

# The

September  
2006



# Trainmaster

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



## Pacific Northwest Chapter Timetable #530

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

**September Program:** Arnie Holden, Pacific Railroad Preservation Assoc.: Restoration, history SP&S #700

**October Program:** ~~planned program has been cancelled – replacement To Be Announced~~

**November Program:** Bob Melbo, ODOT, Washington County Commuter Railroad, other Oregon projects

**December:** Elections and Potluck, no official program **Interested in program presentation?** See p. 8

**Board of Directors Meetings:** Sept 7, Oct 12, Room 208, Union Station, 7:30 PM

**Lending Library:** Sept 16 & 23, Oct 21 & 28 1:30 to 4 pm, check-out subject to loan agreement.

**Tillamook Turn** Excursion: Sept 16 & 17, Banks to Tillamook & Return

**Chapter Picnic:** evening of Sept. 9, Washington Park (near Rose Test Gardens) Train Station, see Aug. insert

### **Notable Non-Chapter Events:**

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](http://www.sp4449.com)

October 14-15 Fall Foliage & Photographers Special, Sumpter Valley RR; [www.svry.com](http://www.svry.com) or 866.894.2268

May 18 - 20 *GorgeRail*; [www.dogcaught.com/gorgerail](http://www.dogcaught.com/gorgerail)

## **Another Great Steam-Up** By Al Hall



The chapter booth at the Great Oregon Steam-Up is center stage.



Every year gets better and better at The Great Oregon Steam-Up as this year's annual event attracted record numbers. Cooler weather was a contributing factor as approximately 10,000 visitors, exhibitors, vendors and volunteers enjoyed the much anticipated opening day activities in 75-degree weather. A survey taken during both weekends surprisingly revealed almost 20% of this years attendees were from out of state. That statistic is one reason why the Great Oregon Steam-Up is the largest show of its kind in the Western United States.

Our chapter volunteers were busy as usual. Our PNWC booth was the Steam-Up Information Center and besides answering questions we also helped with the daily parade, survey taking, lost and found, plus we sold a record quantity of Steam-Up buttons. In the past three years our button sales efforts have generated over \$3500 for APMA. Not bad for railfans, eh?

Chapter member Randy Rock applied his skills in helping to upgrade the APMA public address system so it now can be heard throughout the entire grounds. He was on hand to monitor the system and help in our booth throughout both weekends.

In between we also found time to sell PNWC concession items. Sales almost doubled compared to last year and 65% of those sales were railroad books. Now you know **why** I'm always pleading to you, our membership, to please consider donating your railroad books when you are through reading them. I've yet to meet anyone who takes their books with them on that last train trip to the big roundhouse in the sky.

I thank the following chapter volunteers for their help during Steam-Up: Judy Hall, Randy Rock, Dwayne & Linda Duling, Arlen Sheldrake, Dr. Dave Van Sickle, Kent Hutchens, Bill Hyde, Kenn Lantz, Trent Stetz, Jim Hall, Rick Banton, Jim Hokinson, Charles Stevens, Chuck McGaffey, Gary Dennis, Glenn Laubaugh, Mark Moore and Gordon Zimmerman.

## 2006 Meeting Snack Sign-Ups

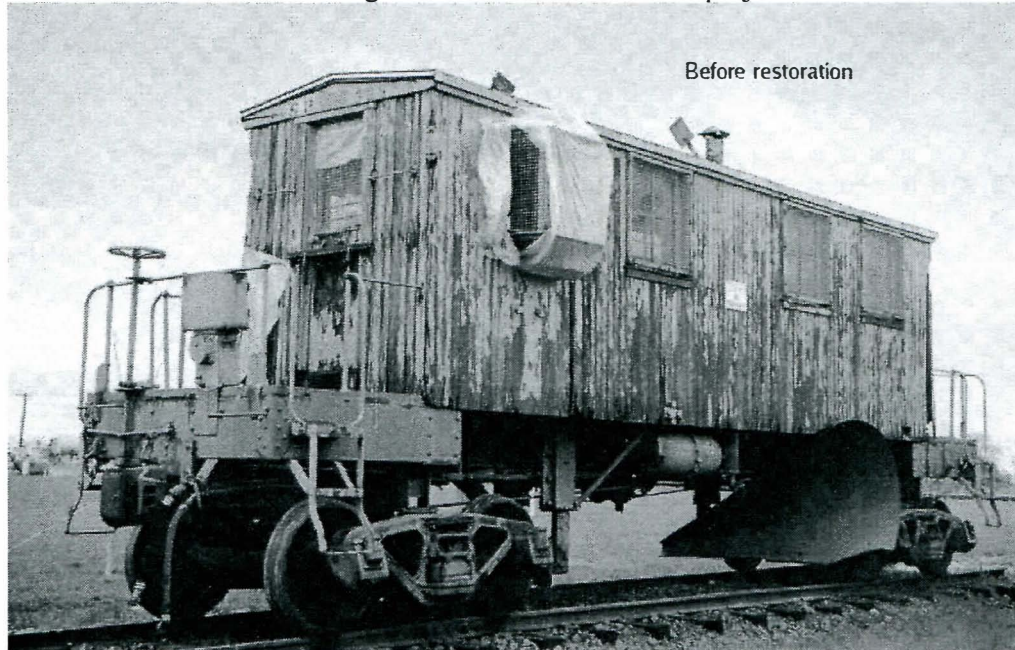
The following members have graciously volunteered to prepare the monthly membership meeting snacks funded by attendee contributions:

September = Diana & Daryl Mack	November = <i>available</i>
October = Rosemary Scheel & Sara Ackerman	December = Everyone (annual Christmas Potluck)

To volunteer for *available* months, contact Arlen at 503.223.7006 or ASheldrake@comcast.net.

### FLANGER RESTORATION UPDATE By Eileen Brazil, Project Leader

When the flanger restoration began, the condition of everything from the windows to the framing remained a mystery until we removed the rotten siding and were further into the project. As with most restorations, we

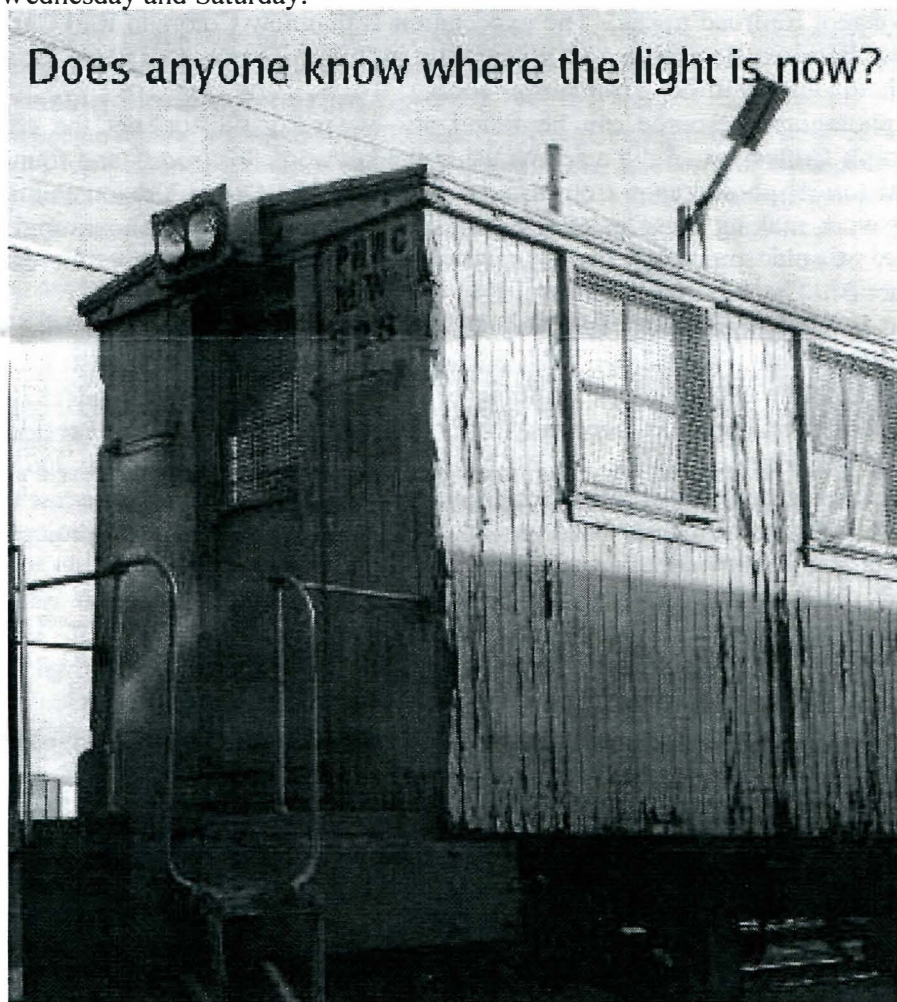


found much more damage than expected.

The work was divided up between several volunteers. Darel Mack stepped up to the task of sand blasting the metal work covering the windows and the bay window. This has been completed. Darel also volunteered to primer the metal work. Matt Miovac will be building new bay windows over the fall and winter. I will rebuild the doors and should finish them by the end of September. With the help of Tom Kneeland of Antique Powerland, I will be rebuilding the flat windows over the fall and winter. The new windows will be installed spring 2007. Charles Stevens and I did most of the siding removal with the help of several other valuable volunteers. After I tore a ligament in my knee, Charles led the charge to primer all the new siding which is finished and ready to install.

Framing is underway. The 4x4's under the windows will be replaced due to rot and two of the corner 4x4's will be replaced due to damage. Supporting pieces will be replaced as necessary. Additional 2x4's will be added for siding stability. The 4x4's and 2x4's for our framing were milled by Miller Lumber Co., the sawmill at Antique Powerland.

In September, we will need help framing and installing the new siding. Once the siding is installed, we will need painters to apply the orange top coat. Please contact Charles Stevens if you'd like to help. The work parties are every Wednesday and Saturday.



The above photograph shows a light on the flanger. Does anyone know where this light is now?



I'd like to express my deep appreciation to all the volunteers who have helped with this project. Thank you! You are making it happen.

Project leader: Eileen Brazil 503.647.5667 / [info@ridgetopfarm.com](mailto:info@ridgetopfarm.com)

Workday Manager: Charles Stevens 503.692.6611 / [xenophon@teleport.com](mailto:xenophon@teleport.com).

The Flanger and Jordan Spreader are located at Antique Powerland Museum in Brooks, Oregon under an agreement with the Oregon Electric Railway Historical Society.

---

## **PRESIDENT'S UPDATE ~ SEPTEMBER** by Arlen L. Sheldrake

The September issue of *Railfan & Railroad* magazine has an excellent article about the making of the **Emperor of the North** movie around the communities of Cottage Grove and Vernonia, Oregon. This early 1970s movie has recently been released on DVD. The article author, Jeff Terry, believes the Emperor of the North is the "greatest railroad movie of all time".

The July 21<sup>st</sup> **Washington County Commuter Rail Project** open house at the new Bridgeport Village shopping center (former gravel mine) was informative. The much delayed project is now showing definite signs of gearing up with the increased levels of assigned TriMet community outreach staff and actual work on the Portland & Western Railroad tracks. The expectation is that new Colorado Rail Car DMU units will be carrying passengers between Beaverton and Wilsonville in 2008. Thanks to TriMet for supplying the DMU Fact Sheets that should appear in *The Trainmaster* soon.

A wonderful photograph resource can be found at: [www.salemhistory.net](http://www.salemhistory.net) the click on the **Oregon Historic Photograph Collection**. I did a search using the keyword "railroad" and found a great number of very interesting historical photographs from around Oregon. The Salem Oregon Public Library has done some outstanding work making these treasures available! You could spend hours and hours viewing this excellent resource. Could something like this be in the Chapter's future for our extensive photograph collection? Contact Bill Hyde to offer your services.

Congratulations to the **Yaquina Pacific Chapter** (Toledo, Oregon) for their winning of a \$2,000 NRHS 2006 Railway Heritage Grant. The \$2,000 will be used towards the design and construction of a 40 foot self-guided interpretive timeline exhibit of the building of the Oregon Pacific Railroad 1870-1892. This is the third grant Yaquina Pacific Chapter has received from NRHS according to Chapter President Bill Bain.

Chapter member **Joe Harper** reports that he has sold 318 of the *Go By Train 2005* NRHS convention videos. This is the highest number of NRHS convention videos sold in at least the last ten years. The total profit coming to the Chapter from these sales was \$1,590. Joe handled this entire project on his own. Joe is also doing a video on the 2006 NRHS convention.

Spotted by Judy Hall, a new on-line resource on the **FRISCO RAILROAD** made available by the Springfield-Greene Library District of Springfield, Missouri:

**FRISCO RAILROAD.** The Saint Louis – San Francisco Railway, commonly known as the Frisco, was a major employer in the mid-20<sup>th</sup> century. Its employee registration cards have been release and are searchable. They date from about 1940 forward for many years. They include the employee's name, address, occupation, birth date and place, race, sex and names of parents (including the maiden name of the mother). The Employee Magazine information (1902 – 1935) is also available in PDF and may contain valuable information about an ancestor or relative who worked for the Frisco. <http://thelibrary.org/lochist/frisco/frisco.cfm>.

All reports say that the 2006 Great Oregon Steam-Up was the most successful to date of the many Steam-Up events sponsored by the Antique Powerland Museums. As those who volunteered some hours to staff the booth know, it is great fun but can be a long and tiring day. Two Chapter members, **Al & Judy Hall** deserve special thanks for all the time they spent putting together the Chapter booth, getting the materials to and from the booth each of the 4 days, soliciting volunteers, and stocking the booth with salable items. I was especially impressed with two of the many new items in our concessions: selected Pacific Northwest (we all need a Willamette & Pacific Railroad pin) railroad pins from Sundance and Judy's idea to frame the J. Craig Thorpe's 1996 Union Station notecards. Also a special thanks to Eileen Brazil for developing the excellent

information display boards for our Flanger and Jordan Spreader. Many people were caught learning something about these unique MOW devices.

Thanks to Eileen Brazil for also developing a draft **MISSION STATEMENT** that began a Chapter Board of Directors review process on August 10<sup>th</sup>. Our plan is to bring a draft **MISSION STATEMENT** to the membership at the September meeting and in the October *Trainmaster* for membership review. This is continuing work to implement our adopted **VISION STATEMENT**. No rest for the dedicated!

2007 Cultural Development Grants Awarded by the Oregon Cultural Trust

#### **Pacific Railroad Preservation Association, \$4,000**

To support the preservation and rehabilitation of a steam locomotive auxiliary water tender, a steam era "rolling water tower" with 17,000 gallon capacity. This surplus unit, scrapped from a Great Northern steam locomotive, once restored, will allow the Association's historic Spokane, Portland & Seattle Railway #700 steam locomotive to double its travel capacity to 200 miles and allow more public access to this historic engine. Grant contact – Matt Baccitich. (extracted from the OCT Web site 8.12.2006)

Congratulations to Matt and the PRPA crew!

### **RAIL CROSSING SAFETY IMPROVEMENTS**

Out of the federal funds authorized in the recent transportation authorization bill, SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A legacy for Users), the Oregon Transportation Commission has allocated \$5.5 million to help finance three programs for improving safety at rail crossings: the passive rail crossings signing program, the green clear-out program and the wig wag elimination program.

#### **Passive Rail Crossing Signing Program**

This program will update signing at more than 1,200 passive rail crossings across the state. A passive rail crossing is a crossing that doesn't have automatic controls such as flashing lights, gate arms or automatic signals. Passive rail crossings are usually located on low traffic volume roads or in low rail use areas. Currently, all passive crossings have a sign post with a rail crossing sign in an "X" formation called a crossbuck.

"The problem is that motorists often don't understand that a crossbuck means that a train may be coming through and that they need to stop or yield for the train," said Senior Crossing Specialist Myron Arneson. "One of the most common places for an incident to occur is where the train counts are low and the train speeds are less than 35 mph. People don't look to see that a train is coming and a crash occurs."

This program will improve the crossbucks by adding yield or stop signs and by adding reflective material to improve visibility. "People know what a stop and yield mean. These new signs will call attention to their responsibilities when crossing a railroad track," said Arneson.

At most crossings a yield sign will be used, but in situations where sight distance is poor, a stop sign may be used. "Region traffic staff will coordinate and participate in an on-site engineering investigation with Rail Division staff at each affected crossing to determine appropriate signage," said State Traffic Engineer Ed Fischer.

Oregon will be one of the first states to upgrade its passive rail crossings to new standards set forth by the Federal Highway Administration in the *Manual on Uniform Traffic Control Devices*.

#### **Green Clear-out Program**

Currently, there are 18 railroad crossings in the state that use a "Proceed on Flashing Yellow" traffic signal light interconnect system to clear traffic from the railroad tracks when a train approaches. The problem with this type of signal system is that some motorists don't understand what to do when they see the flashing yellow traffic signal. This can cause traffic backed-up over the tracks to remain in the conflict area during an approaching train.

"The current standard is a green clear-out phase with pedestrian consideration, which means that the signal first clears the pedestrians from the intersection and then a green traffic light moves traffic forward as the automatic gates and flashing light signal are activated, clearing the track," said Senior Crossing Specialist Glen Kirkpatrick. "Bringing these 18 crossings up to this standard will definitely improve crossing safety."

#### **Wig wag elimination program**

A wig wag is an antiquated signal device that warns motorists of an approaching train by using a lighted circular sign that waves back and forth. "These devices are so outdated that it is impossible to find replacement parts for them," said Kirkpatrick. "Replacing them with modern flashing lights and automatic gates signals will greatly improve safety at these crossings, plus save on maintenance costs."

During the next two years, ODOT Rail Division staff will hold meetings with railroads and local road authorities about each of these three types of crossing improvement projects. Together, they will negotiate agreements on each project. After agreements are reached, Rail Division staff will write a Rail Division Order authorizing installation.



ODOT will pay for the cost of the signs, traffic signal and railroad equipment upgrades using the SAFETEA-LU funds. Ongoing maintenance of the new devices will be the responsibility of the affected railroad and road authority at each crossing.

“The sheer number of projects will mean a definite increase in the work load for everyone involved,” said Kirkpatrick. “However, we’ve heard nothing but positive comments from road authorities and railroads. They appreciate that Oregon is very proactive when it comes to safety.”

*(Source: Oregon Department of Transportation – July 2006)*

## OREGON’S FALLING WIG WAGS

Get your pictures now as the following Wig Wag railroad crossing signals are scheduled to be replaced by ODOT using SAFETEA-LU funds:

- **Portland & Western/Willamette & Pacific (P&W/W&P)**

KNAPPA, Astoria District, Waterhouse Road

DALLAS, Dallas District, Uglow Street

DALLAS, Dallas District, Lyle Street

- **Central Oregon & Pacific (CORP)**

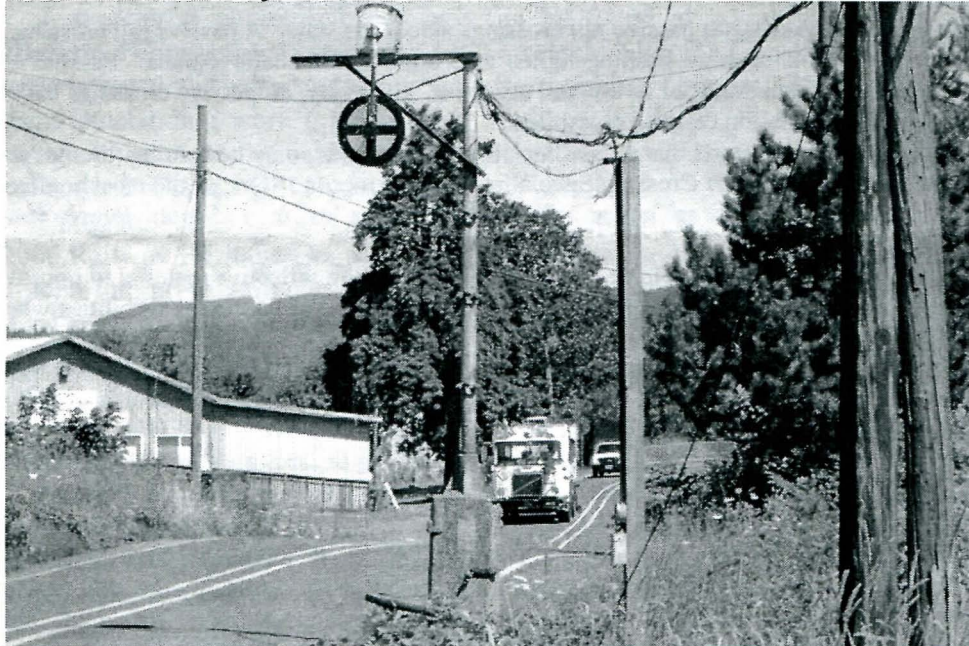
ASHLAND, Oak Street

MEDFORD, 11<sup>th</sup> Street

South of ROSEBURG, Dole Road

- **Albany & Eastern Railroad (AERC)**

LEBANON, Mill City Line, Berlin Road



- **Port of Tillamook Bay (POTB)**

BANKS, Sellers Road

TIMBER, Timber Road

Two are located on the Jefferson Branch line currently operating with the Lake Oswego Trolley. There are no plans to replace these at this time.

*Source: Oregon Department of Transportation, July 2006*

Banks, Oregon @ Sellers Road, Photo by Arlen L. Sheldrake, 7.20.2006

## NRHS 2006 NATIONAL CONVENTION, NEW PHILADELPHIA, OHIO By Tom Smith

The 2006 NRHS Convention was held at New Philadelphia, in southeastern Appalachian Ohio from July 17-23. The Convention differed from most others in two respects: since no NRHS chapter had stepped up to bid on the 2006 convention, it was totally a product of the NRHS National Convention Committee; and, it was not held in a major city. Nevertheless, an abundance of nearby rail attractions made for a fine convention.

Headquarters was in the Holiday Inn at the New Philadelphia exit on I-77 about 30 miles south of the Akron-Canton airport, and 10 miles north of Dennison, where the major rail trips originated. Adjoining was a cluster of motels including Hampton Inn, Motel 6, Super 8 and Knights Inn, along with Denny’s, Wal\*Mart, fast food and gas stations, the kind of establishments you find at any major freeway interchange. Convention goers thus had a choice of motels in

different price ranges, as well as a selection of restaurants. Frontier Airlines has direct jet service to Akron/Canton, and the half-hour layover at their Denver hub was a welcome break in a long flight from Portland.

My wife Karen and I could not arrive until late Tuesday night, and so missed the first trip of the Convention, an excursion over the Ohio Central's former PRR main line east from Dennison to near the Ohio River. This was advertised as a vintage diesel powered special train with a steam powered photo freight to follow. There was a photo freight of vintage cars, but it wasn't steam. Although the Ohio Central has a large fleet of passenger equipment stored at Sugar Creek, the cars had reportedly been sold as the OC is discontinuing all passenger operations. The convention trains were made up of cars from the Orrville Railroad Heritage Society.

Wednesday saw Convention trips to the Cuyahoga Valley Scenic RR and the Pennsylvania Trolley Museum. Since we couldn't decide which to take, we spent the day exploring local area rail lines and where rail lines had been. The 1946 vs. 2006 Ohio rail maps in the August 2006 TRAINS explain the many abandoned grades encountered, as Ohio has lost about a third of its rail mileage in the last 50 years. Dennison was once a major location on the Pennsylvania RR, site of a shop complex, two roundhouses and a payroll exceeding 3000. Now, everything is gone except for the Dennison depot which has been nicely restored and houses a nice restaurant, museum and gift shop. The main line in front of it once hosted PRR's "Blue Ribbon" fleet of trains to St. Louis, including the *Spirit of St. Louis*, *American*, *Penn Texas*, *St. Louisan*, and more recently Amtrak's *National Limited*. What was once a double tracked speedway for K-4's, duplex T-1's and EMD E units is now a de-sigaled single track which usually sees just one daily train running alternately east and west. The Ohio Central operates the line as far as Columbus, but west of there it is mostly gone. Farther south, the B&O's St. Louis mainline that was the route of B&O's *National Limited*, and later Amtrak's *Shenandoah*, has also been removed. I could never relive the memory of many trips across southern Ohio on B&O's wonderful trains.

Thursday's trip was billed as a steam powered 134-mile round trip excursion to Newark (about 30 miles east of Columbus), however due to lack of turning facilities in Dennison, it was diesel powered from Dennison to Morgan Run, just east of Coshocton. An optional tour of Ohio Central's Morgan Run shops was offered, and those of us who took that boarded buses at the hotel that would take us directly to Morgan Run. There, we were allowed the run of the place, photographing equipment and touring the shop area where both diesels and 2-8-0 33 were getting an overhaul. Unfortunately, we did not see too many locomotives in Ohio Central's attractive maroon and gray color scheme. Many of their locomotives have been sold and replaced with others still in Conrail or SP paint schemes. One recognizable Northwest color scheme was that of Rick Franklin GE B23-7 4202, which has recently joined the Ohio Central roster along with 4201. There were seven steam locomotives, but the only one serviceable was former CP 4-6-2 1293. When the excursion train arrived from Dennison, the shop tour passengers boarded, ex Erie Mining Alco C420 7220 was cut away, and the 1293 tied on to take the train on to Newark, with a nice photo runby staged at Trinway. Although I had traveled this trackage several times, I had never seen it in daylight. Passengers could photograph the train turning on the wye at Newark, before returning eastward. Another runby at Trinway was scrubbed when a violent thunderstorm moved toward our location after everyone was off the train. We scrambled back on board just in time to avoid a good soaking. At Morgan Run the 1293 came off and former Amtrak F40PH 271 led our train back to Dennison. I couldn't escape the thought that this could possibly be the last NRHS Convention to feature a main line steam trip. I hope not.

Friday was a day of seminars, annual Member's and Board meetings followed by the Convention Banquet. I also got in a chase of the daily freight train, led by a pair of GE C36-7's in Conrail blue with an Ohio Central SD40-2 on the rear. This arrangement allows easy positioning of the train for coal loading where several reverse movements are required.

Saturday saw the third and last major excursion, a triangle trip over both the Ohio Central and Wheeling & Lake Erie Railroads. We boarded the train at Dennison in a heavy downpour, and were propelled westward by Ohio Central RS18 1800, built by Montreal. Upon arrival at Morgan Run, the diesels were placed on the opposite end of the train to take us northeast up the original W&LE Zanesville line to Brewster. But we were given a nice surprise-- 4-6-2 1293 was placed ahead of the diesels and would lead us to Sugar Creek. Another nice runby was held with the 1293, and after it was removed, we continued into the former W&LE yard at Brewster, at one time the heart of the W&LE. The train was again turned, and we headed in a southeasterly direction on the W&LE main line. This was original W&LE trackage which then became part of the Nickel Plate, later the N&W, and now operates as a regional carrier under its original name. After a fast run to Bowerston, we rejoined the Ohio Central, had another runby, and covered the last 9 miles back to Dennison.

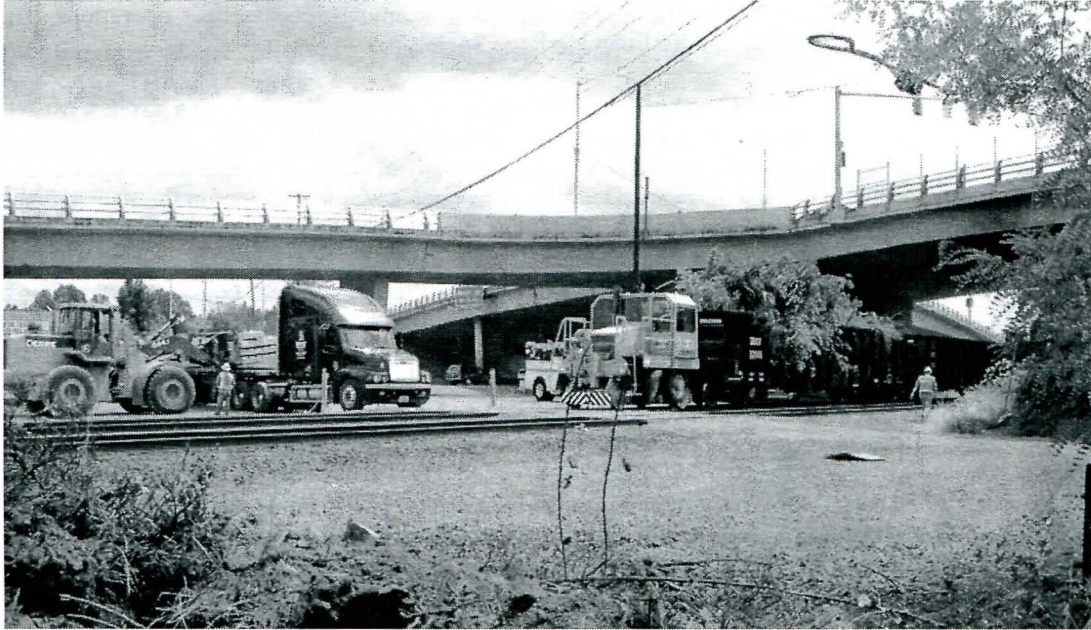


Although the convention was over, on Sunday Karen and I covered a couple of tourist lines, the Byesville Scenic RR at Byesville, and the Hocking Valley at Nelsonville. The former uses a segment of a former PRR branch, while the latter runs on a section of former C&O trackage that was the original Hocking Valley main line.

It was a very nice convention with well run trips that ran on time. And, it was held at the right time--we missed the scorching weather in Portland that week, and the floods that inundated Ohio the following week!

---

## AN OREGON FIRST BREAKS GROUND



August 9<sup>th</sup>, Highway 217 & Allen Blvd. in Beaverton showing the delivery of concrete ties and the brushing crew with three hopper cars and powered by a Trackmobile model 4500 owned by Stacy & Witbeck Inc, General Engineering Contractors, beginning work on the Washington County Commuter Rail Project. This is a TriMet project that will run between Beaverton and Wilsonville on Portland & Western Railroad tracks.  
Arlen Sheldrake

---

### from the Oregon Transportation Commission, July 19, 2006

**[NOTE:** The Connect Oregon Document could not be featured here due to size and format. The full project list is available from: [www.oregon.gov/odot](http://www.oregon.gov/odot) then click on *ConnectOregon*.]

The Oregon Transportation Commission approves the *ConnectOregon* project application list and delegates authority to the Director of the Oregon Department of Transportation to enter into contracts with applicants, subject to the following:

- That the Oregon Department of Transportation is directed to work with the Oregon Department of Aviation and the applicants to get projects under contract by October 31, 2006;
- That projects advanced today to the contracting process must be able to produce all documentation in the project application, including feasibility, readiness to construct, permits, and other promised elements, and that the inability to meet this documentation may result in the loss of project funding. Documentation indicates that there is a reasonable likelihood that the project can be completed in the time frame planned;
- That the amount of funding to be advanced to contract for Project 019-06 (Central Oregon and Pacific Railroad, Winchester Freight Rail Yard) be reduced from the Consensus Committee recommendation by \$750,000 for a revised total of \$6,967,000;
- That because Clackamas County voluntarily removed Project 039-06 (Oregon Iron Works Inc.) from the *ConnectOregon* process and will fund that project from other sources, Project 038-06 (City of Sandy Transit Operation Facility) in Region One is hereby advanced to the contract stage, subject to a



binding agreement from Clackamas County to fund the Oregon Iron Works Inc. project. If such a binding agreement cannot be reached, the Oregon Iron Works project will be funded through *ConnectOregon*, and the City of Sandy project will not be funded;

- That in the event additional *ConnectOregon* funding becomes available due to the inability of a project on the approved list to go to contract, the \$7500,000 for Project 019-06 (Central Oregon and Pacific Railroad, Winchester Freight Rail Yard) will be restored. The next project to be funded will be Project 084-06, Port of Morrow (East Beach Multi-Modal Freight Transload Facility, \$4.08 million), as long as the region allocations in Senate Bill 71 can still be met;
- And that the Oregon Department of Transportation is directed to report on the status of the *ConnectOregon* contracting process at the November 2006 meeting of the Oregon Transportation Commission to identify any substitutes for projects that are unable to get under contract.

---

## **SEVENTH STREET STATION aka THE CROSSING RESTAURANT** By Ron Peterson

The following is information about the disposition of the rolling stock and memorabilia of the Seventh Street Station/The Crossing restaurant in Vancouver, Washington.

All of the cars and associated bits were purchased by Jinn Davis who also purchased from the Chapter and is restoring the *Mission Santa Ynez*.

All of the cars had wheel sets and trucks welded together so the cars would not rock when walked through. All cars had access openings cut in the sides for restaurant access. The leaf springs on the one heavyweight had all been cut through.

The *Green River* (formerly named *Yellowstone*) is a 1924 Northern Pacific Business Car. It has two access holes cut in the sides, one about four feet wide, the other over twelve feet wide. The car is saved and is being restored to operational condition and will remain in the area. Some exterior pieces from the 1917 heavyweight coach will be used on the *Green River*. Two staterooms had been removed and none of the doors and a couple of wall panels were saved and used in the reconfigured car, otherwise the car is in fairly complete interior condition with most of its furniture still with the car. The car has two upper berths that still have bed parts and the "Pullman standard section" in the porter's quarters is complete.

The *Columbia*, ca. 1929, is a heavyweight coach built, we believe by American Car and Foundry, for either the NP or the GN, we aren't sure which. It is saved and will be shipped to Iowa.

The unnamed ca. 1917 heavyweight car that sat opposite the *Green River* in the entrance to the restaurant, had over 60 feet of one side removed for restaurant access and was scrapped on site, the truck frames were saved even though all of the leaf springs had been cut with a torch so the car could be lowered to the same floor height as the lightweight sleepers that were next to them.

The two lightweight sleepers were scrapped on site. All removable parts of value were saved with two complete diaphragm assemblies and a coupler pocket saved for the Chapter. These trucks were welded together also so the cars wouldn't rock and were scrapped. These cars had five or six 10 foot long holes cut in the sides to make rooms for the restaurant.

The 1906 wooden caboose and 1948 SP&S boxcar, each of which have a 4 foot by 7 foot access hole cut in the sides, were given to me and are being shipped to the Wallowa Union Railroad in eastern Oregon. The caboose had been stripped of all the steel railings and flooring on the head end and the original door replaced by a wider standard house door. I intend to fabricate replacements for those pieces. The boxcar will retain its SP&S identity and will be used as a tool car for the WURR and will be included in vintage photo freights with the caboose and two 1942 vintage tank cars that I had donated through Union Pacific. The side hole in the boxcar will likely be repaired at some time in the near future.

As to the memorabilia that was in the restaurant, all was saved. Some of it has been sold and the balance will remain in private hands. Unfortunately most of the paper, photos, timetables and the like that were displayed on the walls, were glued to their backing with no regard to their ever being removed, so lost the inherent value as historical pieces. They were saved however.

If you have any questions about specifics, please email me at [highiron@ordata.com](mailto:highiron@ordata.com) or call me at 541.343.2202 and I will try to get answers to you.

*(Ron Peterson has been a Chapter member since 1999 and resides in Eugene, Oregon.)*

## RIDE THE "TILLAMOOK TURN"

One-day Excursions  
September 16 or 17, 2006

You've waited almost two years for a PNWC excursion.... You've skipped other rail trips because you were waiting for a better price..... **LAST CHANCE TO ORDER TICKETS!**

Place your orders now! The next Chapter excursion will feature not one, but two fun-filled trips September 16 and 17, 2006 on the ex-Southern Pacific Tillamook Branch. Each trip is a separate ticket, so you can ride either day, or both days!

On Saturday the 16<sup>th</sup>, we'll travel from Banks all the way to Tillamook on board the Chapter's historic coaches and the incomparable Mt. Hood sleeper/lounge, plus other vintage railcars. On Sunday the 17<sup>th</sup>, we will travel the whole line again heading east. A deluxe motor coach will shuttle Saturday's passengers back to the Banks Depot, and will take Sunday's passengers from the Banks Depot to the train in Tillamook. Plenty of free parking is available at the depot in Banks.

Ride Saturday, Sunday, or both days! One-day fares start at just \$119 for Coach Class, and only \$199 for Premium Class. Coach Class includes free morning coffee and hot beverages, comfortable reclining seats, large viewing windows and a complimentary lunch. Premium Class includes deluxe service, complimentary beverages and buffet-style lunch, special food upgrades, and club-style seating in first-class lounge and observation cars. A limited number of two-day round-trip tickets are available, but passengers must make their own motel and taxi arrangements in Tillamook.

A brochure was included in the July *Trainmaster* issue. Please pass this along to friends and help spread the word. This is the first time in many years that the Chapter has offered a full-length excursion all the way to Tillamook! Don't miss your chance to support the Chapter and enjoy a PNWC excursion at a low PNWC price. Space is limited!!

To order or more information: [www.pnwc-nrhs.org](http://www.pnwc-nrhs.org) or call Jim Long at (503) 313-7382 or email [pnwc@pnwc-nrhs.org](mailto:pnwc@pnwc-nrhs.org).

### **PNWC-NRHS Membership meeting minutes July 21, 2006**

Chapter President Arlen Sheldrake called the meeting to order at 7:31 pm. Arlen announced two members, Robert Barner of Portland, and Phillip Marceau, of Vancouver.

A motion by Ralph Johnson and Rick Banton to approve the April minutes, as published in the July *Trainmaster*, was passed.

Treasurer Ken Peters provided an update on the flanger restoration project budget, the visioning project budget, and said that concessions and dues income are the leading sources of 2006 income so far.

Charles Stevens said the flanger work is progressing nicely, with more rot and broken framing repaired, and siding priming in progress. The bee hive has been exterminated. Many weekday and weekend work parties are planned for the remainder of the summer, and volunteers are encouraged to contact Charles to coordinate times. Contact Charles Stevens or Eileen Brazil at [pnwc@pnwc-nrhs.org](mailto:pnwc@pnwc-nrhs.org) to get involved.

Arlen reported that while the 6800 is still undergoing repairs in Brooklyn, the 6200 has racked up two lease days on the Port of Tillamook Bay. The heavy batteries on the

6200 have been replaced, and another set for the 6800 is awaiting installation. The Chapter is very grateful to be able to use the Brooklyn facilities for car maintenance.

Al Hall said that APMA is expecting record crowds at the 2006 Steam-Up.

Volunteers to staff the Chapter's booth are needed for both weekends.

The Chapter staffs the information booth for APMA, in exchange for a prime concessions booth location near the main entrance. Al asked for anyone with surplus railroad books, photographs, and other items to donate saleable items to the Concessions Committee. Judy Hall recently found some excellent rare used books at discount prices, which will be sold by the Chapter at future concessions events. Thank you, Judy!

Jim Long said planning Tillamook Turn excursion is going well, and said that many volunteer roles are available for interested parties, from parking assistants (morning) to car hosts (all-day) to car cleaners (evening). Excursion tickets are only \$119 for an all-day end-to-end coach trip on the POTB, far lower than the \$150 or \$185 charged by other operators this year. Order forms are available from many local libraries, hobby shops and other



select retailers, on the web at [www.pnwc-nrhs.org](http://www.pnwc-nrhs.org), or by calling Jim at 503-313-7382.

Arlen pointed out that since no one had signed up for July snack duty, there would be no snacks. August and November are still available for anyone who would like to organize snack service.

Meeting snacks are funded by contributions from meeting attendees.

Ralph Johnson said the evening's program would be Ed Immel's presentation on the railroads of Chile and Argentina. August will be a video by Cyrus Lum entitled "A Holiday Express Tale."

Jim Hokinson reminded all volunteers to record their time spent on Chapter projects and turn their hours in so that the Chapter can document the level of volunteer support it receives.

Anyone interested in designing a membership recruitment brochure is asked to contact Arlen.

Irv Ewen said the Lending Library would be closed on account of hot weather on July 22, but open 7/29.

Other updates:

Arlen said that the Oregon Department of Transportation will be replacing almost all the wig-wags protecting grade crossings around Oregon -- get your pictures while you can!

Judy Hall said that some Salem-area garden railways will be having tours on July 21 and 22.

Arlen adjourned the meeting at 8:15 pm.

Ed Immel's look at Chilean and Argentinian rail lines included an extensive look at the volunteer-operated Santiago Rail museum with its 14 locomotives, a wooden-floored dining car, and the South American cousin of the Milwaukee Road's "Little Joe" locomotives.

Respectfully submitted,  
Jim Long  
Secretary, PNWC-NRHS

#### Chapter Officers

**President:** Arlen Shel Drake 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  
**Concessions:** Al Hall 503.699.5042  
**Chapter Rep., Oregon Rail Heritage Foundation:**  
Arlen Shel Drake 503.223.7006  
**Car #76 Restoration:** Keith Fleschner, 503.516.9272  
**Elections:** Jim Loomis 503.253.3926  
**Membership:** Diana Mack, 503. 723.3345  
**Museum:** Glenn Laubaugh, 503. 655.5466  
**Flanger Restoration:** Eileen Brazil 503.647.5667  
**Meeting Programs:** Ralph Johnson 503. 654.1930  
**Rolling Stock:** vacant, contact President, above  
**Chief Mechanical Officer:**  
Peter Rodabaugh, 503. 771.8545  
**Car Rental Agent:** Bob Jackson, 503. 231.4808  
**Library:** Irv Ewen 503.232-2441

**Excursions:** Jim Long 503.313.7382  
**Car Host:** vacant, contact President, above  
**Safety Officer:** Keith Fleschner 503.516.9272  
**Webmaster:** Mark Whitson 503.533.7005



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

**Inside this Trainmaster,  
you will find:**

- Another Great Steamup (page 1)
- Meeting Snack Sign-Ups (page 2)
- Flanger Restoration Update (pg 2)
- President's Update (page 4)
- Rail Crossing Signals (page 5)
- Wig Wags to Go (page 6)
- National Convention News(Page 6)
- Breaking Ground (page 8)
- Connect Oregon Approval (page 8)
- Crossing Restaurant Fate (page 9)
- Tillamook Excursion (page 10)
- Meeting Notes (page 10)

The chapter is a volunteer organization, and to function it needs the help of those who are members. Please consider what **you** are able to **do** to help accomplish the goals **you** want to see.

Please sign up for meeting snacks (page 2) or rolling stock help, or flanger restoration (p2), or meeting programs. *If interested in presenting a meeting program please call Ralph Johnson at 503-654-1930.*

**Tillamook  
Excursion!!!  
See Page 5 for  
Details!!!!**

**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