

The

June
2006



Trainmaster

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



Pacific Northwest Chapter Timetable #527

Membership Meetings: June 9 (This is a special, irregularly scheduled meeting. See below.), June 16, July 21, 7:30 PM, St. Mark's Lutheran Church, 5415 SE Powell Blvd.

Programs at Upcoming Meetings:

- **June 9** See Below. Special presentation of the Chapter vision document.
- June 16 – Ed Immel will present **South America, Steam in Ecuador & Chile.**
- Future Date: Steve Amen, Director of Oregon Field Guide at Oregon Public Broadcasting

Board of Directors Meetings: May 11, June 8, Room 208, Union Station, 7:30 PM

Lending Library: May 20 & 27, June 17 & 24, 1:30 to 4 pm, check-out subject to loan agreement.

Notable Non-Chapter Events:

June 10th - SP4449 joins the *15th Annual Cruisin'* in Historic old town Sherwood

July 20 - 22, SP&S Historical Society Convention, Eugene more info: www.spshts.org

July 29-30 & August 5-6, Great Oregon Steam-Up, Antique Powerland Museum, Brooks Oregon. Gates open @ 7 AM, parade @ 1:30 PM, \$8 12 and older.

Sept 16, West Side Train Show & Swapmeet, 10 AM - 4 PM, Forest Grove National Guard Armory.

September 16-17, SP4449 Portland to Bend, roundtrip, more info: www.sp4449.com

TOWN HALL MEETING NOTICE June 9th

All members are invited to attend a special Friday June 9th membership meeting to review the draft Chapter Vision document as developed by our consultant Alice Parman, Ph.D. with input from the Chapter Board and many of our Committee Chairs. This special meeting facilitated by Dr. Parman will be held at our regular membership meeting location, St. Mark's Lutheran Church, 5415 SE Powell Blvd. The not more than two hour meeting will begin at 7:30 PM with entry from the parking lot from 7 PM to 7:30 PM, after than please enter via the basement entrance on the west side of the building. Please attend this meeting and help the Chapter develop our Vision for the 21st Century.

Mark your calendars now: June 9th, 7:30 PM, St. Mark's Lutheran Church!

GorgeRail 2006



Photo by Arlen L. Sheldrake, 5.21.2006 @ Brooklyn Roundhouse

Approximately 50 attendees from all over the country attended the *GorgeRail 2006* Brooklyn Roundhouse event the afternoon of May 21st. Among the many, many exhibits was this staged Empire Builder consist which included the 274, Plum Creek, and the Chapter's Mt. Hood. The Mt. Hood and Plum Creek were open for touring. The event concluded before the thunder and downpour arrived. This is the third year that profits from *GorgeRail* are going to support the Oregon Rail Heritage Foundation.

2006 Meeting Snack Sign-Ups

The following members have graciously volunteered to prepare the monthly membership meeting snacks funded by attendee contributions:

June = Jim Hokinson
July = *available*
August = *available*

September = Diana & Daryl Mack
October = Rosemary Scheel & Sara Ackerman
November = *available*

To volunteer for *available* months, contact Arlen at 503.223.7006 or rita_sheldrake@msn.com.

GRAFFITI VANDALISM: A CONTINUING PLAGUE



Photo by George Mickelson
4.29.2006, passenger coach
Echo Canyon

While other Chapter members use their talents to work on the 6800 truck, this shows that there is work for even the *semi*-talented.

Contact Keith Fleschner,
503.516.9272 or
keithfleschner@msn.com to
volunteer your talents.

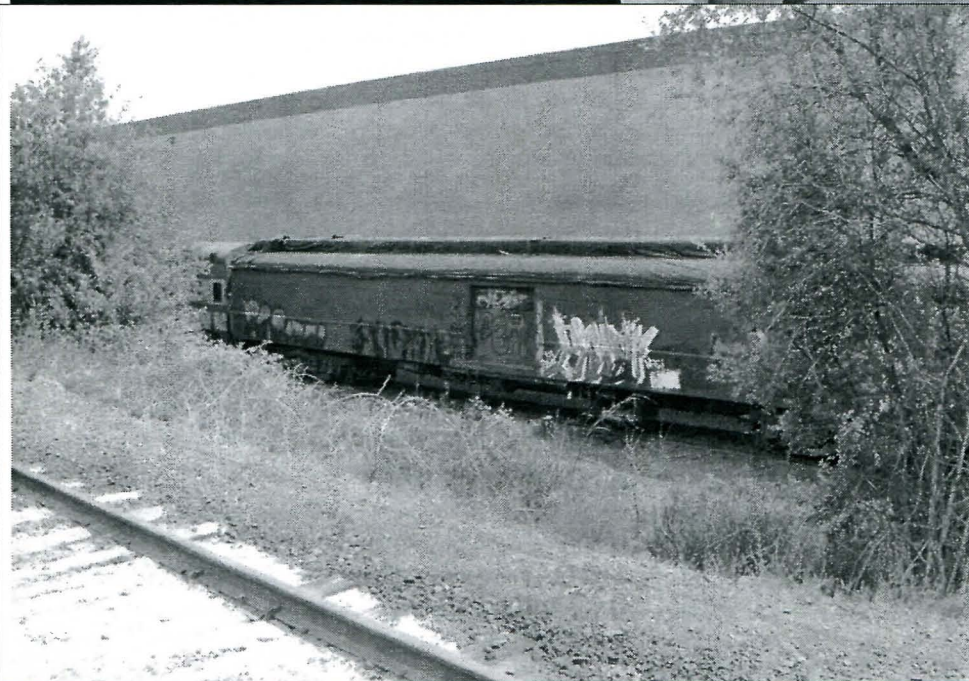


Photo 5.15.2006 by Arlen L.
Sheldrake

This graffiti vandalism which occurred May 13 or 14 was discovered May 15th with damage to both the Chapter's 55 & 1220 rail cars, the 55 is shown here.

VISIONING PROJECT CONTINUES



On May 13th eighteen Board members and Committee chairs met for two hours with consultant Alice Parman, Ph.D. to review the first draft of the Chapter Vision document. The final draft is being mailed to all Chapter members in late May prior to the June 9th Town Hall meeting of the Chapter membership to review and finalize the Chapter Vision for the 21st Century.

President's Update, June 2006

– by Arlen L. Sheldrake

June is a busy month for Pacific Northwest rail fanning. The SP4449 is on live display at Sherwood's *Crusin'* June 10th, the SP&S 700 is doing runs June 10-11 on the Oregon Pacific Railroad between Oaks Park and East Portland Junction, and the Southern Appalachia Railway Museum is doing four area charters in early June. It was disappointing that the Trains Unlimited, Tours six-day romp around the Portland & Western Railroad was postponed from June 10 – 16 to October 4 – 10. The lack of Amtrak staff availability is the reason for the postponement.

The State of California has released their **Rail Plan 2005-06 to 2015-16**. The plan is available on the Internet at www.dot.ca.gov/hq/rail/pubs/reports.htm. Printed and electronic copies on CD are available at: Rail Plan, MS 74, California Department of Transportation, PO Box 942874, Sacramento CA 94274-0001.

Check out the *Final Frame*, page 58 of the June issue of **Railfan & Railroad** magazine. The photo by Chris Fussell shows Phil Barney, Skylar Rayburn, and John Magnuson pondering their hot water wash *mistake* that shrunk the SP&S 700's front truck. Actually the small truck belongs to Phil's 18" gage park engine.

The **Visioning Project** is right on track with the first of multiple drafts of the document developed by our consultant Alice Parman, Ph.D. going to the Chapter Board and Committee Chairs on April 26th. This group met on May 13th with Alice for an intense two hours to review and edit the document. The group included Keith Fleschner, George Hickok, Pete Rodabaugh, Gerald Schuler, Ralph Johnson, Ron McCoy, Mark Reynolds, Charles Stevens, Jim Hokinson, Bob Jackson, Diana & Darel Mack, Jim Loomis, Al Hall, Bill Hyde, Ken Peters, Jim Long, and Arlen Sheldrake. Thanks to Mark Reynolds for making all the May 13th meeting arrangements at his *Church of the Resurrection* in Tualatin. One more edit will be performed by this group then it is being mailed First Class to all members prior to a special review meeting of the membership on June 9th.

May 1st marked the first run of the **Whistler Mountaineer** between North Vancouver BC and Whistler. This is the first year of the Whistler Mountaineer which is scheduled to run daily from May 1st to October 16th. Runs depart at 8:30 AM from North Vancouver with arrival in Whistler at 11:30 AM. The train departs Whistler station at 2:30 PM

with arrival in North Vancouver at 5:30 PM. Bus transfers are included from/to downtown Vancouver and downtown Whistler. Roundtrip *Coast Classic* rate is \$154, *Glacier Dome* is \$249 US. If you do a day rail trip out and back the amount of free time in Whistler is just 1.5 hours. Many, many other options are available to extend your time in the European style mountain resort community of Whistler. The scenery between North Vancouver and Whistler is outstanding! More information: www.whistlermountaineer.com or 888.687.RAIL.

Clark County has received a \$300,000 grant from the Washington State Department of Transportation for rehabilitation work on the 33-mile railroad between Fruit Valley and Battle Ground. A \$250,000 contract was awarded by Clark County on May 2nd to low bidder West Rail to mostly replace ties. The other \$50,000 will be used for construction management and other expenses. West Rail will replace "*the worst of the worst*" of the ties, as many more than the \$250,000 allows need replacing. The full project bids ranged from \$327,531 to \$512,000. This project is expected to be completed this summer. This section of railroad is operated for Clark County under a 30-year contract signed in 2004 by Columbia Basin Railroad operating as the **Portland-Vancouver Junction Railroad**. This information extracted from a May 4th article in *The Columbian* newspaper.

Many rail fans (including me) were saddened in early May to find out that **Robin "Rob" Carlson** went to *end of track* on April 29th. Some of you may be familiar with the excellent timetables published by the **Altamont Press**. Mr. Carlson's, December 24, 1952 – April 29, 2006 (53 years old), obituary in part stated: "Mr. Carlson was a native and lifelong resident of Modesto, California. He was self-employed as president and publisher of Altamont Press, which catered to train enthusiasts. Remembrances may be made to California State Railroad Museum, Membership Department, 111 I Street, Sacramento CA 95814." One of the things that Rob provided was an excellent and free Web site that had rail news six days per week every week and an excellent discussion board. Many thanks to Rob for his services to the rail fan community!

The May 2006 issue of *The Souder* from the **Northwest Railway Museum** in Snoqualmie, Washington announced the receipt of a \$950,000 grant from the Washington State Department of Transportation for phase two of the Railway History Center which will be built to exhibit and store their most vulnerable artifacts. This money comes from the Federal Government TEA-21 transportation enhancements program. The total cost of the Railway History Center is \$4.3 million. Total funds received to date including this grant are nearly \$2.8 million.

Due to the last minute scheduling of the **Artrain USA** visit to Milwaukie, it wasn't possible to get anything into the May issue of *The Trainmaster* announcing the visit. The City of Milwaukie and their supporters were able to quickly put together the necessary funds and fill a May 19-21 hole in the train's schedule before it left Oregon.

For those of you who are keeping track of **ODOT's three RDC units**, no they haven't yet been sold but they have moved from the **Morse Brothers Linnton** site to the Brooklyn Roundhouse area. The Linnton site is no longer available for rail car storage but all who have used it have appreciated the gracious hospitality of Morse Brothers Inc.

We're getting our **train quarter!** On May 11th the Governor of Utah announced that the depiction of the meeting of the locomotives at Promontory Summit will be Utah's 2007 quarter design as shown in the May *Trainmaster*.

Our roster of **Committee Chairs** has received a major blow with the resignations of Al Hall, **Excursions** and Chuck McGaffey, **Archives**. Both Al and Chuck have put in many, many hours with their respective committees and will be sorely missed. Bill Hyde, Chuck's able assistance and member of the Board, has agreed to serve as the Archive Committee Chair. As of this time we are still without an Excursions Committee Chair. Filling this vacancy is critical as we need to get moving to plan the scheduled September 16-17 Port of Tillamook Bay Railroad trip(s). This isn't a loner position; many able assistants are available to help with both the planning and execution. As many of you know, this almost annual POTB excursion is the Chapter's major fund raising effort. Both resignations are due to health issues and hopefully both will return to full Chapter participation in the near future. Al will continue as our Concessions Committee Chair.

Thanks to the membership who at the April 21st meeting approved a Board recommended \$5,000 initial budget to begin the process of establishing a **permanent home**. Initially a committee of 8 (Keith Fleschner, Jim Long, Al Hall, George Hickok, Pete Rodabaugh, Eileen Brazil, Mark Reynolds, Bob Jackson & Arlen Sheldrake) will be working to develop some options.

Seattle's **King Street Station** is celebrating its 100th anniversary. Built between 1904 and 1906, King Street Station opened its doors on May 10, 1906 and became home to the Great Northern and Northern Pacific Railroads. The station currently serves both Amtrak (14) and Sound Transit (12) trains and 1.7 million passengers. Amtrak and Washington State Department of Transportation are working in partnership with BNSF Railway Company to renovate the station. More information: www.kingstreetcentennial.org.

Fifty participants in **GorgeRail 2006** are expected to tour the Brooklyn Roundhouse on May 21st. The Chapter will be welcoming participants to tour the Mt. Hood sleeper/lounge as well as see the work in progress on the 6800's wheelset. This is the third year that profits from GorgeRail are going to the Oregon Rail Heritage Foundation.

Union Pacific and CSX to be part of Washington to New York Food Train

Back in August of 2005, the Union Pacific released the following to the public:

Omaha, Neb., August 2, 2005 – Fresh Washington State produce will soon make its way to New York State aboard Union Pacific Railroad's and CSX Transportation's new dedicated produce unit train. The service, made available through agreements with Railex LLC, is scheduled to begin in first quarter 2006.

The 55-car train will consist of new refrigerated boxcars that can carry as much as four truckloads of produce each. The high-speed travel time – 124 hours – is achieved partly by keeping the train intact from its loading point until arrival as a "unit" at destination.

"We believe this new service will provide an alternative method to ship perishable produce from Washington to New York other than over-the-road transportation," said John Philp, Union Pacific Railroad, assistant vice president - food and refrigerated products.

"We are very excited about this new service option for shippers of perishable goods, which will fill an existing transportation void by allowing for a fifth-morning arrival from Washington State to the Northeast," said Andy Pollak, CEO and owner of AMPCO Distribution Services Management, LLC.

The refrigerated boxcars are a new generation of 64-foot railcars with enhanced insulation, energy efficient cooling systems and GPS monitoring to ensure proper temperature control. The unit train is designed to carry products such as apples, pears, onions and potatoes. In addition, this new service opens the gateway for a variety of other highly perishable commodities currently transported by truck. The train will provide Washington perishable shippers with both a high-speed and reliable transportation alternative while offering the cost savings that rail provides.

The train, originating in Wallula, Wash., and terminating in Albany, New York, is a joint service offering with CSX Transportation that will include a seamless interchange in Chicago. Railex, LLC, a division of AMPCO Distribution Services, will own and operate both new loading and unloading centers and will manage handling and distribution of product on each end.

But why would Albany, New York need a dedicated food train to serve it from the Pacific Northwest? On May 28, 2006, another news release appeared on the TimesUnion web site:

<http://timesunion.com/AspStories/storyprint.asp?StoryID=486551>

This story revealed that the current transit times for food from the west coast is approximately nine days. This special service will cut the transit time to five days, which is comparable to truck. Each train will carry as much produce as 200 highway trucks. Switching to rail service will save approximately 4.3 million gallons of diesel fuel a year over truck service. At current fuel prices, this is expected to save \$12.8 million per year – even if the trains have to be sent back to Washington completely empty.

People with the Schenectady Metroplex Development Authority are currently looking for opportunities to use the returning trains for various items, further increasing efficiency.

The distribution center in New York will cost about \$18 million to build. The two food warehouses in Wallula and New York will be approximately 200,000 square feet. Trains are expected to start rolling in September.

PNWC-NRHS
Membership meeting minutes
March 17, 2006

Chapter President Arlen Sheldrake called the meeting to order at 7:30 pm, and recognized two new members for the month: David Larson of Portland, and Jane Vogland of Wilsonville.

Darel Mack and Jim Hokinson moved to approve the November and December membership meeting minutes as published in the March Trainmaster, and the motion passed.

Treasurer Ken Peters gave a financial summary, which included comments that dues and donations are coming at a slower pace than 2006, although concessions sales are up over last year. A motion by Al Hall and Chad Stryker to approve the Treasurer's report passed.

Keith Fleschner of the Rolling Stock committee reported that the 1220 and 55 have fallen victims to metal thieves and graffiti vandals. The graffiti has been painted over, but the metal theft will be difficult to repair. On a more positive note, the new wheelsets for the Mt. Hood have arrived, and wheel work will begin in the coming weeks.

George Hickok, the long-time and sometimes single-handed support person for the Chapter's rolling stock leases to the Port of Tillamook Bay, has announced that he will not be able to continue as the Chapter's liaison to the POTB for rolling stock support. George's efforts have netted a substantial amount of income to the Chapter, both directly and indirectly, and an immeasurable amount of goodwill and cooperation in exchange for his long hours. Keith Fleschner has stepped up to try to fill George's shoes.

Jim Hokinson is working on a system to keep track of the number of volunteer hours donated to the Chapter. This information will be used to demonstrate the high degree of involvement of Chapter members in grant applications and other fund-raising and recruiting efforts. Be sure to contact Jim to obtain a form to record your time, or simply write down the hours you spend, and the general nature of your work, such as rolling stock maintenance, organizing the archives, or whatever your involvement may be. Then turn your time in monthly to Jim at the membership meeting, or by mail.

Arlen said that after many fine issues, Trainmaster editor Glenn Laubaugh is stepping down. A search for a replacement is under way. Thanks to Ron McCoy for providing an excellent 2005 Annual Report that filled out the 12-page March issue.

For the second month in a row, Keith Fleschner provided the evening's refreshments. A sign-up sheet was available with space to sign up for any month for the remainder of the year. Al Hall commented that Keith was going beyond the call to volunteer twice in a row, and encouraged other volunteers to take a turn.

On April 8, approximately twenty Chapter Board members and committee chairs will meet with Dr. Alice Parman of Eugene to begin the process of forming a long-term vision for the Chapter. A follow-up meeting involving all Chapter members will be scheduled soon, probably in May.

Watch your mailbox for an invitation!

Darel Mack said that sign-ups and great door prizes are rolling in for the Annual Banquet, to be held April 1st at Saylor's Country Kitchen. Some of the door prizes donated included some SP&S China donated by Ed and Sara Ackerman, free tickets from the Astoria Maritime Museum, Mt. Hood Railroad tickets courtesy of Leonard Morgan, and Chehalis and Centralia Railroad tickets donated by Joe Harper.

Membership Chair Diana Mack said that due to late mailing of renewal forms by National, many members' dues renewals are still in process. May 1 is the deadline for renewing memberships for 2006.

Joe Harper presented a check to Treasurer Ken Peters representing the proceeds to date for sales of the Chapter's "Go By Train 2005"

Convention video. Joe produced an excellent video of the major Convention activities, including the inbound Trains Unlimited Tours Amtrak special. If you haven't bought your VHS or DVD copy already, see Al Hall at any Chapter meeting or phone 503-699-5042.

Concessions Chair Al Hall thanked Joe Harper for another donation, a combination TV/DVD player donated to the Concessions Committee for use in displaying videos for sale. Al also reported that planning is underway for a two-day fall excursion on the Port of Tillamook Bay, from Banks all the way to Tillamook, with an overnight stay and rail return the next day.

Membership Program Chair Ralph Johnson said the evening's program would be Port Angeles author Steve Hauff's presentation on the Rayonier Railroad of Washington's Olympic Peninsula. April's meeting will feature Chapter member Jerry Tanquist and the railroads of Wasco County. If you have an idea for a membership program of forty to sixty minutes, contact Ralph at 503-654-1930.

John Willworth had videos available from the lending library, including Sacramento Northern 1940, Daylight to Vancouver, and others. Library privileges are free to members with a signed library agreement on file.

In other news, George Hickok said that the Union Pacific and Tri-Met are close to an agreement on the right-of-way for the Westside Commuter Rail project.

Arlen reminded everyone to sign in, and adjourned the meeting at 8:15.

Steve Hauff's program on the Rayonier Railroad showed how the operations evolved as the ownership of the railroad changed hands several times in the early and mid-twentieth century. Some of the most intriguing items included a 200-foot-high trestle constructed in two tiers from whole cedar logs, and many scenes that gave a good representation of post-WWII-era railroad logging camps, and logging camp that showed the summer employment of Washington State University student Egbert Roscoe Murrow, who went on to become better known as Edward R. Murrow.

Chapter Officers

President: Arlen Sheldrake 503.223.7006
Vice President: Keith Fleschner 503.516.9272
Treasurer: Kenneth I. Peters ('04, '05, '06) 503.646.5034
Secretary: Jim Long ('03, '04, '05, '06) 503.313.7382
National Director: George Hickok 503.649-5762
President 2005: Ron McCoy 503.244.4315

Chapter Directors-at-Large

Gerald Shuler (finish out 2006 term) 503. 285.7941
Ralph Johnson (05, 06, 07) 503.654.1930
Jim Hokinson (finish out 2006, 07 term) 503.635.4826
Mark Reynolds (06, 07, 08) 638.7411
Charles Stevens (06, 07, 08) 503.692.6611
William D. Hyde (04, 05, 06) 503. 666. 5530

Committee Chairs

Activities: Ron McCoy 503.244.4315
Archives: William Hyde 503.666.5530
Auditor: Bob McCoy 360.459.3251
Meeting Programs: Ralph Johnson 503. 654.1930
Concessions: Al Hall 503.699.5042
Car #76 Restoration: Keith Fleschner, 503.516.9272
Elections: Jim Loomis 503.253.3926
Excursions: Vacant, please see president if interested
Car Host: Darel Mack 503. 723.3345
Flanger Restoration: Eileen Brazil 503.647.5667
Library: Irv Ewen 503.232-2441
Membership: Diana Mack, 503. 723.3345
Museum: Glenn Laubaugh, 503. 655.5466
Rolling Stock: vacant, contact President, above
Chief Mechanical Officer:
Peter Rodabaugh, 503. 771.8545
Car Rental Agent: Bob Jackson, 503. 231.4808
Safety Officer: Keith Fleschner 503.516.9272
Chapter Rep., Oregon Rail Heritage Foundation:
Arlen Sheldrake 503.223.7006
Webmaster: Mark Whitson 503.533.7005

Respectfully submitted,

Jim Long
Secretary, PNWC-NRHS

Flanger Report:

We have been hearing good things about the flanger work at Antique Powerland. All of the rotten siding has been removed, and replacement siding has been cut and is drying. Due to the late rains and some structural damage discovered to the larger wooden truss members, it is not known at this time if the flanger work will be completed by the 2006 Oregon Steam Up. However, significant progress is being made towards making the piece into displayable condition. See below for Flanger Restoration Committee Chair.



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snacks (page 2) or rolling stock
help (page 2, page 4) or even to
help out with excursions by
chairing the excursions
committee (page 7). Efforts to
get the wooden flanger into
displayable condition are
progressing (page 7).**

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