



THE WHITE CITY TERMINAL RR

by Tony Johnson

Welcome to Souther Oregon. I myself am a San Francisco native and retired in 1994 after living in Santa Cruz.

The WCTU traces its roots back to the US military in the days of WWII when the Army established a military training camp in the Agate Desert, about nine miles north of Medford. Established as Camp White, the base was equipped with a railroad to move needed troops and supplies, so the Army's Quartermaster Corps assigned a small steam-switching locomotive to Camp White.

When troop trains or supplies arrived at Medford over the Southern Pacific Railroad, the trains were then operated to Camp White over the Medford Logging Railroad. At Camp White the military locomotive would move the trains around a loop track inside the base. After the trains were unloaded or loaded, they ran back over the logging railroad to Medford and then movement via SP.

After the war was over the camp was deactivated and the cantonment area of Camp White became the Medford Industrial Park. Many of the military buildings were either dismantled and sold as used building material, or were moved intact around the Rogue Valley having been sold at auction. The name of the camp was changed to White City and the army hospital underwent a major rebuild, and is today the Department of Veteran Affairs Domiciliary.

The development of the industrial park grew as heavy industry established plants in the area. These plants required railroad service and so a shortline railroad by the name White City Terminal & Utility Railroad (WCTU) was established. Initially the railroad used two small Plymouth gasoline-powered switching locomotives to move cars on its 13 miles of industrial tracks, but they proved to be grossly under powered and a pain in the butt to operate!

In 1962, the Medford Logging Railroad

was shut down for good but this didn't leave the WCTU without an outside rail connection because back in 1951 Southern Pacific built a 5.9-mile branch from Tolo to White City. Known as the White City Branch this became the route where SP trains interchanged directly with the WCTU.

In 1974 the Union Tank Car Company purchased the WCTU. The new owner began replacing some of the lightweight and obsolete trackage and also shopped around for locomotives to replace the two worn-out Plymouth locomotives. The WCTU shopped around and found the ideal locomotive for their railroad - a locomotive designed for such a railroad as the WCTU - the General Electric 70-ton diesel switcher.

Southern Pacific once owned 21 of these 70-ton models and used many of them on their branch line operations in Oregon. In the 1960s, after years of constant use, SP began to retire and sell off their 70-tonners. Two of them, SP5117 and SP5119, were acquired by builder General Electric and moved to their Oakland, California, service plant.

In 1966 General Electric sold 5117 to WCTU. It wasn't until nine years later that WCTU got around to acquiring their second 70-tonner, and there is a little story behind it.

In 1967 SP retired 70-ton locomotive SP5119 and sold it to GE. For nearly 10 years it sat nearly forgotten next to SP's Oakland (CA) Passenger Car Yard, a short distance from GE's service facility there. For most of those years it sat coupled to a retired US Navy military locomotive until it was sold to WCTU. For a short period of time it operated in White City in SP paint but with WCTU lettering.

Today those same two 70-ton WCTU locomotives are in sad shape. The 5117 had a major overhaul but the mechanic didn't know how to time the old Cooper-Bessemer prime mover and did a lot of damage. The 5119 is currently the standby engine to WCTU's ex-RF&P SW1200. WCTU says

Timetable #493

Membership Meetings:

Usually the 3rd Friday, at 7:30 PM, at the St Mark's Lutheran Church, at 5415 SE Powell Blvd, Portland. Please arrive early since the main door gets locked at 7:30 and then you need to find the stairwell to the basement on west side of church.

Next membership meetings:

September 19 - October 17

Board Meetings:

Usually 8 days prior to regular membership meeting, on Thursday nite, at Union Station on 2nd floor in room 208, at 7:30 PM.

Lending Library:

Usually open the day after the membership meeting, on a Saturday between 1:30 and 4 PM.

they have another SW- unit that will be shipped to them soon.

CORP serves WCTU five days a week from Medford, with departure from Medford around 2 PM.

If you are looking to meet more railfans in the Medford area, a bunch of us locals meet on the 2nd and 4th Fridays of the month and show slides and videos inside the Rogue Valley Model Railroad Club's building at the Medford Railroad park. We meet a 7:30 PM.

I am the Treasurer of our NRHS Chapter (Souther Oregon Chapter) and we also have regular meetings at the same building on the 2nd Tuesday night of the month at 7:30 PM. Currently I am working on the restoration of the SP caboose at the park and helping out in the rebuilding of Medco No. 4 - 1925 built Willamette logging locomotive.

THE PRESIDENT'S MESSAGE & UPDATE

by Arlen Sheldrake

Congratulations to the **Southern Oregon Chapter** (Medford), NRHS, for their award of \$1,000 toward the restoration of SP caboose #1107, built in 1942. The NRHS on July 4th awarded eighteen Railway Heritage Grants totaling \$30,000. This grant money comes from member contributions.

The City of Portland has been awarded \$1,484,179 in Transportation Enhancement funds to fix immediate **Union Station** problems associated with water infiltration and protection of the building's historic fabric due to deterioration. Tasks proposed are the highest priority projects identified in a comprehensive preliminary engineering report completed for the building in 2001. Those Federal funds will be available in 2006. A local match of \$169,871 is needed. Specific project tasks:

- Replace the low slope roof diaphragm at the baggage area and at Wilf's restaurant.
- Replace the low slope roof at the shop area and at Wilf's restaurant.
- Replace the flat roof over the baggage area and at Wilf's restaurant.
- Provide stone patching and preservation of the exterior masonry at the exterior wall, clock tower, and chimneys as needed.
- Repair loose balustrades at the tower balcony.
- Repair existing historic doors and provide new historically sensitive replacements.
- Provide exterior repairs to awnings, metal and carpentry work, paint and sealants.
- Provide interior finishes at public spaces as needed including travertine, terrazzo flooring, plaster, carpentry, door, and paint repairs.
- Anchor marble veneers over two window locations at main concourse.

Stay tuned as the work to obtain the locate match money develops.

Nice segment July 13th on Channel 6's *Northwest Illustrated* on **Doyle McCormick's** lifelong love of trains and recent Union Pacific retirement. Nice work by Ray Sommers and Dale Birkholz. Another segment covered driving some of the abandoned Milwaukee Road near Avery, ID. Dale is one awesome photographer and also a PRPA member.

If you want a beautiful 2004 calendar, PRPA is now selling the **SP&S 700 Big Sky by Steam** calendar. Lots and lots of beautiful pictures with historical notes on significant dates in SP&S history. Most pictures are from the 2002 Montana Rockies Rail Tours *Montana By Steam* excursion. Purchases can

be made via their web site: www.sps700.org. Or send \$15 plus \$2 S&H for the first calendar, \$1 for each additional, to: PRPA Concessions, 23440 NW Pubols Rd, Hillsboro OR 97214-9349.

On July 17th I had a very enjoyable and informative lunch and conversation with Jim Larson, President of the **Great Northern Railway Historical Society**. Jim was on a trip to Oregon from Minnesota to visit people, friends, and the ex-GN 2350 / BCR-31 RDC now owned by ODOT and part of the Lewis & Clark Explorer train consist. Jim's tour of the RDC found very little evidence that the RDC was of Great Northern heritage. Thanks Jim also for the copy of reference sheet #313, June 2003, titled: *Great Northern's Internationals, "A Snappy Diesel-Powered Train" for the Pacific Northwest*. This very informative document is being added to our archives. As noted on page 8, our Red River #1147 (now Chapter coach #6800) was the first of the *International* cars delivered on April 26, 1950.

On July 14, 2003, a contract was completed with the **Port of Tillamook Bay Railroad** to lease our coaches 6200 and 6800 for their excursion season. First use was July 26th for a Wheeler to Timber run with George and Kimberly Hickok as the on-board mechanical crew. Our relationship with the POTB continues to be very positive for both entities. More information on their trips: 503-842-8206 or 800-685-1719 or www.potb.org.

During the April 2003 visit to Portland of the **Holland America HALX 1050 & 1051** new bi-level dome cars headed to Alaska, member (1967) Irv Ewen received for the Chapter from Holland America a Bachman HO model Budd Super Dome WTM 553 item #71649. We thank Holland America for this donation.

On July 21st the Oregon Rail Heritage Foundation Board reviewed the results of the June 27-28 **Springwater on the Willamette Trail** grand opening celebration. The Board concluded that both of the goals were accomplished:

- 1) public outreach and awareness of our mission, and
- 2) realize a profit.

The many, many hours of planning, and hundreds of volunteers, gave approximately 4,000 train riders and 7,000 event attendees an event to remember. The event also proved that the seven ORHF member organizations along with METRO and the Oregon Pacific

Railroad could work well together and deliver a successful major project. The Chapter volunteers who worked this project are thanked again for helping make this happen: You were part of a major Portland historic event.

The July 24th issue of *Beaverton Valley Times* had an article, "Rail Plan Might Set Industry Standard," reporting among other things that the kind of rail car most likely to be built for the **Beaverton-Wilsonville Commuter Rail** will set the standard for similar rail projects in the future. Two North American companies, Bombardier Inc. of Montreal, and Colorado Railcar Co. of Ft. Lupton, Colorado, are the only two rail car manufacturers geared up to produce the new type of vehicle. On July 23rd the TriMet board of directors decided to exempt the rail car purchase from the state's traditional low-bid process. Instead, the board will write a set of qualifications and criteria that rail car manufacturers will have to meet to sell vehicles to the agency. With TriMet's experience in finding and building light-rail, trolley, and streetcars, they feel the staff expertise exists to develop these specifications. TriMet wants to buy four two-car sets of the new rail cars. TriMet is also talking with Triangle Transit Authority in Raleigh-Durham, NC, about a joint purchase agreement. Triangle Transit received federal approval in February to design a 35 mile commuter rail line connecting parts of the North Carolina cities. TriMet is waiting for word on the project's rating, which could determine if it gets in line for scarce federal funding. That decision could come in September. After that it might take another several weeks for final design approval. Beaverton-Wilsonville operations are targeted for a 2006 startup.

In addition to the excellent poster, ODOT in July added a neat \$5 lapel pin to their **Lewis & Clark Explorer** on-board concession sale items. Operations for 2003 are now scheduled to continue through September 15th. Tickets are available from Amtrak.

The **Sixth Avenue** extension project began August 4th and is scheduled for completion in early December, 2003. This is the project that extends 6th Avenue around the front of Union Station, under the Broadway Bridge, and connects with Marshall, and then NW 9th. This will eliminate the apparent dead end in front of Union Station and should improve circulation. Also being constructed and scheduled for completion in May, 2004, is a 5-level parking garage north of the station.

MORE →

continuation of PRESIDENT'S MESSAGE

With the completion of the parking garage, assigned free parking slots for tenants, including the Chapter, will be history.

During an interesting conversation August 3rd with Mark Reed, interim CEO of the Forest Discovery Center, he indicated that a contract has been signed to construct **Peggy's** permanent display home. Construction began August 5th with completion in three months.

With sadness we note the passing of member **Theresa Molohan** on July 24th at the young age of 44. Our condolences to Theresa's companion Ken Peters.

For those that missed it in the April issue, the address for member (1964) **Chuck Storz** is 5017 SE 45th Ave, Portland OR 97206. His e-mail address is: cwstorz@juno.com. Chuck would welcome your visit or note.

Thanks to all who helped our Interim Concessions Chair Al Hall put together and operate an excellent booth during the two weekends of the **Great Oregon Steam-Up** at Antique Powerland Museum; great location, good materials, excellent Chapter public relations, and good income. Antique Powerland Museum just keeps getting better every year. Mark your calendars now for the last weekend in July, first weekend in August, 2004.

And following on the heels of a successful **Great Oregon Steam-Up** comes the **2nd Annual Fall Festival** at Antique Powerland Museum on October 5th and 6th, from 10 AM to 4 PM. Activities for the whole family are being planned. More information: www.antiquepowerland.com.

How about that 10-page August issue of **The Trainmaster!** Very nice work by our Editor Glenn Laubaugh as he also prepared to depart for a three-week mission to Africa. Thanks to Ron McCoy and Joe Harper for contributing excellent articles and thanks to our distribution team of George Hickok, Darel Mack, Maxine Rodabaugh, and Janet Larson for getting the issue into our mailboxes. I'll bet you have something interesting that is railroad related to share. If you need typing help, let me know.

Congratulations to our own **Gerald Schuler** (member since 1984) who had been nominated for the 2004 position of NRHS Northwest Regional Vice President. Gerald is currently filling this position and is also the Chapter's National Director.

CONFESSIONS OF YOUR MIS-SPENT TREASURER - also known as Alan Viewig

So you might be confused why Alan Viewig has been given some print space here in your *Trainmaster*, but you could have had your own chance to remind people that had you voted you would have voted Libertarian. Oops, wrong story. But don't blame me.

For some of you who read this you might not know that currently I serve as the Chapter's Treasurer. Of course when I show up with a new car you might want to run yourself in the next election for some sort of an officer type role in the Chapter.

We have some fixed fees and each month we need about \$3,000 to cover those expenses.

Back when we were in the "business" of trying to run money making excursions, we would rent a train from Amtrak and advertise where we were going to go, sell tickets, and hope and pray that it would all work out.

For some strange reason we can not get the Amtrak folks to commit to us at least six months out that they will rent us a train.

If you can't advertise the excursion, and advertise it a long way before the wheels roll, you might not sell out all of the seats.

We need a long advance time to run some ads in the rail fan magazines to try and get

some other folks to fill those seats.

To pay us for the risk of setting up such an excursion, the Chapter has to walk away at the end with a good sized profit.

Look at how many of us have to volunteer to make sure the trip runs smoothly.

My idea is that we need to have a net profit; yup, the real bottom-line-NET PROFIT, of \$15,000 per day for any major excursion we get into. So on a two day trip, a typical trip, should improve our treasury by \$30,000, or IT AIN'T REALLY WORTH THE RISK.

If we cannot raise funds from excursions, we have to sit down and talk about how we will meet our annual costs - around \$36,000.

Yes, we need \$36,000 or so every year to run the Chapter.

So, logically the Chapter Library has been instructed to fairly price the excess books we have in our possession and sell them off.

At the Steam-Up (where about twenty real steam-puffing TRACTORS are fired up) in July, Al Hall led a group of Chapter folks to sell off some of the surplus / excess books.

I walked by the Chapter's display and a used book caught my eye: The History of Port-

land's Union Station. I thought maybe it was my own copy, so I stopped to page thru the book. It is a book about the Union Station in Portland MAINE. And, I am friends with author Joseph Pallotta's, son.

Well, much to my surprise, inside the book was a personal letter from the author to someone named Jack. It appears Jack then donated the book to our Chapter, and because it is a duplicate, the book was for sale.

The letter from the author ended with the words: "My son Joe writes and trades post cards with a Mr. Al Viewig the editor of *The Trainmaster*." Hey, the letter was dated back in February of 1985. And there is was on the dusty grounds of the Antique Powerland Museum down by Salem in 2003.

(Yes, I grabbed the letter out of the book and no, I did not buy either the book or pay for the letter.)

Anyway, wish the Chapter well in their attempt to manage our cash flow, control our library collection, and give us all a chance to make friends and explore the history of rail.

Thanx for letting me sit in as Editor for this issue. /s/ ALAN VIEWIG

NATIONAL BOARD REPORT - JULY 2003

Report of the Baltimore Meeting by GERALD SCHULER - our favorite traveler

The July 4th National Board meeting at Baltimore (the final event of the annual convention) was opened by President Greg Mollo, followed by the invocation given by Bob Terhune. The minutes of the April 3, 2003, meeting in Richmond, Virginia, were approved as mailed. Next, Bruce Hodges named several new National Directors who were elected to the Board. Greg asked anyone who was attending their first Board of Director's meeting to stand and introduce themselves. Greg nominated Barry Smith to take the Vice President position vacated by Bob Pinsky's death. Greg asked Barry to come forward to be introduced. Then Greg asked for a motion to formally elect Barry as Vice President. The motion passed unanimously.

Greg started his report by congratulating the B & O Railroad on its 175th Birthday today. Then he thanked the Washington DC Chapter NRHS and R&LHS for doing an excellent job of hosting this Convention. He did not know of any Convention where the host group had so many adverse circumstances in terms of security, insurance crisis, economic recessions, and reduced tourism. Despite all that adversity, the Washington DC Chapter and the R&LHS Chapter did an excellent job and he commended them for it.

Greg recently appointed Mike Bettiol to the position of Director, Membership Records. Mike had been the Acting Director under Bob Pinsky. The Queen and Crescent Chapter has recently reorganized and gotten several new members, so they are again active. The SE Texas Chapter has been placed on inactive status. We may have to deal with that in the Fall meeting. The Regional VP Position for the Coastal Plains Region is now vacant. The Chapters have been notified but no candidate has yet come forward. The winners for the 2003 Grants Program were listed on a form that had been distributed. There were 59 requests for a share of the \$235,000 that was to be given out. There were more requests than the previous total since the program began in 1991. Greg asked for more donations so this program can continue.

Larry Eastwood, Sr. VP, gave his officer's report. He is looking for someone else to take over publishing the NRHS News. Membership Awards activity has been on hold due to pressure of work activity. After RailCamp is over he will resume working on Awards for Chapters who have not yet heard from him. Jim Andrisen, VP Public Rela-

tions, thanked us for our encouraging comments for the advertisements he has placed in various magazines. He is proud to have had the exposure in "Classic Trains" Baltimore & Ohio issue to coincide with this convention. He is hopeful this will bring in some new members. One of the latest is a "Trains Trackside Guide" available through "Classic Trains." He encouraged everyone to support these publications. A few new things are going ahead on Membership Development. Mike Bettiol is working to bring in more members. He is encouraging Chapters to contact drop-outs to get them to renew. He urged an Annual Awards ceremony to recognize certain members. He is very encouraged with the Student Membership classification and suggested Chapters follow through on this. Jim has prepared a press release listing the winners of the Railway Heritage Grants.

Next, Bob Heavenrich, the Comptroller, reported for himself and also for Dick Billings, the Treasurer, who was unable to attend. He explained his published report which had been distributed. Dues income is not quite as good as it had been. Interest income is likewise down due to lower interest rates. Some 80% of the members belong to Chapters.

Jeff Smith, Bulletin Editor, was next. Issue #5 is currently at the printers.

Next, Jim Lilly, Director Internet Services, reported. He expects to have a number of articles in the web. What he really would like is for members to provide him with information to print, such as various Society initiatives, Chapter information, RailCamp, etc.

Frank Ackerman's report on the Trails and Rails program supported by the Park Service, was given by Joe Williams. This is an ongoing program in the Northeast, which he hopes to expand. He feels the people volunteering their narration on trains can be an excellent opportunity to recruit members to NRHS. One comment was that the effectiveness of this type of historic narration is dependent upon the schedule of the train going through the area at a suitable time.

Joe Heffron, Finance Committee, reported the budget request letters were sent out in June. So far response has been poor. Those who have not responded should do so by July 25th. The Finance Committee will meet at Headquarters in August to put together the budget for the next fiscal year.

Martin Swan, Emblem Sales, has some new merchandise which has been selling well. He now has an assistant, Dave Baniewicz.

Wes Ross suggested we all look at the NRHS News that will be included in the next Bulletin. That will have a list of all the rail oriented tourist activities, museums, etc., that will give a discount to NRHS members. He apologized for the late timing. He urged Chapter Newsletter Editors to copy this information and publish it in their respective Chapter Newsletters.

Wes Ross is also the Operation Lifesaver program coordinator. He said this is a very worthwhile national program and he would like to see more Chapters get involved in it. He would also like to see some input from headquarters about the statistical report showing that there is a decrease in grade crossing accidents. Unfortunately there is an increase in railroad trespassing fatalities.

Ed Thornton, Director Chapter Development reported that since the spring meeting he has received inquiries about the possibility of forming Chapters from Oakridge, Oregon; Roseburg, Oregon; Spirit Lake, Idaho; and Colorado. He has yet to receive any response from his replies to these groups.

Next, Lynn Burshtin, Office Manager, gave her statistical report on Membership records. The 2004 renewal timetable will be starting soon. She spends much of her time identifying membership problems and working on solutions. She is updating the format of the Chapter Information Report. Greg reminded delegates that memberships expire on December 31st, not April 1st. The April date is the end of the grace period. Lynn has recently processed some 2002 renewals that had just been received by the National Office.

Larry Eastwood reported on the Rail-Camp program. There are 25 male students and 3 females signed up from 13 states including two for the first time: Vermont and Wisconsin. Of the 28, 13 are being sponsored by NRHS Chapters; 1 by the Rail Passenger Alliance; and 1 by a Scholarship from Rail Race Magazine. This year the Gerstung Educational Fund is sponsoring a camper from Indiana. We have a full complement of counselors, including three former campers.

There were no new Chapter Charter requests.

MORE →

continuation of NATIONAL BOARD RPT

John Fiorilla gave a report on the Alcoa Historic Photo project. He hopes that by October they would be able to settle the problem, otherwise they may have to file a lawsuit.

The nominating committee report for 2004 officers was given.

The Audit Report for 2002 was included in the notice of meeting package. It was voted to approve the audit report.

The proposed Promotional Membership category was discussed and voted to be on the agenda for the fall meeting.

Greg read Mike Bettiol's report on Membership Development and Membership Records. He was appalled at the number of persons who failed to renew several years ago. Mike has designed a packet to achieve the following goals: recover members, identify deceased, identify bad addresses, obtain feedback, and clean up membership reporting. Membership records now lists ideas for future planning and retrieving lost members. The results of this effort have been very encouraging.

Carl Jensen referred to an enclosed statement from the Grand Canyon Chapter about the 2002 Convention. It was attended by 850 persons. The National Convention Committee reviewed the report and determined that it was in order. The Chapter's final income was \$11,054. A proposed change in the National Convention Policy permitting ads for

an upcoming Convention to be placed in the Bulletin and other NRHS publications was approved. Carl asked the members of the Convention Committee to stand and receive thanks for all of their hard work. One of the items of frequent discussion has been the pre-convention registration. In the past, about 70% of the pre-registered members attend the Convention. On May 30th this year, only 35% of the pre-registrants had signed up for any activity. That was an item for much concern. Consequently they sent the balance of the registered members a survey questionnaire. Over 600 replies were returned. There were three categories of response: not coming, not sure, and coming anyway. The predominant reason for those not coming was because of the cancellation of the Fair of the Iron Horse. The second highest reason was because of no steam trips. Roughly 3/4 of the response was from persons age 50 or older.

Bob Bitzer, Chapter Chairman, reported they had 1154 prepaid registrations, with 125 registrations arriving after the deadline. Some 47% of the registrants purchased some excursion or activity. That is still far below the usual 70-75%. Additionally there was almost \$24,000 in public sales. Had they not gone to that, the Convention would have been in very poor financial condition.

There was approximately \$276,000 in NRHS and R&LHS sales, or just short of \$300,000 total. They did process 4,161 tickets. The final figures are not yet in. They did everything they could to keep the costs

down. He thanked everyone for coming and said it was a great convention.

Then, Carl introduced two from the Minneapolis 2004 Convention: Martin Swan and John Goodman. The pre-registration forms are out. They are planning some good activities. The Convention starts out with the Minnesota Zephyr Dinner Train on Tuesday evening. Other trips will be on Wednesday, Saturday, and Sunday. UP Steam is anticipated, plus the Canadian National and Wisconsin Central trips. The Board meeting will be on Friday.

Arlen Sheldrake told about the '05 Convention in Portland. He stated that we have beautiful scenery, great mass transit, the 50th Anniversary of PNWC, no general sales tax, a \$99 plus tax hotel rate, and possible excursions with ex-SP 4449 and ex-SP&S 700.

Carl closed this session by appealing for a Chapter to host the 2006 Convention. For those Chapters that are reluctant to host because of the difficulty of arranging for a steam trip, he repeated a statement he made in 1977 that the day would come when there would be NO steam trips at our conventions.

The next Board of Directors meeting will be October 17-19 in Ronkonkoma NY..

After a few announcements and the Benediction, the meeting was adjourned.

GERALD SCHULER
National Director for PNWC &
Northwest Region Vice President

JULY MEMBERSHIP MEETING MINUTES

PNWC-NRHS

Membership meeting minutes

July 18, 7:30 pm

Chapter President Arlen Sheldrake called the meeting to order at 7:30 pm, and led the membership in the Pledge of Allegiance. New member Tony Hoard was welcomed, as was guest Gary Daniele.

Ted Ahlberg moved that the minutes from the June membership meeting be approved as published in the July Trainmaster. Leonard Morgan seconded the motion, and the motion passed.

Treasurer Alan Viewig presented some handouts showing recent payments and the Chapter's remaining account balance. He reported that the Wheeler and Astoria trips are all but closed out, with Wheeler bringing in strong revenue, and Astoria just barely breaking even, as expected.

Al Hall recapped the recent success of the "West to Wheeler" excursion, and read a letter from the Vanguard Charitable Endowment Program which accompanied a generous donation to the Chapter, and which wished the Chapter "continued success" in future Chapter operations.

The Archives committee had nothing new to report.

The Membership committee needs a chairperson. Interested individuals should contact Arlen at 503 / 223 - 7006.

Ron McCoy presented the Activities Committee report, recapping the recent Astoria Line trip. Ron is planning a Chapter picnic, and presented some options for a show of hands. The members present chose to have Ron pursue an excursion on the Mt. Hood Railway combined with a potluck picnic. Ron brought up an invita-

tion from Jim Davis to see his railcar collection, including the restored Santa Inez. The members in attendance showed interest in pursuing this as a future Chapter activity.

Arlen reported that two Chapter cars had received major graffiti damage, with minor damage on a third car, and that a police report had been filed. Keith Fleschner added that the graffiti has been painted over, albeit with a slightly off shade of the original paint. Keith renewed his request for volunteers to assist with basic restoration tasks (cleaning, scraping, painting, etc.). Work times are flexible. Contact Keith at 503 / 332 - 0267 or keithfleschner@msn.com.

Arlen presented a Rolling Stock report, and said that Chapter cars 6200 and 6800 performed well at the "Springwater on the Willamette" event in late June. Thanks to George Mickelson, George Hickok, Pete Rodabaugh and Keith

continuation of JULY 18th MINUTES

Fleschner. Right after Springwater, the cars went to Brooklyn Yard and on to Albany for the Portland & Western's Employee Special excursion from Albany to Toledo and return. The Chapter equipment and car hosts/mechanics made a good impression with the P&W.

Arlen announced that a new Port of Tillamook Bay lease agreement has been reached for POTB's 2003 season. The Chapter will have another free pull from POTB to operate an excursion. Kerrigan Gray commented that due to previous excursions selling out, the Chapter should consider finding more revenue cars to operate.

The Concessions committee also needs a chairperson. Al Hall reported that the Chapter will have a booth set up for the APMA Steam-up July 26-27 and August 2-3. In addition to PNWC memorabilia, the booth will be selling APMA buttons and giving out APMA membership information, prominently located by the main entrance. Volunteers were solicited to help staff the second weekend.

Chapter elections are rapidly approaching for 2004, and volunteers are needed for the Nominations Committee. Contact Arlen if interested.

Trainmaster editor Glenn Laubaugh is on

a mission, and the September Trainmaster will be edited by our own Treasurer Alan Vicwig. The usual deadline of August 20 will still apply.

Gerald Schuler reported on the recent 2003 NRHS Convention in Baltimore, Maryland. Olive Schuler, Arlen Sheldrake and Chuck Bukowsky also attended. Gerald said that attendance was slightly down, due to the unfortunate damage the B&O Museum sustained last winter, but the convention still featured many interesting seminars, banquets, movies, and trips.

Arlen noted that the September Trainmaster will feature a flyer which advertises Gordon Zimmerman's new book. Part of the proceeds from sales generated by the flyer will benefit the Chapter.

On the subject of the Chapter's 2005 National Convention, Arlen reported that DoubleTree Hotel legal staff is reviewing the hotel contract.

Arlen thanked all the volunteers who helped make the Springwater event a success. Two heavy steam locomotives operating a homecoming excursion inside the city limits was a major undertaking, and the event came off a resounding success. Ted Ahlberg commented that ticket sales were brisk.

Other business included:

- Arlen's sample of the 2004 PRPA calendar looked nice, with good content, professional layout and quality printing.
- Ted Ahlberg displayed a 1928 Southern Pacific timetable and pictures of the final revenue trip to Seaside over the Astoria line in 1952.
- Al Hall thanked Leonard Morgan and Laura Hogsett for raffle prizes donated for the POTB Wheeler excursion.
- Gerald Schuler's program featuring a video of the 2002 Williams, Arizona NRHS Convention was postponed to a future meeting.
- John Willworth brought some excellent books from the lending library on topics such as Great Northern steam, the Milwaukee Road, the UP Challenger, and Sherman Hill.

The meeting was adjourned at 8:27 pm.

Respectfully submitted,

Jim Long, Secretary

AUG MEMBERSHIP MEETING MINUTES

PNWC-NRHS
Membership meeting minutes
August 15, 7:30 pm

Chapter President Arlen Sheldrake called the meeting to order at 7:30 pm, and led the membership in the Pledge of Alliance. No guests or new members were introduced.

Due to the early cutoff date for the August Trainmaster, there were no membership minutes to be approved.

Alan Vicwig presented a brief Treasurer's report noting some concessions income from the APMA Steam-Up, and a donation from Mark Lembersky. Alan said that month-to-month expenses are still exceeding average monthly income, and hinted that donations of any amount to help defray expenses would be welcomed.

Al Hall talked more about the APMA Steam-Up, and thanked the many volunteers who played a part. Sales of APMA items went well, and the Chapter's concessions also did very well. Al also thanked Chuck McGaffey and Bill Hyde of the archives committee for fast, last-minute work to make surplus and duplicate archive books and magazines available for sale at Steam-Up.

Chuck McGaffey then took over for the

Archives committee report, and informed the members that the remaining inventory of surplus books and magazines was on-hand for purchase by members in attendance. Chuck had a special gift for Roger White which was found in the surplus books: the February 1945 issue of Russell's Official National Motor Coach Guide, listing timetables and route maps of nearly every bus line operating at that time. All members are welcome to stop by and peruse the surplus sale in Room 1 any Saturday immediately following a membership meeting. Irv Ewen of the Library committee mentioned that the August library host would be Gerald Schuler, who will staff Room 1 between 1:30 and 4:00 pm on Saturday, Aug 16.

John Willworth brought books for check-out from the lending library on the Union Pacific, Great Northern, Domeliners, and the Northwestern Pacific.

Arlen thanked Mark Reynolds for making some weblinks available for publication in the August Trainmaster where readers may find more information on the ex-Milwaukee Road Rail-to-Trail program in Idaho and Washington. Mark mentioned that he had recently returned from exploring yet another trail, the former Union Pacific route from Wallace, Idaho to the South end of Lake Cour d'Alene.

Arlen also extended a thank-you to Trainmaster editor Glenn Laubaugh and all the August Trainmaster contributors for an excellent issue, produced under shorter than usual deadlines. The September issue promises to be another memorable Trainmaster, compiled by stand-in editor Alan Vicwig while Glenn is out of the country on a mission.

In lieu of a Rolling Stock Committee chair, Arlen reported that the recently-signed Port of Tillamook Bay lease has the PNWC 6200 and 6800 cars out on the Tillamook Branch, one near the east end, and the other at the coast. POTB operated their first 2003 excursion using the 6800 on July 26. Thanks to George and Kimberly Hickok for making the trip to and from the coast to ensure that the Chapter cars ran well.

Last month's call for Nominations Committee volunteers went unanswered. Accordingly, Arlen delegated this responsibility to the Chapter Board at the August board meeting. Any members who wish to make a nomination for 2004 officer and board member elections may do so by contacting any board member. Jim Loomis stepped up to volunteer for the Elections Committee. More Elections Committee volunteers are needed to facilitate and oversee the election itself.

MORE →

continuation of AUGUST 15th MINUTES

Arlen mentioned that the ORHF is hopeful that movement logistics will allow the SP 4449 to be on static display again this year at the State Fair in Salem. Members who wish to volunteer to greet fair goers and talk about the 4449 and the ORHF mission should contact Arlen at 503 / 223 - 7006.

The 2005 Convention hotel contract has been returned by Doubletree and is under review by the NRHS National Convention Committee.

Arlen mentioned the current Amtrak Cascades funding crisis in the Oregon state legislature. Jim Long added that the Oregon House of Representatives has already passed a budget bill which denies all funding to Amtrak Cascades and Amtrak Oregon Thruway feeder bus routes. Members who support the Portland-to-Eugene Amtrak Cascades runs -- and Thruway bus service to connect smaller cities to the Amtrak network -- co contact their Oregon Senators in Salem and ask that they vote to fund the Amtrak Cascades and Thruway service. Amtrak Cascades service is the Oregon segment of the Federally-designated Pacific Northwest High-Speed Rail Corridor, and the Oregon Thruway connector buses are the only public transportation serving routes such as CoosBay-Eugene-Bend-Ontario, and Newport-Toledo-Philomath-Corvallis-Albany. Chuck McGaffey pointed out that the State House has found a sizeable appropriation for highways, but nothing for rail. Arlen mentioned that the Lewis & Clark Explorer runs are not affected by this funding, and have been extended by approximately two weeks, through September 15.

Activities Committee chair Ron McCoy gave an update on the September 6th Chapter picnic. Plans are to board the Mt. Hood Railroad in Hood River at 9:30 am, departing at 10:00, laying over in Parkdale for a one-hour lunch, and arriving back in Hood River about 2:50 pm. The

members in attendance chose a "modified pot-luck" format where each member attending will be responsible to bring their own lunch, and that those who wish to bring extra dishes to share with others are welcome to bring whatever they like. When Mildred Messmer asked about invited guests, Ron said that members may invite family members or guests to come along, but that RSVPs are vital so that Ron has an accurate head count. Sarah Ackerman asked about carpooling. Both Ron and Chuck McGaffey said that they are happy to coordinate with members who would like to carpool to Hood River. Ron mentioned that the MHRR has begun charging a nominal parking fee per car, which also encourages carpooling. Leonard Morgan suggested that Ron consider the option of chartering the MHRR's caboose (capacity approx. 35) for the event. Arlen thanked Ron for another thorough planning effort.

Excursion chairman Al Hall reported that the POTB lease means the Chapter will have at least one excursion next year, and there is a chance that there may be two. "Stay tuned," Al said.

Final numbers from Springwater estimated 4000 train riders and 7000 event attendees.

The Union Station 6th Avenue extension construction is underway. When finished, this project will extend NW 6th avenue to connect to NW 9th and Marshall.

The permanent display shelter for "Peggy," the Shay locomotive on display at the Forest Discovery Center (formerly the World Forestry Center) is under construction.

Arlen expressed the Chapter's sympathy regarding the passing of member Theresa Molohan.

Dave Van Sickle announced that the evening's program would be Roger White's video on the BC Rail "Whistler Northwind." September will feature Gerald Schuler's 2002 NRHS Convention Grand Canyon video.

Ron McCoy read a letter from member Joe Harper of Monterey, California thanking the Chapter for an enjoyable Astoria Line activity, and enclosing a generous donation.

Darrel Mack had lots of homegrown tomatoes to share.

Leonard Morgan, MHRR engineer, mentioned that a cab ride would probably be available during the Mt. Hood Railroad picnic. Several members hit upon the idea of raffling this off as a prize. Al Hall thanked Leonard again for the Mt. Hood Railroad tickets which Leonard donated to the May 31 POTB excursion raffle, and encouraged members to return the support by attending the September 6th picnic on the Mt. Hood Railroad.

The meeting adjourned to refreshments provided by Cora Ahlberg, followed by Roger White's BC Rail Whistler Northwind video. Roger first showed a thirty-minute promotional video which touched on the highlights of the trip. This train featured vintage lounge, dining and round-end observation cars, combined with a state-of-the-art glass observation car, and travelled from Vancouver past Howe Sound and on to Whistler, through the Frazer River canyon past the town of 100 Mile House, and then through the Cariboo Gold Rush country on its way to Prince George. After the promotional video, members got to look at Roger's own footage taken during his trip in May of 2002.

Respectfully submitted,

Jim Long

DO YOU KNOW ABOUT ARCHIVAL ?

So what do you know about archival stuff?

Our famous library needs someone who is willing to give advice. Whoops, well, not just any kind of advice. (Hey we have enough folks telling the Chapter what to do.)

So, the Chapter Library is getting selective in what kind of advice they want and right now they are begging for someone or several of you who have had some archival experience to step forward and help the Chapter better preserve all of this history.

So, are you the one to give up advice?

Contact President Arlen Sheldrake and see if

you pass his background test. Or, speak to Chuck McGaffey who has the job of getting the library better preserved. And Chuck might not do a background check.

Our big obligation with the library is to make sure it will outlive us.

The other main reason we have collected this stuff is to share it with select people. Not too many years ago the unpopular editor of the *Trainmaster* ran a list of folks who had "overdue" books checked out. Hey for a lot of those folks it was uncomplementary. But some of the books came back home to us. So now the library has a few more rules about who can walk off with our stuff.

The stuff we have needs to be cataloged in a way that folks who do simple research, such as on BRIDGES, could more easily review the Chapter's stuff on BRIDGES.

Maybe you have a talent for figuring out how to get more of our items listed in a "card catalog." Of course some folks might not recall a "card catalog" so someone had to rename that process. Whatever they call it now, the Chapter sill could use your help.

Contact Librarian IRV EWEN for more information on how our library works.

DID OREGON LOCOS BURN COAL?

In March, 2003, a teacher e-mailed the Chapter about Oregon coal burning locomotives, like where did the coal come from for the early rail lines in Oregon.

Ed Berntsen made the following reply:

I think the simple answer may be: they did not start with coal, they used wood.

At least the very first railroads in Oregon and Washington Territory in the 1860s likely used wood as fuel for steam locomotives instead of coal, because wood was plentiful and easily available almost everywhere. Coal "takes some digging" and needed transportation yet to be developed from mines to railroad locomotive coaling stations which were established later.

I do not have any information on early coal sources in what is now the State of Oregon. However, it is possible that when early Oregon railroads started burning coal instead of wood for some of their steam locomotives starting in the 1870s, it may have been with coal brought in from Puget Sound in Washington State.

Several historical facts lead me to that conclusion:

The first railroad in Seattle, actually a very early "intermodal" operation, was the Seattle Coal & Transportation Company, which mined coal east of Lake Washington in the mines near Kennydale, northeast of Renton WA. Coal was hauled in small 4-wheel wooden open-top hopper cars by railroad on narrow gauge" rails 36-inches wide (instead of the present day standard-gauge 56.5-inch track). Two tiny (approximately 8-ton) or 12-ton steam locomotives were used, named the "Ant" and the "Peanut." Coal was hauled by one of the locomotives from Kennydale miles to the shore of the south end of Lake Washington, near present-day Renton. The small rail cars were barged across Lake Washington northwesterly to the Isthmus of Fremont (now the "Fremont Cut" as part of the Lake Washington Ship Canal just south of the present-day University of Washington main campus in Seattle). I believe horses pulled the small cars the half-mile up and over the Isthmus of Fremont from Lake Washington to Lake Union. Cars were again barged from the northeast corner to southwest corner of Lake Union, and then the second small locomotive hauled the cars down to the Puget Sound waterfront near present-day Pier 70 in Seattle. From there the coal was loaded into

steamships and sailing ships to haul to California points and other uses, but may have also been hauled to Oregon points to use in early steam locomotives by 1871.

The Seattle Coal & Transportation Company operation only lasted from about 1871 to 1873, when it was replaced by early trains of the new Seattle & Walla Walla Transportation Company, built by Asa Denny and other early Seattleites, from Seattle along present Airport Way to Renton and the mines of Kennydale and Black Diamond area southeast of Renton. Seattle & Walla Walla was renamed the Columbia & Puget Sound about 1885, and became the Pacific Coast Railroad about 1910 when it was acquired by the Pacific Coast Company (which also owned the Pacific Coast Coal Company and had steamships between Puget Sound and Calif.). The Pacific Coast Railroad was acquired by Great Northern Railway about 1949, and merged into Burlington Northern in 1970.

In the mid 1990s, a Seattle television station showed some video taken by an amateur underwater archeologist, which clearly showed what are probably several coal cars still filled with coal, resting on the bottom of Lake Washington, just north of Renton, still sitting on a barge that had apparently sunk in the 1871-1873 time frame. I do not know what has subsequently happened to these 130-year old rail cars preserved in some 100-foot of water.

The first transcontinental railroad into Oregon and the Pacific Northwest was the Northern Pacific Railroad, chartered by the US Congress with legislation signed by President Abraham Lincoln on July 2, 1864. Built in fits and starts due to troubled finances, an isolated "Pacific Division" portion of the Northern Pacific line was completed on December 16, 1873, between Portland and Tacoma, built in two pieces separated by the Columbia River between Goble Oregon, and Kalama, in the Washington Territory. The Oregon portion was built along the west side of the Willamette and Columbia Rivers from Portland to Goble, Oregon, on what is now the Portland & Western Railroad's Astoria line. The Washington Territory portion of this early Northern Pacific line ran from Kalama to Tacoma via Winlock, Centrailia, Tenino, Yelm, Lakeview, and South Tacoma. Most of this route still exists and is owned by Burlington Northern & Santa Fe Railway (BNSF). The portion of the route from Kalama to Tenino Junction is currently part of the Seattle-Portland main line used jointly by BNSF, Union Pacific, and Amtrak trains.

The crossing of the Columbia River was made by transferring freight into riverboats until a railroad car-ferry named the "Tacoma" was built to enable transfer of entire locomotives and loaded railcars across the river, enabling "through service" by rail between Tacoma and Portland.

In 1877 a branch line was extended from an isolated Pacific Division piece of the Northern Pacific Railroad, easterly from Tacoma along the south side of the Puyallup River, to newly opened coal mines at Wilkerson, Carbonado, Fairfax, and Burnett, in eastern Pierce County, Washington. Therefore it is likely that coal could have moved by rail from these mines to Kalama early as 1877, transferred to riverboats or steamships at Kalama, and distributed to Oregon points by water (or by rail from Portland).

In the later 1880s Northern Pacific opened coal mines in the Cle Elum, Roslyn, and Ronald area of central Washington State with a 6-mile branch line between Cle Elum and Ronald that lasted until 1986. In the early 1900s Northern Pacific and Union Pacific railroads each opened branch lines about 10-miles long running easterly from Centrailia, Wash., to access coal mines at Mendota (NP) and Tono (UP), both of which provided many thousands of tons of coal for their railroad locomotives in the first half of the 20th century.

After some disastrous forest fires in the mid-1930s, the US Forest Service issued a directive demanding the railroads operating through forest lands in the Pacific Northwest convert their steam locomotives to burn heavy oil (usually very cheap unrefined "Bunker C") instead of coal. Coal was much more likely to produce hot cinders out the smokestack that set fires along the right of way, than were oil-burning locomotives. Therefore many of the steam locomotives of all major Pacific Northwest railroads in the 1940s until the end of steam operations about 1953 to 1957 (varies by railroad) were oil burning.

Others can tell you more specifics about the sources of coal for early locomotives in Oregon itself. I just don't happen to know where any of the Oregon coal mines were.

Edward M. Berntsen
President & General Manager
Lewis & Clark Railway Company

MORE ON COAL BURNING LOCOS

Response of Bob Melbo, re Coal supplies, commenting after Ed Berntsen's reply:

Looks like Mr. Berntsen has provided you with some excellent information about coal sources in Washington State. As that information points out, the relationship between railroads and coal was rather synergetic as the railroad was the best method for moving large volumes of natural resources and by doing so, coal could be available virtually anywhere rails went.

Railroads really did not get rolling (par-don the pun) in Oregon until the early 1870s. By Christmas of 1870 the Oregon & California had reached Albany, and by October of 1871 it was into Eugene, and by 1872, Roseburg. Another 10 years went by before construction resumed south of Roseburg and it was not until 1887 that the line became a through route between Oregon and California.

North from Portland the Northern Pacific constructed its line in 1871-73. To reach Puget Sound in those days required the train to take a ferry across the Columbia River between Goble, Oregon, and Kalama, Washington. This continued until the bridge across the Columbia between Portland and Vancouver was opened in 1908. Today's Union Pacific line along the south side of the Columbia was built into Portland in 1880-82 as the Oregon Railway & Navigation Company.

The line of railroad that ultimately reached Monroe, Oregon, was built from Portland to Hillsboro in 1871 and was extended in 1872 to St. Joseph. By 1880 it had reached Corvallis via McMinnville and Independence. Not until 1909-10 was track extended south from Corvallis through Monroe. This line once continued into West Eugene where it connected with the Eugene-Coos Bay line.

There was a lot of railroad building in Oregon in the 1880s, 1890s, and in the first three decades of the 20th Century. Rail mileage in Oregon reached its peak around 1935. Since then, we have lost a third of our state's rail system. Washington State has lost 40 percent of its rail mileage.

Train photographs taken in the 1870s, 1880s, and even into the 1890s reflect that Oregon railroads burned a lot of wood for fuel. This should not be surprising, since it was our most abundant resource and was available virtually everywhere.

Also, while the rail "system" functions best as a network, it was not always constructed that way. During the early years a considerable amount of construction occurred on an insular basis, i.e. railroads were built that were isolated with no connections to other railroads. Thus, these isolated properties could not partake in bulk transportation of coal unless they had access to marine shipping.

Another point to consider is that railroads in the western US did not enjoy the proximity to quality coal resources that railroads in the eastern US had. Consequently, the switch from burning coal to using oil occurred faster in the west. This shortened the opportunity period for using coal as locomotive fuel in Oregon compared to much of the nation because construction here really did not get going until the last quarter of the 19th Century and by 1910 or so, oil was winning favor as the preferred locomotive fuel in the west.

Great distances inherent to western railroading were a cost disadvantage for bringing in good quality coal from areas where it was abundant.

And when petroleum resources began to be developed in California, Washington, Texas and elsewhere, oil had a definite transportation advantage over coal for western rail carriers.

Washington was not the only place on the west coast where coal was mined. There was substantial mining in British Columbia.

The industry was established in southwestern Oregon (principally Coos County) as early as 1850. It actually attracted miners from such faraway places such as Great Britain. Over a span of several decades coal mined around Coos Bay mainly was consumed in the San Francisco Bay area, with smaller amount making their way to Portland. Coos coal was not especially good quality. It was relatively hard to recover because it lay in thin undulating veins, and mine owners were dependent for transport on smaller vessels capable of getting over the bar to enter Coos Bay from the Pacific (there was not Corps of Engineers dredging the harbor entrance in those days).

An insular railroad was built in 1893 for hauling coal from the mines south of Coos Bay to the wharves on the bay.

A soft-cover book chronicles the history of coal mining in southwestern Oregon. The name of the Oregon coal history book is

Stars in the Dark - Coal Mines of Southwestern Oregon, written by Dow Beckham and published in 1995 by Arago Books in Coos Bay, Oregon. I think it is available at the Oregon Historical Society store in Portland.

Coos Bay was linked to the national rail system in 1916 by the construction of a line from Eugene. Thereafter, more Coos coal found its way into the Oregon market because the San Francisco market had become dominated by cheaper and better coal from British Columbia. As the 20th Century progressed, Coos coal mining dwindled. There was still some mining in the 1940s but I seem to recall that the last commercial operation closed up in the 1950s.

Bob Melbo
ODOT - Rail Division

Response of Glenn Laubaugh regarding coal burning locomotives and supplies:

There is a book called The Southern Pacific in Oregon by Ed Austin and Tom Dill, published by Pacific Fast Mail. You might be able to get this from one of the libraries via inter-library loan. In one chapter the book chronicles the brief attempt of the Southern Pacific in burning coal in Oregon. It was not much of an economic success, and was attempted in only one location. In 1910 there were still huge supplies of wood all over the Southern Pacific system for use as locomotive fuel (the exact volume of wood at each fueling station on a particular date in 1910 is documented in one of the appendices at the very rear of the book).

It should be noted that Southern Pacific did not enter the State of Washington, and therefore they did not have direct access to the quality coal fields that the Union Pacific and Northern Pacific did.

As the most extensive railroad in the Willamette Valley, where a large portion of the Oregon economy and populations were, and are based. I think it is safe to say that a considerable portion of the railroad miles in Oregon never saw coal burning locomotives, simply because a large portion of those miles were Southern Pacific, and except for that one brief experiment that lasted less than a year, at a single coaling station in southern Oregon, the Southern Pacific did not burn coal in Oregon.

Glenn Laubaugh
Editor
"The Trainmaster"

FULQUARTZ LANDING "CONFUSION"

A RECENT E-MAIL TO PNWC:
re the "Oregonian Railroad"

5 Aug 03:

Hello, my name is Paul Drahn. I was born in Newberg OR in 1939 and raised there. I currently live in Redmond OR.

While researching the persistent story that my Atkinson ancestors came to Oregon in 1883 from Iowa using the Oregon Trail, I checked whether they could have come by train. Turns out they could have as the trans-continental link to Portland was completed in 1883. I wish to thank you for that information on your web page.

While reading the rest of your RR information (I have always been a RR fan!), I discovered the Oregonian RR story. When I read of the line from Dundee to the Willamette, BIG bells went off. This was the answer to a mystery my family encountered back about 1950.

The story begins with my father, Willam Holford Drahn, purchasing a portable or rather transportable sawmill in the late 1940s or very early 1950s. We lived on a small farm NE of Newberg in the area of Springbrook. The SPRR track went through part of the farm. Dad would buy timber still existing on the farms in the Newberg area, and sometimes much further away. Very rarely did he actually purchase the land. He and his crew would cut the trees into saw logs and then saw them into usable lumber.

One of the early exceptions to the plan was when he had to buy a farm SE of Dundee, on Hess Creek, in order to get the timber. The property belonged to a Portland businessman, not farmer, and was used as his summer get-away. The trees were of such excellent quality that the farm and timberland of the next farm up the creek was also pur-

chased. The same quality timber also extended to the farm on the west, but the owner would not sell.

Hess Creek has created a rather large canyon on its way to the Willamette River. The south boundary of the first property was located right at the mouth of the canyon, where the creek meets the flat river flood plain. The south boundary followed what is now called on the maps "Fulquartz Road." Back then it was just "road."

I am the oldest of three surviving brothers. My younger brother and myself spent countless hours and days exploring the property. The previous owner even left his old horse, which Dad would saddle for use and let us ride all over the property. The horse had to go when the mill operation started.

One of the prominent features of the property was a railroad grade that followed the east side of the canyon all the way to the mouth, and then turned east toward the river, but then became the county road. No one knew why it was there or what railroad it belonged to. It went upstream toward Dundee, through both farms that Dad had purchased. In later years, we used it as a place to ambush nut stealing squirrels. The second farm had a large nut orchard. For some reason we never explored the railroad grade beyond our property. As I recall, as it left the wooded confines of our property, it was overgrown with berry briars.

After reading your account of the spur line to the Willamette, I am sure that is what was running through the farms.

Now the story gets really interesting!

Your sources seem to think the spur line was a done deal and was used to transport

products to and from the river. I can tell you quite assuredly that while the spur line was graded and fine job was done, there NEVER was any track laid. There was absolutely no sign of base rock or track ballast. In fact, the soil there was completely stone free. Furthermore, there had never been any trestle or bridge work done. The railroad grade left a large gap in one place where a small side stream fed the main creek. We never found a single post, timber, or footing there. Also the grade passed over Hess Creek when the creek made a turn toward the river. A rather substantial bridge would have been required there, as the creek had a lot of water at times. Nothing of a bridge was found. Dad used a small cat to push out logging trails all around the lower creek area and we would have seen something even if it was buried.

One Sunday Dad took his new boat and outboard motor to the Newberg boat launch and we made a water trip to the Fulquartz landing, which we did not know anything about. There were pilings in the river and indications of a river landing where we tied up the boat and then hiked to the sawmill. So, I think that part of the story is true. It may be that a bridge was started, as your story said, but the little railroad spur did not contribute.

Today, I suppose the old grade has disappeared. It would be interesting to see if it could be traced back up the creek to see just where it would have connected to the Dayton-Dundee line. Hess Creek itself is quite a ways south of the actual town of Dundee. Who knows how things looked back in 1880!

Let me know if this helps with the history of the old Oregonian Railroad. (Sorry - editor does not have Paul Drahn's e-mail address.)

SOME RESPONSES TO FULQUARTZ LNDG

KENN LANTZ REPLY TO PAUL DRAHN

I replied to Paul Dhram and referred him to Stations West by Ed Culp, chapter 8, page 65. This was the line from Dundee, Fullquartz landing, ferry to Ray's landing, a track through Woodburn and then down to Coburg. Evidence still exists, it did have rails contrary to his belief, and the junction was on the northern edge of Dundee.

BOB MELBO REPLY TO PAUL DRAHN

This is very interesting information, indeed, and it does seem most logical that track builders of the Oregonian Railway Company, Ltd., would have followed a natural defile, such as the course of Hess Creek, to accommodate the drop in elevation from the "main line" between Lafayette and Dundee to the east bank of the Willamette River when that segment was completed in 1880.

I have often wondered just where this line

had been located, so this is welcome information in attempting to unravel this bit of history.

Fulquartz Landing was the river terminal of the west side of the Oregonian Railway, approximately opposite of Ray's landing on the east bank, the terminus of the east side line of the same carrier. Moreover, "Fulquartz" appears today on county assessor's map identifying a subdivision (Fulquartz Park 2) located on the north side of Fulquartz Road just east of the Willamette and Pacific (ex-SP) rail line in approach to Hess

MELBO CONTINUED →

more RESPONSES TO FULQUARTZ

continuation of Melbo reply:

Creek, which flows north of the aforementioned subdivision.

To assert "quite assuredly" that track was never laid on the extension to Fulquartz Landing is to rebuff long-standing authoritative histories on the subject. In Harvey Scott's (40 years the editor of *The Oregonian*) History of the Oregon County, published in 1924, it is stated about the Oregonian Railway: "The west side branch of the road was extended from Dallas to Monmouth in June, 1881, and to Airlie in the following September; from Lafayette to Dundee and Fulquartz Landing, on the Willamette River, opposite Ray's Landing, September 16, 1881." According to Scott, work had begun on construction of a bridge across the Willamette at this location in November, 1880, but was halted in August, 1881, when the narrow gauge system was leased to what essentially were competing standard gauge interests who had no desire to see the slim gauge railroad expand and unify its route structure. The lessee's intent was to subordinate the narrow gauge and make it serve as feeders to the Oregon & California. Consequently, the narrow gauge was broken up into six separate parts, three of which were operated and three of which were not. The Fulquartz Landing to White's (now White-son) junction was one of the segments not operated. In the three years ensuing the lease, this policy worked ruin to the narrow gauge. The railroad had been wrecked as an

earning property when the lease was repudiated on May 14, 1884. On March 30, 1885, what was left of the narrow gauge was taken over by a receiver. Under the receiver's management, bridges, track, and equipment were restored as well as available borrowings would avail.

It was during the last half of the 1880s that construction of the Dundee-Portland extension over Rex Hill and through Lake Oswego into Portland was undertaken. The receiver also recognized the need to span the Willamette at Fulquartz Landing, a bridge that was authorized repeatedly by the Oregon Legislature. A corporation called the Oregonian Railway Bridge Company was incorporated at Portland, July 21, 1886, to build the Fulquartz Bridge, but subsequent merging with SP interests in 1887 made the bridge project superfluous. While Scott does not say when the 2.4 miles of line from Dundee Jct (mile 28.8 from Portland) to Fulquartz (mile 31.2) were abandoned, I believe it must have occurred during the summer of 1890 when 10 miles of track between Ray's Landing and Woodburn were taken up concurrently with the takeover by Southern Pacific interests. Scott reports the remaining west side trackage was standard gauged in 1893.

It's important to remember that in writing this history in the early 1920s, Scott's perspective was barely 40 years removed from

events in 1881, similar to our perspective today for events in the early 1960s.

The absence of rocks or evidence of structures, where likely to have existed, does not surprise me because narrow gauge railroads were built cheaply and usually tread lightly upon the land. Rock ballast was not widely used in the 1880s and track was nested in whatever native soils were available. We have a few places in Oregon still today where rock ballast, as we know it, is virtually nonexistent. Narrow gauge trestles resembled nothing like timber bridges we know today. The structures were diminutive and sized for what we would consider today extremely light axle loading. Timber of the 1880s was not treated with wood preservatives as today and bridges likely rested on framed bents rather than piles driven to refusal by a pile driver. This line of the railroad existed for a decade at most, disappearing around 1890, and for three years of that period was not operated or maintained. Once removed, nature had a lot of time to erase the traces.

Finally, I have seen photographs taken at Fulquartz and Ray's Landings showing narrow gauge rolling stock present. These are in custody of the Oregon Historical Society but I believe some have been published. I just do not remember in what books I might have seen them. - BOB MELBO

NOMINATIONS COMMITTEE NEEDS:

committee people to staff
the short term committee

and

candidates

PLEASE CONTACT PRESIDENT
ARLEN SHELDRAKE



The Trainmaster is the official news-

letter 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

PNWC-NRHS, Room 1, Union Station, 800 N.W. 6th Avenue,
Portland, Oregon 97209-3794

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

Chapter E-Mail: pnwc@pnwc-nrhs.org

Trainmaster E-Mail: trainmaster@pnwc-nrhs.org

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

(Internet service donated to the chapter by EasyStreet On-Line Services, Beaverton, Oregon)

ISSN: 0041-0926

Editor: Glenn Laubaugh, (503) 655-5466

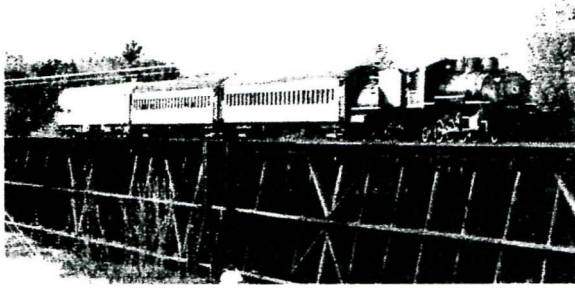
Circulation: George Hickok (503) 649-5762

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

Janet Larson (503) 253-7436

Darel Mack (503) 723-3345

T-M Deadline: 20th of previous month on most months. Will be 15th of the month for August Issue.



Courtesy of Tom Ballard, *News Register*

A Song of Yamhill

and Oregon's Northwestern Willamette Valley

by Gordon N. Zimmerman

Published by Binford & Mort Publishing, Portland, Oregon
6" x 9", 320 pages, over 100 photographs most never before in
print, Maps, Bibliography, Index.

Retail price: \$19.95 (paper) and \$29.95 (hardcover)

Highlights of the Book

1. How the enterprising Ewing Young, one of the first white men to settle in the Northwestern Willamette Valley, saved the area from the British.
2. How Indian trails became our first roads and outlined the location of future development.
3. The history of the railroads through our valley and how it caused the building of the first road to Tillamook at the same time.
4. The building of the Carlton & Coast Railroad and why it never got to the coast.
5. The coming of 70-mile-per-hour electric trains through our valley.
6. Prunes become our major crop.
7. Why Yamhill became the horse capital of Oregon.
8. We become an area of vineyards and world-class wines, mostly on former prune orchard land.

"The citizens of the remote and recent past come alive in his narrative."

Jeffery Barlow, Pacific University

Approximately one-third of the book contains never before published pictures and information about NW Oregon railroads, early trails, and roads. Also included is a history of the Carlton & Coast Railroad that operated west of Yamhill and was destroyed by fire in 1939. It is pointed out how the railroad, trails, and early roads made this 150-year-old town of Yamhill possible. *A Song of Yamhill* is a must read for those interested in railroads and regional history.

Order Form

This pre-publication offer is good until November 1, 2003

Please send _____ copies of *A Song of Yamhill* @ \$15.00 each – paperback – Total \$ _____

Please send _____ copies of *A Song of Yamhill* @ \$25.00 each – hardcover – Total \$ _____

Price includes shipping by USPS Media Mail Grand Total \$ _____

(Please Print)

Name _____

Address _____ Phone _____

City, State, Zip _____

Visa/MC # _____ Exp. Date _____

Signature _____

A portion of each order will be donated to Pacific Northwest Chapter, National Railway Historical Society.

Mail order to **Gordon N. Zimmerman, PO Box 8, Yamhill, OR 97148-0008**

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

VOLUNTEER NOW TO RUN THE CONCESSIONS COMMITTEE

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

The *TRAINMASTER*
Pacific Northwest Chapter
National Railway Historical Society
Room 1, Union Station
800 N.W. 6th Avenue
Portland, OR 97209-3794

Address Service Requested

NON-PROFIT
ORGANIZATION
U.S. Postage
Paid
Portland, OR
Permit No. 595