functioned well and the 240 riders thoroughly enjoyed the trip. We must talk soon and see what sort of operation we can put together if insurance and other hurdles can be overcome. Thanks again to all who helped us on the trip. Larry"*

As a follow-up to the June Chapter meeting presentation on the **Hiawatha Trail** information, Mark Reynolds forwarded the following Internet web sites that provide additional information: [www.skilookout.com](http://www.skilookout.com) (follow the Hiawatha Trail logos), [www.bcc.ctc.edu/cpsaha/irongoat/](http://www.bcc.ctc.edu/cpsaha/irongoat/) and the Milwaukee Road Historical Society web site [www.wrha.com](http://www.wrha.com). Mark also noted that he plans to be back on the trail this August for a bike ride and photo shoot.

As part of the Port of Tacoma Maritime Fest 2003, train rides and shop tours of **Tacoma Rail** will be available September 20, 2003 from 10:00 am to 2:00 pm. Parking is available at the Tacoma Dome with a free shuttle to all event venues.

Good news from Martin Swan, Astoria Railroad Preservation Association, is that PNWR hauled their first freight revenue load to Tongue Point on July 7, 2003. This is the first freight on this portion of the **A-Line** since the early 1990s. The load was undersea cable destined for burial (use) in the Pacific Ocean. Happiness is the public investment in getting the line re-opened.

**GN 2507** arrived at it's final resting/display site in Wishram on July 8<sup>th</sup> after a 20 MPH pull from Pasco.

My experience attending the **Star Spangled Rails** Baltimore 2003 July 1-6 NRHS convention was outstanding: great excursions, seminars, and an interesting but hot city. I will be sharing more details with our 2005 Convention Planning Team. Other members attending included Gerald and Olive Schuler and Chuck Bukowsky. Begin planning now to attend the **Rails to the Northstar** 2004 NRHS Convention in Minneapolis June 29<sup>th</sup> - July 4<sup>th</sup>. It was good to hear that the **Canyon Rails** 2002 NRHS convention brought just over \$28,000 net profit to the host Grand Canyon Chapter.

If you have some time to help with the restoration of our **76 Baggage Car**, Keith Fleschner would sure like to put any skills you have to work, our 1917 vintage car deserves your help. Contact Keith at either: 503.632.0267 or [keithfleschner@msn.com](mailto:keithfleschner@msn.com).

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## **Springwater on the Willamette By Arlen L. Sheldrake**

After many months and thousands of volunteer hours the Grand Opening celebration of the *Springwater on the Willamette Trail* is history. Two days of steam locomotive excursions on the Oregon Pacific Railroad paralleling the 3.1-mile trail seem to have been a resounding success.

As this article is being written on June 29<sup>th</sup>, the financial numbers aren't yet completed but the double-headed VIP trains on June 27<sup>th</sup> were both well received and well attended. The 18 public one-way trips on June 28<sup>th</sup> were very popular, lots of families with young children.

The Oregon Rail Heritage Foundation partnered with City of Portland Parks & Recreation in this



celebration to raise public awareness of the need to establish a permanent home for Portland's three steam locomotives.

As has been written many times before, ORHF is a partnership between seven organizations (Pacific Railroad Preservation Association, Friends of 4449, Friends of OR&N 197, Brooklyn Neighborhood Association, City of Portland Parks & Recreation, Northwest Rail Museum, and the Chapter). The true test of a partnership is putting on a major public event such as this one. I believe we came together, did a great job and will go on to do more good works.

I would like to especially thank Dick Samuels, Oregon Pacific Railroad for hosting us on his railroad. Dick put in many, many hours getting his railroad ready for these excursions and put in many hours during the excursions ensuring that they ran successfully. Without Dick's major commitment, this event would not have been possible (and his SamTrak cars were very popular). Anyone riding would tell you the rails between OMSI and Sellwood are in great shape.

Our Rolling Stock crew also gets many thanks. On-board both days were Keith Fleschner and George Mickelson who made sure our two coaches were operational. Before and after work was done by George & Brian Hickok and Pete Rodabaugh.

The Chapter provided Car Hosts for both days under the able leadership of Darel Mack. Thanks to Darel and his Car Hosts: Roger White, Dean Petshow, Irv Ewen, Rick Banton, Ron McCoy, Al Hall, Marge Helander (PRPA) and Kyrian & Kerrigan Gray.

The Chapter also coordinated staffing the ticket sale booths. My thanks to our ticket sellers: Judith Hinamon (ORHF), Belinda Petshow, Bob McCoy, Ralph Johnson, Ted Ahlberg, Steve & Ruth Giurlani, Al Hall, Noel Nelson, Joe Harper, and Jim Long.

A couple of the interesting people I met included Skip Waters, National Director and President of the Dallas Texas NRHS chapter who had heard about this event and modified his Baltimore NRHS convention travel plans to include a three day stop in Portland; Barbara Sidway who is on the National Trust for Historic Preservation and along with her husband own the remodeled historic hotel in Baker City; and Gary Arnold, Director of Volunteers for the Evergreen Aviation Museum who is very willing to share his vast experience and expertise on running a viable museum volunteer support effort. And how about Jonathan Nicholas of the *Oregonian* who got a 700 cab ride on his second day ride .....I'm sure everybody working the event has similar stories.

Long days and hot weather but the smiles and conversations with our passengers made it all worthwhile and another notable event in our Chapter history.

## Mail Bag and Off The Wire



Questions about the Amtrak F40PH locomotive undergoing restoration in Portland have been coming in from time to time. As all three steam city of Portland owned steam locomotives have their own web site about their respective restoration groups, it isn't too surprising to find that this diesel locomotive has a web site associated with it.

The unit is Amtrak F40PHR #231, and it was assigned to the west coast in 1977. It was retired in 2001, and sent to Beach Grove, Indiana. It didn't stay there very long. The person who started the effort is Chris Fussell, but many others are helping in the restoration process. The plan is to eventually include the locomotive as part of the railroad museum located in the region. A person loaned \$20,000 to get the

project started, as that was the price required to keep the locomotive away from a scrap metal deal. The locomotive left Beach Grove on March 24, 2003. Doyle McCormick of the Friends of the 4449 proved extremely helpful in the process of getting the locomotive approved for movement.

The web site for the locomotive restoration effort is located at <http://www.f40phr231.org>

The first public display of this locomotive was at the opening of the Springwater Trail on the last weekend of June. The web site currently features many photographs of this event.

**1st revenue freight to Astoria since the early 90's** wandered into town in July. Freight train was carrying under sea cable to be unloaded at Tongue

Point. This sent to us by Martin P. Adams, who is a member of the Astoria Railroad Preservation Association Inc. [www.AstoriaRR.org](http://www.AstoriaRR.org)

**March 24, 2003 question to PNWC email address:**

I heard a few years ago that there was going to be a commuter train from Ashland to Portland operating well, by now. Haven't heard a word for years. Does anyone there know anything about this? Thanks, Ray Mikota

**March 25, 2003 answer to Ray and PNWC:**

Aside from the Pacific Northwest Rail Corridor project, which aims to add frequency and reduce passenger train travel times between Vancouver, BC, Seattle, Portland and Eugene, there are no plans at this time for passenger rail service south of Eugene to points such as Ashland. However, the State did subsidize for a while operation of an Amtrak Thruway bus from Ashland to Eugene that connected with corridor services. The bus was discontinued because of low ridership but there is another Thruway bus connection between Ashland and Medford and Amtrak's Seattle-Los Angeles "Coast Starlight" at Klamath Falls.

The rail mileage between Portland and Ashland, 342 miles, exceeds what would be commonly considered appropriate for commuter train service. Theoretically, this might be a potential market for high-speed intercity trains and a logical southern extension of existing corridor services. In reality, the existing 19<sup>th</sup> Century alignment of the 218-mile Eugene-Ashland rail line entails heavy grades and much curvature and is not conducive to fast operation, unlike I-5 which parallels the line much of the way. To compete and attract passengers, a rail service in this corridor would have to match or beat travel times possible on the Interstate. Certainly, the earth moving technology necessary to straighten, shorten and reduce rail line gradient exists. It is a matter of how much it would cost and how to pay for it.

One commuter rail project that is underway in Oregon plans in the fall of 2005 to begin running 32 trains per day between Beaverton and Wilsonville on branch line trackage that is otherwise freight only. A significant amount of capital is to be invested in upgrading existing track on this route to handle fast and frequent service. There already is talk of

extending this service as a commuter operation south of Wilsonville to Salem once it is up and running. The track involved is separate and apart from the Union Pacific trackage between Portland and Salem currently included in the Pacific Northwest Rail Corridor intercity interstate trains.

There has long been local interest in the Rogue Valley for installing commuter service between Ashland, Medford and Grants Pass. In June 2001 the "Southern Oregon Commuter Rail Study" concluded such service was feasible but would, depending upon which of several options was selected, entail initial capital costs ranging from \$38 million to \$91 million and incur annual operating costs ranging from \$3.5 million to \$7.6 million. Projected ridership estimates ranged from 475 to 850 daily, which is rather low in comparison to the immense investment required. However, interest in commuter rail continues to be voiced in the area.

Bob Melbo, ODOT Rail Division

An interesting development with the internet is, of course, international communication. For example, one person promoting the idea of improved passenger service in the Siskiyou Pass area is Hans-Joachim Zierke of Germany. He has built an entire web site about possibilities with this line using the absolute latest technology available, assuming that it would be possible to use such technology in North America. He also has some very interesting points about the differences between the modern rail scene in Europe and North America. For example, one reason why Europe has developed systems of relatively high speed standard freight lines is that in Europe a huge portion of the slow inexpensive freight is moved by waterway. This basic difference between how the railroads are used between the two continents is only a start.

[http://homepages.teuto.de/zierke/shasta\\_route/](http://homepages.teuto.de/zierke/shasta_route/)

**On the Roll in the Wallowas**, by Arlen Sheldrake

After nearly six years of slumber, a 96-year-old rail line echoes to the rumble of steel wheels on steel rails as trains reach into the heart of the Wallowa Mountains once more.

Service returned to the outer end of the former Union Pacific branch line Aug. 5 as an Idaho Northern & Pacific locomotive pulled out of the Wallowa Forest Products sawmill near Wallowa, en route to



Elgin with two carloads of lumber.

The restored operation is the result of efforts by Union and Wallowa Counties, working with the State of Oregon, to revive service on the outer end of the line between La Grande and Joseph.

IN&P, which purchased the branch from UP in the early 1990s, continues to serve the portion between La Grande and Elgin. It will operate and maintain the county-owned section for the first year.

The two northeast Oregon counties completed the sale May 20 after more than a year of discussions with IN&P and its parent company, Rio Grande Pacific Corp. of Fort Worth, Texas. The counties bought it with the intention of hauling freight and operating a passenger excursion service. They paid \$6.5 million for the line.

The sale included two diesel locomotives and assorted rolling stock: three passenger coach cars, a baggage and generator car, a 60-foot flat car, a snowplow, and several maintenance-of-way vehicles.

Negotiations to acquire the line were not without controversy. About a year ago, IN&P had contracted with Klamert Salvage Co. of Montana to remove 45 miles of rails and ties. Wallowa County halted this move by denying Klamert a permit to do the work.

Edward M. Berntsen, president and general manager of Lewis and Clark Railway Co.

in Battle Ground, Wash., served as consultant for the counties. He pointed out that despite its inactivity, the track remained in good condition.

A direct rail connection means that Wallowa Forest Products no longer has to deliver lumber products 90 miles to Baker City by road for trans-loading onto rail cars. The company expects to ship 12 to 15 carloads each week.

The ability to haul bulk loads of logs and lumber could revitalize the sawmill industry in Wallowa County and help revive the local economy. The county, with just 7,100 residents, has a jobless rate around 17 percent, the highest in Oregon.

A Joseph Timber Co. sawmill in Joseph is shut, idling 80 workers. The Wallowa Forest Products mill employs 65 workers but could provide 80 jobs. Both could operate at full capacity if the railroad can haul logs inexpensively into the county and haul the finished lumber out.

Excursion trains on the line, which skirts the north edge of the remote Eagle Cap Wilderness area, could

become another important income source. Nearly one million tourists visit the region each year, and even if only 10 percent of them took the rail excursion, that is still about 100,000 riders. Local interests are planning several excursions for the fall season.

The counties are counting on \$2 million in lottery money appropriated by the Oregon Legislature to finance acquisition of the line. County officials have signed a promissory note held by IN&P for the remaining \$4.5 million but are not required to pay on the interest or principal for a year.

The state Office of Economic and Community Development has verbally agreed to guarantee the payment if the counties run into difficulty. Meanwhile, the counties have sought additional funding from the state, as well as from the federal government and private sources.

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### **PNWC-NRHS Membership meeting minutes For July 18 unavailable due to Trainmaster editor absence.**



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

**Attn.: Trainmaster Editor**

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**<http://www.pnwc-nrhs.org>**

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Darel Mack (503) 723-3345

**T-M Deadline:** 20<sup>th</sup> of previous month on most months. Was 15<sup>th</sup> of the month for August Issue due to absence of Editor.

**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 our Organization is available.**

**\$35 total - \$15 for Chapter, \$20 for National**

**Committee Chairs**

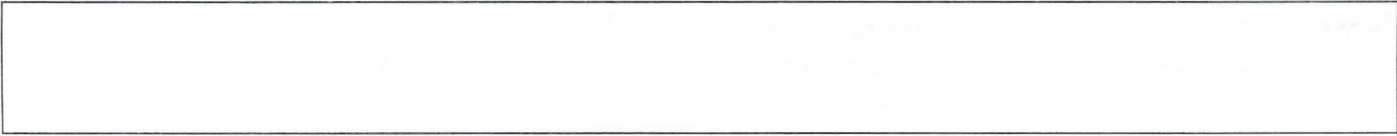
**Activities:** Ron McCoy 503.244.4315  
**Meeting Programs:** See *Vice President*  
**Concessions:** *Vacant*  
**Car #76 Restoration:** Keith Fleschner, 503.632.0267  
**Excursions:** Al Hall 503.699.5042  
 Janet Larson 503.253.7436  
**Car Host:** Darel Mack 503.723.3345  
**Finance:** See *Vice President*  
**Library:** Irv Ewen 503.232-2441  
**Membership:** Maxine Rodabaugh, 503.253.4241  
**Museum:** Glenn Laubaugh, 503.655.5466  
**Public Relations:** Gerald Schuler, 503.285.7941  
**Memorial Funds:** Gerald Schuler, 503.285.7941  
**Rolling Stock:** vacant, contact Arlen Sheldrake  
**Chief Mechanical Officer:**  
 Peter Rodabaugh, 503.771.8545  
**Car Rental Agent:** Bob Jackson, 503.231.4808  
**Safety:** *vacant*

**Chapter Officers**

**President:** Arlen Sheldrake(01.02.03) 503.223.7006  
**Vice President:** David Van Sickle ('02, 03)  
 503.297.3807  
**Treasurer:** Alan Viewig ('03) 503.228.8655  
**Secretary:** Jim Long ('03) 503.313.7382  
**National Director:** Gerald Schuler 503.285.7491

**Chapter Directors-at-Large**

**Dean Petshow** (01.02.03) 503.359.9453  
**George Hickok** (01,02,03) 503.649.5762  
**Chuck Bukowsky** (02,03,04) 503.284-7277  
**Darel Mack** (02, 03, 04) 503.723-3345  
**Al Hall** (03,04,05) 503.699.5042  
**Bob Jackson** (03.04,05) 503.231.4808  
**NRHS Regional Vice President:**  
 Gerald Shuler, 503.285.7491  
**Chapter Rep., Oregon Rail Heritage Foundation:**  
 Arlen Sheldrake 503.223.7006



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