

# The

December  
2005



# Trainmaster

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



## Pacific Northwest Chapter Timetable #521

**Membership Meetings:** Dec 16, 6:30 PM, Oregon Museum of Science & Industry, 1945 SE Water Ave.

The meeting will start at 6:30 PM with the annual potluck, and the regular business meeting at 7:30.

**Programs at Upcoming Meetings:**

- December 16 – Annual Potluck and Chapter Elections
- January 2006 – Ed Immel will present China in Steam

**Board of Directors Meetings:** Dec 8, Jan 12, Room 208, Union Station, 7:30 PM

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

**December 9-11, 16-18 Oregon Rail Heritage Foundation – Oregon Museum of Science and Industry**  
**Holiday Express pulled by SP 4449, staffed by Chapter volunteers and others. Tickets \$10 at OMSI.**

**Notable Non-Chapter Events:**

Dec 11, 2005 – SP&S #700 will deliver Santa to Vancouver, Washington (from <http://www.sps700.org>)

January 21st, 10 AM to 3 PM, SP&S Historical Society Swap Meet, Airport Holiday Inn, Portland

## **Snow Flanger Arrives Home**

By Arlen L. Sheldrake





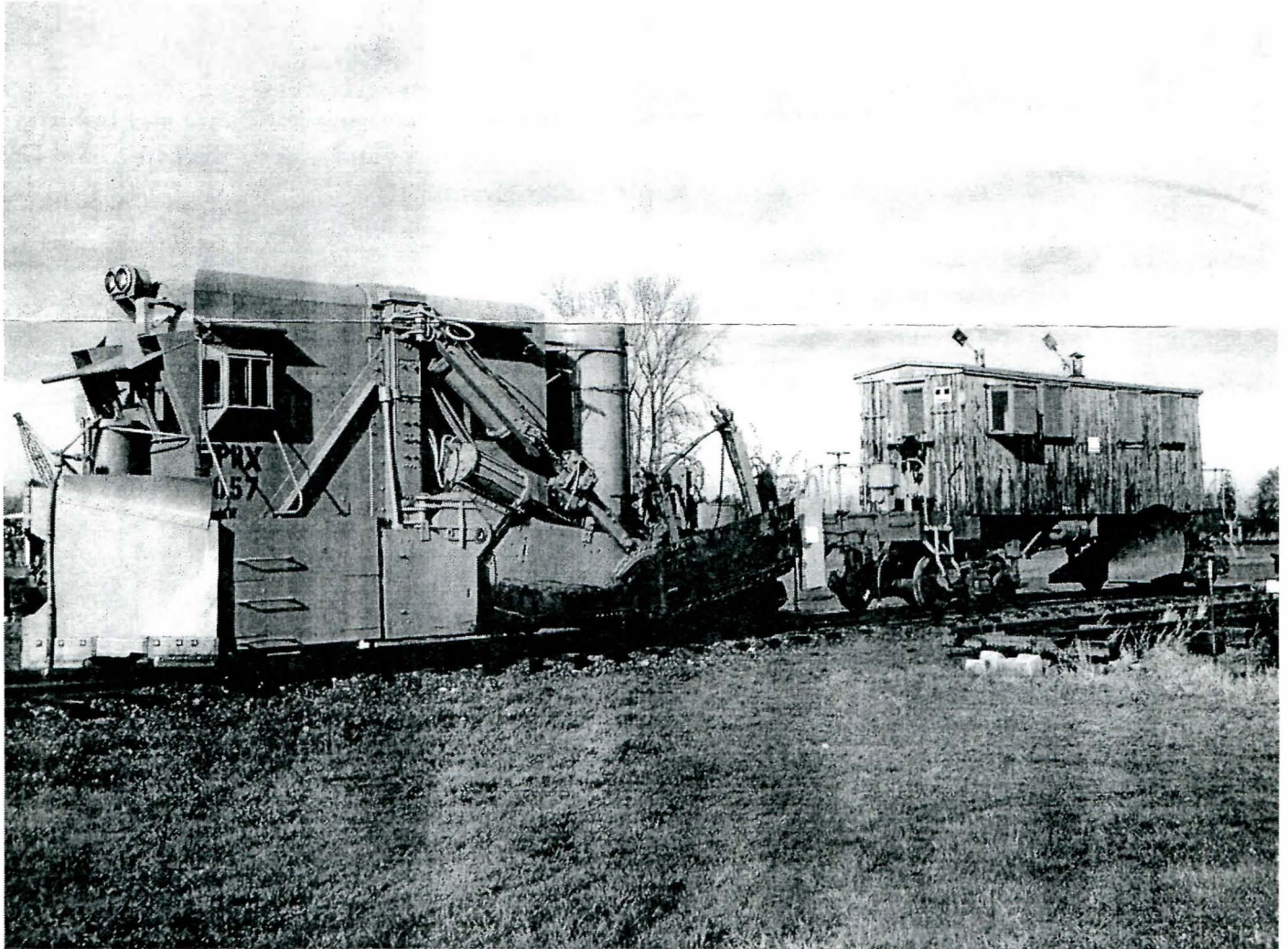
On November 10<sup>th</sup> Wayne Grippen and his moving crew began the process of moving the Chapter's Snow Flanger (formerly SPMW #328) from a siding in Hopmere to Antique Powerland Museum. Since there is no rail access to APM, the move required the Snow Flanger to be put on large moving dollies and moved by special permit over the public highway. Note that the front truck was moved separately.

November 10<sup>th</sup> was spent by the Grippen crew in getting the Snow Flanger off the spur rails, onto dollies and moved onto APM grounds; Keith Fleschner provided Chapter liaison. Keith is in the move picture behind a rear dolly. On November 11<sup>th</sup> with Pete Rodabaugh's help the Snow Flanger was carefully positioned on the display rails behind the Chapter's Jordan Spreader.

Now when visiting the Antique Powerland Museum you will find from south to north: the Steam Fiend's rail steam crane, the Jordan Spreader, and now the Snow Flanger. Much work needs to be done on the Snow Flanger to bring it up to an acceptable looking display.

Funding for the move was provided by a generous grant from the Meyer Memorial Trust. The Chapter thanks the Meyer Memorial Trust for this funding and we thank Wayne Grippen Construction & House Moving for their expertise in moving what some would call *strange* objects.

Please contact Glenn Laubaugh, Chapter Museum Committee Chair at 503-655-5466, to volunteer your time to help preserve our Snow Flanger.



**Other Preserved Flangers** From time to time, reference is made by chapter members that the Chapter's ex-Southern Pacific flanger is the last wooden flanger that is preserved. This is simply not the case, and any article that has appeared in the Trainmaster in the past that implies this has been in error. Therefore, we present here a partial list of preserved flangers, with the hope that this prevents future errant statements



about our flanger being the only preserved wooden one. This is by no means a complete list of all the flangers that are preserved, and does not necessarily include only wooden flangers:

- Delaware & Hudson Snow Flanger #36037 was built by the Delaware & Hudson Shops pre-1910. It has wood cab and decking and is owned by the Steamtown National Historic Site, Pennsylvania.
- D&RGW Flangers OC (Colorado Railroad Museum), OK and OL (Cumbres & Toltec Scenic Railroad), and OF (Durango & Silverton Narrow Gauge Railroad) do not have cabs. However, they were originally built in the 1880s with wooden frames and were rebuilt with steel frames around 1913.
- D&RGW flanger OT is similar to the other D&RGW flangers and is now on the Georgetown Loop RR.
- Several other D&RGW flangers are preserved – at least two in stationary displays in Colorado.
- While not exactly a flanger, it does have a flanger blade: Northern Pacific wedge plow # 19 appears to have a wooden body, and is preserved at the Lake Superior Railroad Museum in Duluth, MN.
- Two 1913 era flangers, from the Maine Central and the Grinnell & Bureau Shortline Railroad are preserved at the Sandown Historical Society Museum in Sandown, New Hampshire.
- A wooden bodied flanger is at St. Constant, Quebec, and is being used as an information center. It may be former London & Port Stanley # FA-1.
- Canadian Pacific Double-Ended Flanger # 400847 was donated to the Winnipeg Railway Museum in 1979. It was built in 1926, and appears to be w
- A Milwaukee Road flanger is owned by the Gopher State Railway Museum in Minnesota. It appears to be built almost entirely out of steel.
- Southern Pacific #330 is a wooden sided steel framed flanger, built either in 1928 or in 1950 (depending on source), and has been preserved by the Southern Oregon chapter of the NRHS.
- Southern Pacific # 318 is listed as being gifted to the California State Railroad Museum in Sacramento 10/1981 by Southern Pacific. In 1979 this was still wooden bodied, and sitting in Eugene, Oregon.
- Northern Alberta Railways #16601 is preserved at the Northern Alberta Railways museum in Edmonton. Not only is the flanger preserved, but is preserved with an entire complete set of maintenance of way equipment that make up the final preserved complete set of MOW equipment for this railroad. The flanger is wooden, and was originally built in 1914 as a wooden boxcar. In 1921 it was converted to a boarding car, and converted to a flanger in 1931. It comes complete with a caboose-like cupola, a bed, desk, and other caboose-like equipment, but it also retains its flanger blade. It became Canadian National # 56241 in 1982, and may have served on that railroad until 1996.
- Canadian National # 55466 is preserved at the Bulkley Valley Museum in Smithers, B.C. It appears to have been constructed out of a wooden caboose body. It became museum property in 1991,
- The Phillipsburg Railroad Historians in New Jersey own Lehigh & Hudson River Railroad wooden flanger #105, and are in the process of restoring it and other full-size equipment to compliment their miniature railroad line.
- The Maine Narrow Gauge Museum has preserved an 1882 flanger at their museum in Portland, Maine. It is not listed what railroad it originally came from. Like most of the other two foot gauge rolling stock, it is most likely wooden.

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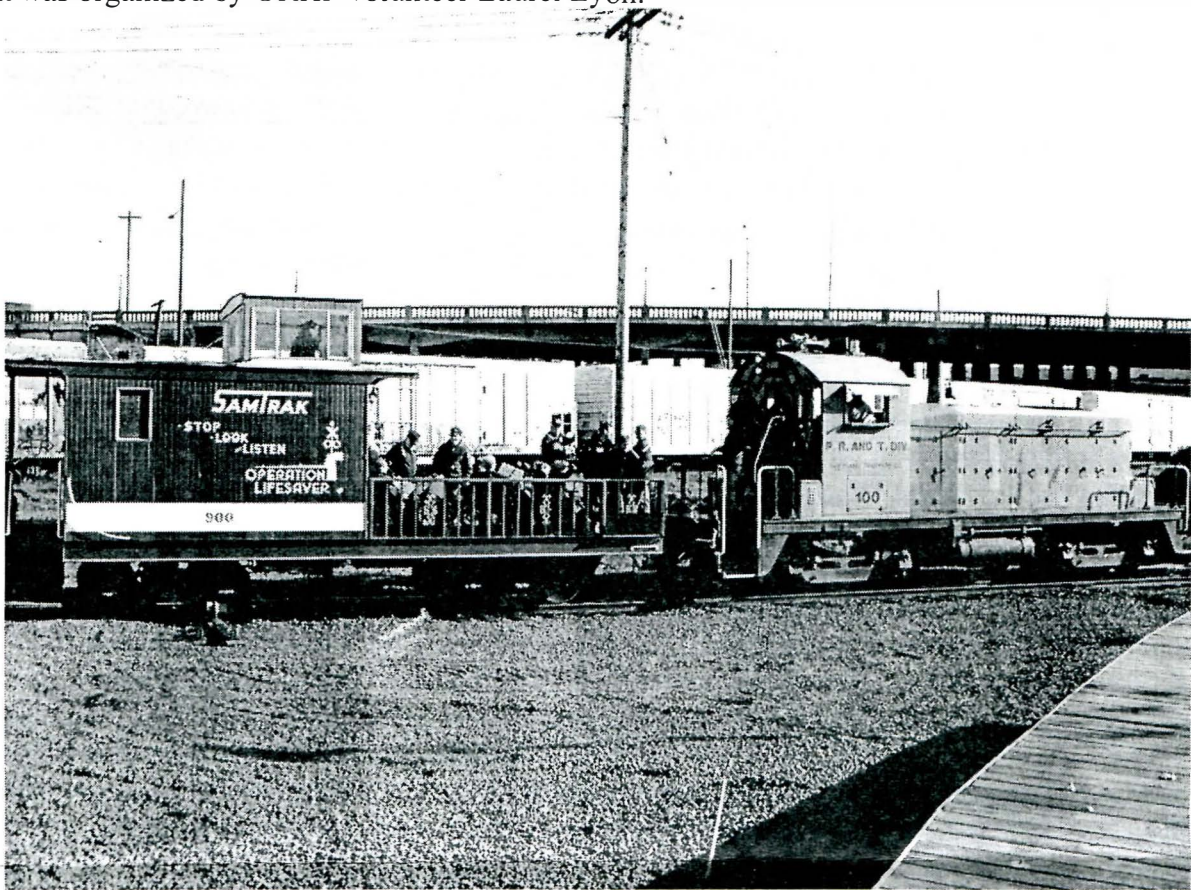
## ORHF VIP Tour

By Arlen L. Sheldrake

On November 15<sup>th</sup> the Oregon Rail Heritage Foundation hosted a VIP tour which included the Brooklyn Roundhouse and the proposed site for the new Restoration and Exhibit Facility east of OMSI.

The purpose of the event was to engage a range of interested parties in discussing the potential for this development and how to achieve it. Attendees included: City of Portland Commissioner Dan Saltzman and staff member Brendan Finn, from Mayor Potter's office John Doussard, Portland Planning Director Gil Kelley and Planning staff members Steve Dotterer, Karl Lisle, Nicholas Starin, Mark Raggett, and Arun Jain, Portland Parks & Recreation Director Zari Santner and Steve Pixley who is also an ORHF Board member, Portland Development Commission staff member Fred Wearn, from Congressman Earl Blumenauer's office

Meeky Blizzard, President of the Central Eastside Industrial Council Peter Stark, OMSI President Nancy Stueber, OMSI Senior VP for Marketing & New Business Anne Chen, and ORHF Advisor Tony Marquis. The event was organized by ORHF volunteer Laurel Lyon.



In addition to touring the Brooklyn Roundhouse the group also met at the proposed Restoration Facility site owned by Union Pacific Railroad just east of OMSI, toured the site, and then, thanks to Dick Samuels and Kelly Anable, Oregon Pacific Railroad and ORHF volunteers, took a ride from OMSI to Oaks Park. November 15<sup>th</sup> was an absolutely gorgeous crisp fall day with just wisps of clouds as pictured.

The proposed site has received significant improvements over the past month by many, many volunteer hours. Improvements included removing 30+ bags of litter, stacking rail materials, moving dirt mounds, installation of a new ramp and repair of the existing ramp, and the addition of smaller than ballast gravel. Star Rentals provided the heavy earth moving equipment.

The ORHF Business Plan which focuses on the Phase #1 development, acquiring the land and building a Restoration Facility for the City's three steam locomotives, is now in final form. With assistance from the consulting firm Shiels, Oblatz & Johnsen ORHF is moving into the funding development stage.

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### **Historical Moment from the Archives**

*July 15, 1983, Chapter Membership meeting at the Union Pacific Clubhouse, 72 members attending:*

“Ed Berntsen moved, seconded by John Holloway that the Pacific Northwest Chapter NRHS arrange to restore locomotive 4449 and operate an excursion train from Portland to New Orleans and return via Southern Pacific Transportation Co. as outlined by the plans presented by Messer's. Fredericks, Immel and McCormack at this meeting, and that the Chapter authorize the expenditure of \$1,100,000 for this project, subject to such financial controls as the Chapter Board of Directors establishes, and subject to completion of formal agreements with Southern Pacific Transportation Co., the 1984 Louisiana World's Exposition, Roger H. Peck, Cascade Trailways, Trailways Inc., and other appropriate entities. Motion passed by a majority voice vote.”  
Recorded by Chapter Secretary Chuck Storz.



## Little Sandy Flume Railroad, By Brian McCamish



PGE's Little Sandy River Flume Railroad is probably one of the least known and forgotten railroads in Oregon. Partly because it's well hidden and partly because it's basically a small tram road. But nonetheless, this nearly 100 year old railroad has real historic significance and it's still an active part of Oregon's railroad history.

Built almost entirely on trestling, it's perhaps, technically, the longest active railroad trestle in North America. The flume and railroad were built in 1909 for the 22 mega-watt Bull Run Power Plan. The all wooden flume is unique in several ways. It's a large box style flume, but is almost entirely built on trestling that is over 3 miles long. With the railroad built on top of the flume, it is perhaps the longest railroad trestle in existence. Certainly, the longest trestle still in use. The purpose of the railroad is to allow maintenance personnel to inspect and repair the flume via speeder type vehicles. It's been in use for more than 95 years.

The flume runs between the Little Sandy Dam and Roslyn Lake, along the Little Sandy River, diverting water to the man made lake. From the lake, the water runs down hill via large underground pipes to the Bull Run hydroelectric power plant, located along the Bull Run River. Just before reaching the Roslyn Lake, the flume enters a concrete tunnel, which was built in 1925.

It was discovered that the Little Sandy River did not have enough year round flow to power the plant. A second dam was constructed on an entirely different river and valley south of the Little Sandy Dam. The Marmot dam was built on the Sandy River and diverted water, via a concrete flume and several tunnels, including one that is over a mile long, to the Little Sandy River, to increase water flow.

It's amazing that the Little Sandy River wood flume has lasted all of these years. Being only 3 miles long, it seems that building a more reliable, stronger pipe system would have been relatively inexpensive, compared



to the constant maintenance needed for a wood flume. Part of the reason for keeping the old flume might have been that the power plant has been on the chopping block for many years and PGE was always hesitant to invest in upgrading the flume. But no doubt, another reason is that the flume was so well designed and well built back in 1909, that a new flume or pipe simply was not needed.

The water that comes through the Little Sandy Flume does not directly run to the power plant, but rather keeps Roslyn Lake filled up. The Bull Run Power Plant, which runs off of Roslyn Lake, generates enough power for more than 10,000 homes. However, its days are numbered.

PGE has selected this old, but historic power plant to be dismantled and taken off the grid. The Marmot dam is the first part of the system to be shut down and dismantled by 2007. By 2008, the Little Sandy River dam will be removed. By 2009, the flumes, tunnels and power plant will be disposed of in one form or another, likely destroyed. Ironically, by then, it would have reached its 100<sup>th</sup> birthday.

This wood flume is of large historic significance. It's one of the oldest in the country still in use. It's also in a relatively remote area, not accessible by roads, except for one short section. The flume has been well maintained and some sections have been rebuilt over the years, but it's largely original. It will be an extreme shame to see it destroyed.

The railroad appears to be of standard gauge using very light weight rail. At least three speeders which appear to be custom built for PGE are on the property along with a small flat car and one flat car with a small attached crane.

The fate of the flume and power plant are not clear. But in looking over the PGE documents about decommissioning the plant, it seems clear that the only groups to come forward and strike an agreement with PGE are environmentalists, river rafters and fisherman. None of which may have an interest in historical preservation. It's possible that the flume and power plant might be saved for historical preservation, but so far I know of no evidence that's the plan.

So, until it's destroyed, we plan to try to document the flume and railroad as much as possible.

*Web site (lots of pictures): [www.brian894x4.com/PGELittleSandyFlumeRR.html](http://www.brian894x4.com/PGELittleSandyFlumeRR.html)*

*This information extracted from Brian's Web site and published with his permission by Arlen L. Shel Drake.*

## **PNWC-NRHS, Membership meeting minutes June 17, 2005**

*[ November minutes were not available at press time. This mid-summer set of minutes were submitted for publication instead, at they had not been printed previously.]*

Chapter President Ron McCoy called the meeting to order at 7:38 pm, and welcomed guests Dan Rehwalt and Charles and James Stevens. New members for the month included: Thomas C. Duker; Kenneth G. and Sandra Hansen; Henri Larose; M. James Replogle; John Callahan; Harvey J. Rosener; Michael Rosu; Mark A. Spitzmueller; and Gilbert J. Gross.

Ron reminded Chapter members with old keys to turn them in for a refund of their \$10 key deposit, or exchange them for a new key if needed.

Membership directories were available at the meeting, and NRHS name badges had arrived. Name badges are ordered periodically throughout and are just \$5. Ask Diana Mack at any meeting if you do not yet have your own NRHS badge.

Convention Chair Arlen Shel Drake gave an update on the Go By Train 2005 convention, saying that plans are moving along well, thanks to Doyle McCormack, Ed Immel, George Lavocot, and others with the 4449 and PRPA. Tickets for convention events are selling well, and progress is being made on finding additional capacity for the Western Star Mainline Steam event.

Treasurer Ken Peters said that rent and other expenses dominated the June financial picture. Donations to defray rent and utilities expense are always welcome.

Rolling Stock Committee member Pete Rodabaugh is heading up a project to replace the wheels on the Chapter's 1930's-era Budd car, the 6200.

Pete said the trucks are back under the car, thanks to two wheelsets and bearing boxes donated by John Earp. Some other work continues on the brakes, couplers and buffer plates. Pete and Ron thanked George Mickelson, Keith Fleschner, Randy Rock, Karl Wescott, and George Hickok.

Concessions Chair Al Hall talked about the US Forest Service's invitation to the Chapter to participate in the "Columbia Gorge History of Transportation" event at Multnomah Falls. The event runs Saturday and Sunday, June 18-19, and Al said that volunteers were still needed for short shifts. While not staffing the Chapter's booth, volunteers will be able to enjoy the falls and the heavy freight action on the UP line right in front of the lodge.

Jim Long spoke about the Chapter's activity to Train Mountain in September.

A sign-up sheet was provided for people who wanted to learn more details about the trip.

Gerald Schuler present a 25-year membership award to Kenn Lantz.

The members gave Kenn a nice round of applause as he accepted his award.

Kenn is frequently on-hand for Chapter events, Steam-Up at APMA and other functions, so say hello and congratulations next time you see him.

Ron mentioned that Gerald himself is stepping down from his role as Regional Vice President. This is a position on the

National level, and National has begun the process of finding a replacement for Gerald, which will not be easy. Gerald has also served many years as the Chapter's National Director.

Ron presented the "Unsung Hero" award for June to Randy Rock. Randy received a round of applause for his hours spent in service to the Chapter, from car hosting to rolling stock, as well as concessions set-ups and tear-downs.

Other updates included:

Kenn Lantz and Kent Hutchens said that RailsNW.com would be operating an excursion in July on the ex-Southern Pacific Coos Bay branch, now operated by CORP. Details were available from the RailsNW.com web site.

Irv Ewen said he would be staffing the lending library on June 18 from 1:30 to 4:00 pm. The library is open those hours on the two Saturdays immediately following the monthly membership meeting.

Convention volunteer coordinator Keith Fleschner said that more volunteers are needed to staff the convention registration tables, and other volunteer roles.

All convention car hosts would be expected at a mandatory meeting on June 27 at St. Mark's church. CPR training for car hosts will also be gearing up soon.

Joe Mayer said that local G-scale enthusiasts would be having an open house on July 9 and 10.

Ralph Johnson said the evening's program would be a presentation by author Dan Rehwalt. Dan worked many years for the Southern Pacific, and had copies of several of his books available for purchase.

Ron said that food costs were up, and reminded members to contribute for the snacks that Cora Jackson had prepared, and adjourned the meeting at 8:29 pm.

Dan Rehwalt gave the members a colorful look at the history of SP operations in Oregon, especially the construction of the Natron Cutoff, better known today as the Cascade Subdivision. After starting in maintenance of way at Oakridge, Dan moved to mechanical work out of Oakridge, Eugene and Sacramento, before working as a brakeman out of Eugene and Brooklyn. Part of the history Dan discussed was how steam generators were hauled by mule to power electric drills for excavating the Natron Cutoff, and how later the line was relocated in the 1950's because of Lookout Point Dam.

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) 503.516.9272  
**William D. Hyde** (04, 05, 06) 503. 666. 5530  
**NRHS Regional Vice President:** Gerald Shuler, 503. 285.7941

#### Committee Chairs

**Activities:** Darel Mack 503.723.3345  
**Archives:** Chuck McGaffey 503.223.2227  
**Meeting Programs:** Ralph Johnson 503. 654.1930  
**Concessions:** Ted Ahlberg 503.579.2131  
Al Hall 503.699.5042  
**Car #76 Restoration:** Keith Fleschner, 503.516.9272  
**Excursions:** 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 503.516.9272  
**2005 NRHS Convention Chair:**  
Arlen Sheldrake 503.223.7006  
**Chapter Rep., Oregon Rail Heritage Foundation:**  
Arlen Sheldrake 503.223.7006



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**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](mailto:pnwc@pnwc-nrhs.org)

**Trainmaster E-Mail:** [trainmaster@pnwc-nrhs.org](mailto:trainmaster@pnwc-nrhs.org)

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

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**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:** 20<sup>th</sup> 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.**



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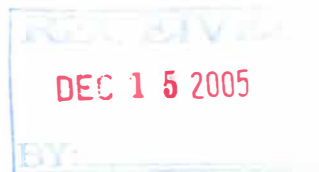
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**Excursions to  
Be Operated at  
OMSI in  
December:  
See Timetable  
on Page 1 for  
Details**

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

The *TRAINMASTER*  
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National Railway Historical Society  
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Portland, OR 97209-3794

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