

The

April
2005



Trainmaster

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



Pacific Northwest Chapter Timetable #513

Membership Meetings: April 15, May 20, 7:30 PM,
St. Mark's Lutheran Church, 5415 SE Powell Blvd.

April Program: Video – Ray Summers of KOIN TV, “Tracks in Time”. Video taken about 10 years ago at the Brooklyn Roundhouse. Many familiar faces will appear.

May Program: Jonathan A. Hutchison, Intercity Passenger Rail Coordinator for Oregon
If you know of any good program subjects for future call Ralph H. Johnson at 503-654-1930

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

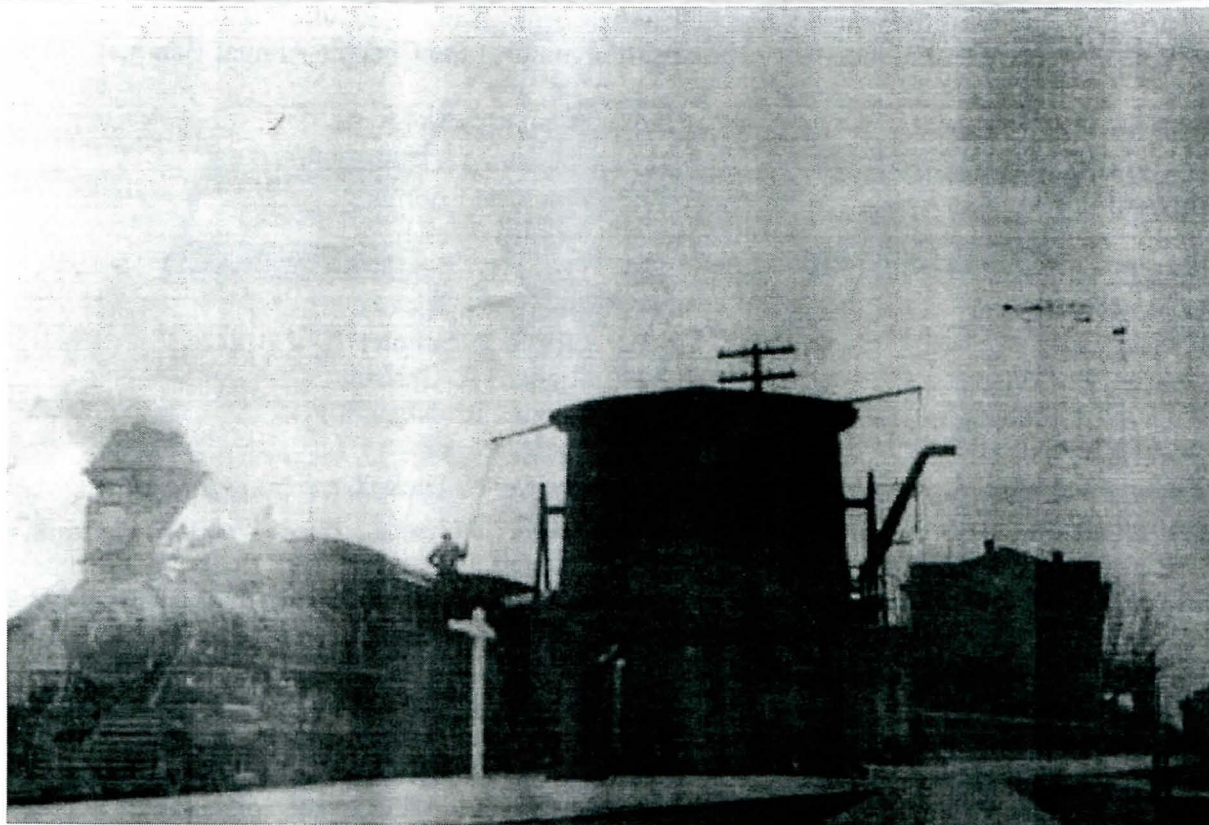
Lending Library: April 16 & 30, May 20 & 28, 1:30 to 4 pm, check-out subject to **loan agreement**.

Notable Non-Chapter Events:

Mt. Hood Railroad Thomas the Tank Engine Visit June 25th to July 3

Day Out With Thomas, July 8-10 & 15-17, Northwest Railway Museum, Snoqualmie, Washington. 423-888-3030 or www.trainmuseum.org

GorgeRail 2005, May 20-22, The Dalles, Oregon. Information at www.gorgerail.com or phone 360-696-0320 or e-mail ahockley@gmail.com



Steam locomotive taking on water in Albany, Oregon in 1900. Salem Public Library, Ben Maxwell collection

Chapter's 50th Anniversary

2005 marks the 50th anniversary of the formation of the Pacific Northwest Chapter. Bill Bain and Ed Berntsen are coordinating a project to incorporate our notable anniversary in the *Go By Train 2005* NRHS convention the Chapter is hosting July 5-9.

Bill and Ed want your pictures and/or slides that you took of notable Chapter events and activities. Many of our notable events are listed in the brief Chapter history in the current Membership Directory. Whether it was the making of a movie, one of the many, many Chapter excursions, dedication of the Union Station plaque, or the moving of the Jordan Spreader; all these and many more qualify as Chapter notable events. These pictures should include information the typical descriptive information of what, when and where.

Once your pictures and slides are received, Ed and Bill will put together a slide and/or PowerPoint presentation giving viewers a picture of what we have done over the past 50, yes 50 years as the first NRHS chapter west of the Rockies. Feel free to direct your

questions to Ed at emb@harbornet.com or 253.383.2626 or Bill at bill@yaquina.com or 541.265.3012.

One idea for displaying this slide show came out of some brainstorming with Randy Rock at Union Station on December 19th while looking at the excellent rail car observation platform display built by Dick Ordway and Darel Mack. With reverse projection we could show this 50th Anniversary slide show in one of the platform's windows.

Please send your slides and/or pictures with descriptive information and your name and address on each slide or print by March 31, 2005 to Arlen Sheldrake, 1718 SW Parkview Court, Portland OR 97221-2640.

!!! Car & Bus Hosts Needed !!!

The Convention is coming and there will be an increased need for more car and bus hosts. If you are able, please contact Darel Mack at 503-723-3345. Here is your chance to do a little work, ride some great trips, and have lots of fun!!

Jack M. Holst Memorial Award Winners, contributed by Arlen Sheldrake

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

1981 Charles W. Storz, Jr.	1993 Gerald K. Webb, Sr.
1982 Irving G. Ewen	1994 <i>No award</i>
1983 Edward E. Immel	1995 James A. Loomis
1984 Walter R. Grande	1996 Frank J. Weiler
1985 John D. Holloway	1997 Darel H. Mack
1986 Mary Lou Weaver	1998 George N. Hickok
1987 Bob Slover	1999 Gerald A. Schuler
1988 Marilyn L. Edgar	2000 Richard A. Carlson
1989 Peter M. Rodabaugh	2001 Maxine Rodabaugh
1990 Bob Hoffman	2002 Cora Jackson
1991 Roger A. White	2003 George N. Hickok
1992 Bob Weaver	

2004 Glenn E. Laubaugh

A note from the 2004 recipient:

While it is an honor to have been selected to receive this award, it does seem to be a bit ironic. While I have been involved in the past in doing various odd things for the chapter, 2004 was a busy year for editing the Trainmaster and working on the convention committee. This other activity has consumed a considerable portion of time that would

probably have been better put to use on the museum committee or other chapter activities. The result, ironically, is that while I have been selected to receive the 2004 Holst Award, 2004 was a year in which I have probably done very little for the long term benefit of the chapter, due to time. I have been told that possibly this award was granted in response to my efforts on the chapter web site – Glenn Laubaugh

Changes in Prineville

by Arlen L. Shel Drake

Big changes are occurring on the City of Prineville Railway (COPRY) in 2005. After more than a decade of losing money, the City has decided to diversify the railroad and has purchased the Crooked River Dinner Train.

A major boost in freight car traffic will also occur this year with the agreement with Les Schwab Tire Centers, headquartered in Prineville, to ship somewhere between 1000 and 2000 carloads a year. Les Schwab is a major tire and auto service provider throughout the Pacific Northwest.

The City of Prineville Railway was born by a town vote, March 28, 1916 of 355 to 1 in favor of authorizing the City to issue bonds to finance the 19-mile railroad construction for a connection to the outside world. COPRY interchanges with Union Pacific Railroad and BNSF Railway 3 miles north of Redmond Oregon at Prineville Junction.

For many years the carloads of finished lumber and wood chips brought major revenues into City coffers. In the 1960s these revenues paid resident's property taxes, in the 1990s it helped build the City-owned Meadow Lakes Golf Course and wastewater treatment plant. This golden era started in the 1940s and peaked

in the 1970s and 1980s with five big sawmills and some wood molding plants. The decline in the timber industry beginning in the 1990s drove a major decline in car loads. The recent year's losses have been covered by a dwindling reserve fund.

The City of Prineville Railway also has an agreement with the Oregon Historical Society to provide a home for *Mt. Emily #1*, the Society's 3-truck Shay geared steam locomotive. This locomotive is currently undergoing the required 15 year inspection and repair in Prineville under the guidance of Scott Hutton from Sumpter Valley and will be returned to service this year. Other motive power includes two EMD GP 20s and one EMD GP 9. COPRY is the oldest continuously operated municipal shortline in the USA. More information: www.cityofprinevillerrailway.com.

For those counting, this brings to three the number of railroads in Oregon that are both freight and passenger haulers. These are: Mt. Hood Railroad, Port of Tillamook Bay Railroad, and now City of Prineville Railway.

Information for this article from the January 29, 2005 Bend Bulletin newspaper and Doyle McCormack.



FINAL SEASON

The Lewis & Clark Explorer Train begins its third and final season June 3rd running through October 3rd on a Friday through Monday weekly schedule. The train departs Linnton at 7:50 AM arriving in Astoria at approximately 11:30 AM. The return train departs Astoria at 4:45 PM arriving Linnton at 8:50 PM. Free parking is available at the Linnton location, which is two miles north of the St. Johns Bridge on Highway 30.

Passengers can stay the night in Astoria and return another day or spend the day in historic downtown Astoria, a National Downtown Historic District. The Astoria waterfront has many interesting attractions and many good lunch opportunities.

The train travels along the Oregon shore of the Columbia River, chugging by bald eagle sanctuaries, wildlife refuges, and historical sites that were visited by the original Corps of Discovery. The train is operated by crews from the Portland & Western Railroad using three Oregon Department of Transportation owned RDC units which were purchased from B.C. Rail. One of the RDC units, #31, is a former Great

Northern unit. Food and concession services (neat lapel pin and posters) are available on board the train. While the route doesn't have any tunnels, it does have three *armstrong* swing bridges.

Hotel/Train travel packages are available from Sundial Travel Services in Astoria at 800.433.1164. Tickets are \$35 each way for 12 years and up, \$25 for over 2 to age 11, and FREE for kids up to 2 years old. A limited number of bicycle spaces are also available for \$5; reservations are required for both passengers and bikes. Sundial Travel will take your train trip reservation.

So now you have been warned. If you missed the Whistler Northwind (BC Rail) and/or Montana Rockies Rail Tours before they hit end of track, you now have no excuse if you miss this one, this is officially the last year for the Lewis & Clark Explorer Train.

Some information extracted from the Lewis & Clark Bicentennial in Oregon web site (www.lcbo.net) and from Jonathan Hutchinson, ODOT Rail Division. By Arlen L. Sheldrake

Classic RR Movies by Tom Smith

If you like to watch classic Hollywood movies with a railroad theme, two hard-to-find comedies have just come out on DVD. Don't miss seeing these!

It Happened to Jane, a 1958 release stars Doris Day, Jack Lemmon, and Ernie Kovacs. Set in Maine, Doris runs a lobster business doing battle with railroad tycoon Kovacs. Kovacs steals the show; his bedroom arranged like a Pullman berth is good for a big chuckle.

Railroad action is provided by New Haven 2-8-2 3016, the last steam locomotive on the NH. There are some good action scenes, and NH's new FL9s even get into the act. After the movie was made, the 3016 was sent to scrap at Luria Bros. in Modena, PA in November 1958, along with the NH's fleet of Alco DL109 passenger diesels displaced by the FL9s. I had the good fortune to see it there before it was cut up.

Twentieth Century, is a 1934 film starring John Barrymore, Carole Lombard, Walter Connolly, and the ubiquitous Charles Lane (if you don't know his name, you know his face). Broadway producer Barrymore tries to persuade his former superstar Lombard to come back to him. All the action takes place on board the famous NYC train between New York and Chicago; plots and subplots are hilarious. Pullman interiors are reproduced fairly accurately. This movie was out years ago on VHS, but has been almost impossible to find. With top notch actors, this film is a lot funnier than the better known (among railfans) Broadway Limited film.

I found both of these films at Suncoast Video, but they probably could be found (or ordered) at any retail video store. They were both just released. Run out and get these, and pass this information on to anyone else who might be interested. Hopefully, a strong demand will encourage producers to put out more great old classic films!

NRHS Convention Registration

If you missed the pre-registration process which closed on March 12th, you can still sign up to request a Convention registration packet by one of three methods:

- Enter information on our web site: www.nrhs2005.com
- Postal mail: *Go By Train 2005*, PO Box 6212, Aloha OR 97007-0212 USA
- E-Mail: nrhs2005@msn.com

These requested Registration packets will be mailed beginning May 1st. If you have pre-registered you will be receiving your registration packet early in April. You are urged to complete your registration and event ordering quickly as we expect events to sell out quickly. Registrations and event ticket orders must be submitted by June 1st. After June 1st registrations and event ticket orders will be accepted, if space is available, at the Lloyd Center DoubleTree Hotel Convention registration desk beginning the afternoon of July 4th.

Volunteers working Convention events or functions need not register for the Convention. However, if you are helping with one event or events and would like to participate in another event then you need to register for the Convention and purchase a ticket for the events you want to participate in.

Volunteering and/or attending, the *Go By Train 2005* July 5-9 NRHS Convention hosted by Pacific Northwest Chapter will be a week of grand memories.

Major Task Accomplished – by Arlen L. Sheldrake

On March 18th a major *2005 Go By Train* NRHS Convention task was completed. Is this the first task or the last task? No, but this was one of our major Convention tasks and hopefully the most difficult of our many tasks. The Convention Committee Chairs and many other helpers including help from the NRHS National Convention Committee completed putting together the Registration booklet which was delivered to the printer on March 18th.

While putting together a booklet may sound simple, this task can only be accomplished after a considerable amount of work. Events need to be planned, costs calculated, and then described. Getting costs may also sound simple but all costs need to be acquired including food, snacks, buses, the event itself, and enough margin so that the event makes some money. Hotel arrangements must be made, processes for room booking developed, and then described both in the booklet as well as a Hotel reservation form. Then, when this is all completed, a Registration form must be developed that is both simple to use and acquires the needed information. Meanwhile, pre-registration closed on March 12th and as of March 18th we have a total of 1,061 pre-registrations representing a total of 1,722 potential attendees. Our July 5-9 *Go By Train 2005* NRHS Convention and Portland Oregon are proving to be popular.

So here we go, the printer has our order and information all formatted for 1,500 registration booklets, the mailing envelopes await the printer's magic. Mailings will begin the week of March 28th, so for those pre-registered you will probably get the Registration packet before you receive the April *Trainmaster*. It won't be apparent but the Registration booklet represents a lot of volunteer hours and some blood, a lot of sweat and in some cases a few tears.

My thanks to everyone who worked on this major task!

“1880 Train” Locomotive to Appear in TV Feature by Glenn Laubaugh

In the 1960s, Portland's Peninsula Terminal Railroad was one of the last railroads operating steam in the region, but that came to an end when they sold their two remaining steam locomotives to the Black Hills Central Railroad, which was starting a tourist railroad in South Dakota. These were 2-6-2T switchers. One is operational as their #104, while the other has become a parts supply in order to keep the #104 operating.

Also in the 1960s, a few of the last remaining Oregon Electric interurban cars, which had been converted to tourist passenger cars, were also purchased by this company.

This tourist railroad came to be called the 1880 Train, and due to its proximity to the Black Hills tourist area, has proven to be a tourist success. Railroad equipment from this line has also appeared on episodes of *General Hospital*, *Gunsmoke*, and in the television movie *Orphan Train*.

As the train grew in popularity, more locomotives

were acquired. There are now four locomotives in operation, including a 2-6-6-2 ex-Weyerhaeuser, ex-Rayonier lumber company Mallet tank locomotive the company restored from the ground up.

The next TV appearance for railroad equipment from this railroad will be in two episodes of a series called *Into the West*, produced by TNT in association with DreamWorks Television and Executive Producer Steven Spielberg. The film studio decided to use Black Hills Central #7, which is a 1919 Baldwin 2-6-2 tender locomotive that came from the Prescott & Northwestern in Arkansas. For the filming, the 174,000 lb. locomotive was loaded onto a 13 axle truck trailer for transport to New Mexico, where an entire western town was built by TNT at the Ford Ranch near Santa Fe.

Also making an appearance in the show will be a drover caboose, which was a special caboose designed for the use of cattle men accompanying their cattle shipments. There are apparently only two such

pieces of equipment left in the USA. One of them is in a museum, and the other is operating on the Black Hills Central Railroad.

Filming took place in February and the locomotive is scheduled to return to North Dakota sometime in April.

While the rumors about a former Oregon

locomotive appearing on television have proven false this time, we have the best wishes for the Black Hills Central and their operation. With the ex-Weyerhaeuser locomotive now in operation, the railroad seems to have quite a collection, and we can only hope that the publicity from the TNT series helps add to their success.

PNWC-NRHS Membership meeting minutes

February 18, 2005

Chapter President Ron McCoy called the meeting to order at 7:40.

Ron welcomed a large number of new members to the Chapter: Sean M. Breen and Arlene Post; Gerald W. Harkleroad; Susan Kehoe; C.

Wayne and Barbara Smith; James and Anne Colley; Patrick and Helen Lewis; Thomas T. and Michele A. Stetz; Chad and Anita Stryker; Jonathan Winslow and his father Thomas; Dwane Kermit Williams; Judson and Diana Parsons; John and Stephanie Earp; Barbara Hoffman; Jim Hokinson; plus four family members added: Kenneth G. Johnsen added Laurinda, Stephen and Gregory Johnson; and Richard Ordway added Judith L. Ordway. Al Hall noted that this membership growth is due in part to the Chapter's hosting of the 2005 NRHS Convention. Approval of the minutes of the December and January membership meetings, published in the February Trainmaster, was postponed until the March meeting.

Ron reminded members that 2005 dues are due and time is running out!

Contact Membership Committee Chair Diana Mack at 503-723-3345 if you have not received your renewal packet for 2005.

Activities Committee Chair Darel Mack spoke about the annual Chapter Banquet, scheduled for March 12 at the Saylor's Country Kitchen in Beaverton. The featured program will be Pacific Northwest author Steve Hauff's presentation on the Willamette Shay locomotives.

This will be the Chapter's last chance to hold a banquet at the westside Saylor's before the restaurant is demolished for re-development.

Ken Peters presented a Treasurer's report, thanking Al Hall for yet another month of solid concessions income. Ken said that for once he is looking forward to spending money, specifically for moving the Chapter's flanger off of the siding at Hopmere and onto a display track at the Antique Powerland grounds at Brooks. Room 1 rent

continues to be the largest contributor to ongoing Chapter expenses.

Rolling Stock Committee member Keith Fleschner said there would be no work party for Saturday February 19th, but he promised to have something planned for Saturday, March 19th. Normally work parties are scheduled for the Saturday following each month's membership meeting. Eileen Brazil has been checking on the RDCs as often as she can, which is very helpful since they are way out at the junction of highways 26 and 47. Preparations for turning the wheels on the 6200 are still in progress.

Convention Chair Arlen Sheldrake was on vacation, but Ron reported on the latest pre-registration numbers for the 2005 Convention. He reminded members who plan to attend ANY convention activity, to be sure to pre-register. Members who do NOT pre-register may find that many events are sold out.

Concessions Chair Al Hall had Chapter sweatshirts for sale at a discount for members, along with laminated original SP&S diner service placemats. He reported that the recent SP&S swap meet went well, and thanked Ted Ahlberg, Cora Jackson, Chuck McGaffey, Leonard Morgan and Bill Hyde for helping out.

John Willworth had lots of great videos at his table. Videos can be checked out by any members who has a signed lending library agreement on file. Jim Loomis will be staffing the library at Room 1 on February 19; Ted Ahlberg and Cora Jackson will staff on February 26.

Ralph Johnson said the evening's program would be Chapter member Alan Viewig's slideshow on the Willamette River bridges, from Oregon City to St. Johns.

Ron presented the "Unsung Hero" award for February to Keith Fleschner.

Keith donates many hours of his free time to perform hot, cold, wet, and dirty work maintaining the Chapter's rolling stock, and making sure that safety procedures are followed. Keith spearheaded the recent efforts which successfully persuaded grantwriter Michelle Cooper to prepare a grant request which succeeded in securing \$3500 in funds to move the Chapter's flanger to a permanent display at the APMA grounds in Brooks. Keith Fleschner also conceived of the very successful holiday toy train drive.

Ron showed the members the new website using a video projector connected to his computer. He demonstrated how easy it is to use the new website, and explained how the new one will replace the original. Ron reported that it had taken nearly 14 months to create, thanking Mark Whitson for doing the majority of the work, and noting that Mark Moore and Jim Long also had invested time and effort in the project. He also thanked Glenn Laubaugh for having created and maintained the original website all by himself, for many years. After the demonstration the membership gave a round of applause.

Ron adjourned the meeting at 8:37, and members got to enjoy refreshments prepared by Cora Jackson while "Sergeant" Al Viewig drilled the recruits in "Bridge Identification 101." Thanks to Al's slideshow, taken from his extensive annotated collection, members who attended now can tell Convention attendees about the historical connection between the Sellwood Bridge in Portland and the Hell Gate Bridge in New York, name the city where the oldest vertical-lift bridge is located, and maybe even name the engineer who designed it.

Respectfully submitted,

Jim Long

Chapter Officers

President: Ron McCoy (04, 05) 503.244.4315
Vice President: David Van Sickle ('04, '05) 503.297.3807
Treasurer: Kenneth I. Peters ('04, '05)
Secretary: Jim Long ('03, '04, '05) 503.313.7382
National Director: Gerald Schuler 503.285.7941

Chapter Directors-at-Large

Ralph Johnson (05, 06, 07) 503.654.1930
Arlen Sheldrake (05, 06, 07) 503.223.7006
George Hickok (finish out term for 2004,05) 503.649-5762
Bob Jackson (03,04,05) 503.231.4808
Keith L Fleschner (04, 05, 06) 503.632.0267
William D. Hyde (04, 05, 06) 503.666.5530
NRHS Regional Vice President: Gerald Shuler, 503.285.7941

Committee Chairs

Activities: Ron McCoy 503.244.4315
Archives: Chuck McGaffey 503.223.2227
Meeting Programs: Ralph Johnson 503.654.1930
Concessions: Ted Ahlberg 503.579.2131
Car #76 Restoration: Keith Fleschner, 503.632.0267
Excursions: Kerrigan Gray 503.735.1206
Darel Mack 503.723.3345
Car Host: Darel Mack 503.723.3345
Finance: See *Vice President*
Library: Irv Ewen 503.232-2441
Membership: Diana Mack, 503.723.3345
Museum: Glenn Laubaugh, 503.655.5466
Public Relations: Gerald Schuler, 503.285.7941
Memorial Funds: Gerald Schuler, 503.285.7941
Rolling Stock: vacant, contact Ron McCoy
Chief Mechanical Officer:
Peter Rodabaugh, 503.771.8545
Car Rental Agent: Bob Jackson, 503.231.4808
Safety Officer: Keith Fleschner 503.632.0267
2005 NRHS Convention Chair:
Arlen Sheldrake 503.223.7006
Chapter Rep., Oregon Rail Heritage Foundation:
Arlen Sheldrake 503.223.7006



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, except in cases where the article originated in a third party publication and special permission was given to the *Trainmaster* to print the article here. 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>

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.

Membership in our Organization is available to anyone with an interest in railroad history. Rates are: \$35 total - \$15 for Chapter, \$20 for National

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.

Inside this Trainmaster, you will find:

Chapter Photos Wanted (page 2)
Convention car and bus hosts are
needed !!!! (page 2)

Jack Holst Award (page 2)

Changes in Prineville (page 3)

Final Season of Lewis & Clark
Explorer Opens (page 3)

Railroad Classics on DVD (page 4)

Convention Registration Materials
Updates (page 4)

Convention Registration Booklet
Completed (page 5)

Oregon Locomotive **NOT** featured
in TNT old west series (page 5)

Membership Meeting Minutes
(page 6)

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

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

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

**C246
PNWC-NRHS ARCHIVES - COPY 1
UNION STATION ROOM 1
800 NW SIXTH AVE RM 1
PORTLAND OR 97209-3794**