

The

October
2006



Trainmaster

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



Pacific Northwest Chapter Timetable #531

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

October Program: "War Trains" – Part 1 of this 3 part program was shown at the Feb, 2004 meeting. We will continue with part 2 at the October meeting.

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

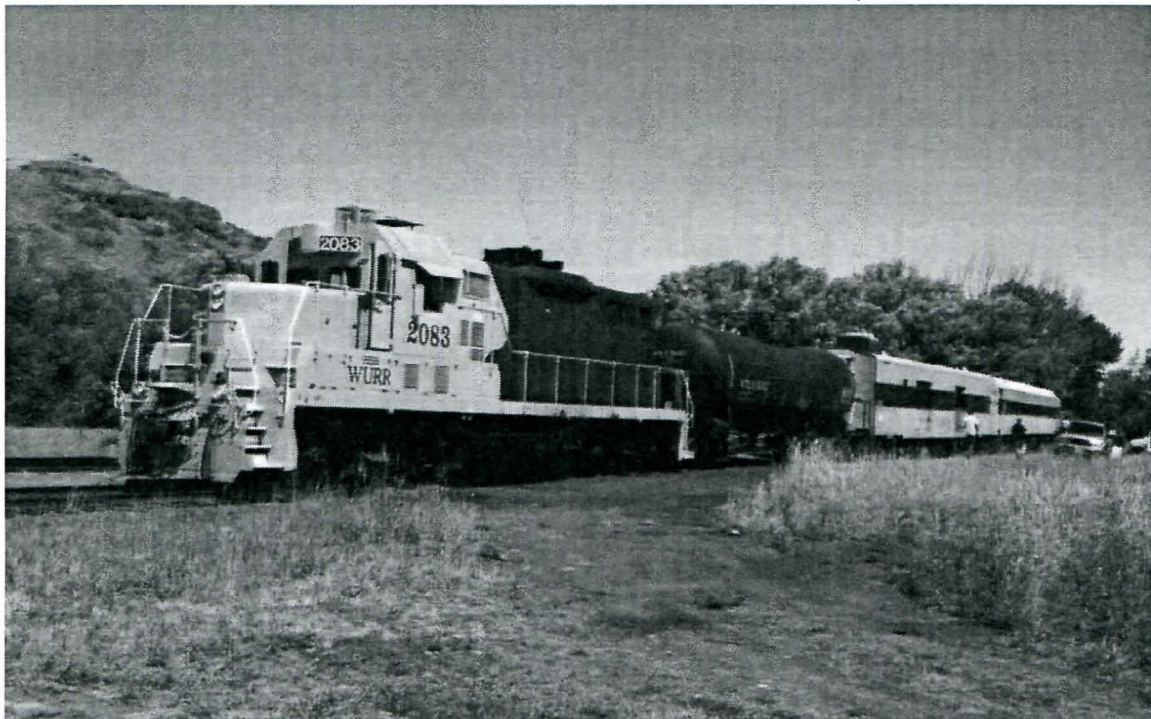
Chapter Picnic: evening of Sept. 9, Washington Park (near Rose Test Gardens) Train Station, see Aug. insert

Notable Non-Chapter Events:

October 14-15 Fall Foliage & Photographers Special, Sumpter Valley RR; www.svry.com or 866.894.2268

November 25, 10 a.m. to 5 p.m. & November 26 from 11 a.m. to 4 p.m., 28th annual Rogue Valley Railroad Show, Medford Armory 1701 South Pacific Highway (old Highway 99) Medford, OR. Adults \$5, Seniors \$4, Children 14 and under free w/Adult contact Brad Fawcett at 541-535-7952 or Bill Meyer at 541-821-5547.

AN EAGLE CAP ENCORE By Tom Smith



Not letting any train miles go to waste, Wallowa Union RR's Eagle Cap Excursion train picked up a tank car in Joseph and returned to Wallowa as a mixed train behind GP7 2083. It is shown here arriving Wallowa on June 17, 2006. This move saved the WURR a separate trip to Joseph to fetch the tank car. Freight traffic to Joseph is sparse.

After taking an enjoyable ride last October on the Eagle Cap Excursion train, operated by the Wallowa Union Railroad over the former Union Pacific Joseph Branch, I was pleased to see that their 2006 schedule included two trips to Joseph in addition to their full schedule of excursions following the Wallowa and Grande Ronde River canyons west of Wallowa. They had not run an excursion train over the eastern part of the line toward Joseph in over two years, so between the Canyon trip and the Joseph trip one could now ride the entire WURR except for the last 3 or 4 miles east of Elgin. The WURR is negotiating with the Union Pacific, which still actually owns trackage in Elgin, in order to run their excursion trains directly into Elgin. The La Grande to Elgin portion of the Joseph Branch is operated by the Idaho Northern & Pacific which assumed operation of the entire Branch in 1993, but abandoned the Elgin-Joseph portion in 1996. That trackage was acquired and reopened by the WURR in 2002.

The Joseph trips were offered only on Saturday June 17 and Thursday August 17, with a Joseph dinner trip on Saturday August 19. We rode the June trip. The trains make a one way trip on the 24 miles from Wallowa to Joseph and passengers are bused back to their starting point. Another group of passengers boards the train at Joseph and is then bused back to Joseph from Wallowa. I would have preferred a round trip by rail since the bus met the train on arrival with no time to explore the town, but the bus took us over some back roads to sights we couldn't see from the train, like a round barn. Unlike the Canyon trips, the scenery on the Joseph run is more open with views of farmlands and the snow covered Wallowa Mountains.

It was disappointing that besides my wife and myself, there were only 4 other passengers riding the train, so there was plenty of room to spread out, and time to chat with the volunteer car hosts. The train consisted of 2 passenger cars (of GN and IC heritage) and a former SP baggage car containing a power generator, gift shop, and open doors from which to view the scenery. A former Santa Fe "Cleburne" GP7 provided motive power and turned on the wye at Joseph. The WURR still handles an occasional freight car into Joseph, and the train returning to Wallowa brought a tank car back from Joseph as a mixed train, making for some interesting photos.

With the early afternoon return, there was plenty of time to drive around Wallowa Lake and then to Baker City for a visit to the Sumpter Valley Railway the following day.

The Eagle Cap train is one of the lesser known rail attractions in the Northwest, but is well worth a visit, and they could use more riders to keep it going, since there isn't much freight traffic either. Even though it's a long drive from Portland, it can be worked into a pleasant weekend outing. Information and reservations can be had by calling Alegre Travel in La Grande at 800-323-7330, and they can also help with local motel accommodations. (More information also from: www.eaglecaptrain.com.)

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.

"Tillamook Turn" Excursion Report by Jim Long

On Saturday, September 16, over 150 people enjoyed a day-long adventure on the Port of Tillamook Bay Railroad, taking in the scenery and history of the Pacific Railway & Navigation line. The weather threatened at times, but also offered some glorious sun breaks, and everyone from the round-end to the open car enjoyed typical coastal fall weather.

I have traveled over the POTB line several times, both as a paying passenger on recent Salmonberry and Wheeler trips, and as a volunteer on Convention and Chapter car lease trips. Saturday's "Tillamook Turn" excursion was by far the most rewarding and gratifying Chapter trip I've enjoyed. The teamwork of hard-working Chapter members, each with their complementary skills and abilities, combined with the outstanding extra-mile support from the Port or Tillamook Bay, resulted in an excursion experience that sent 152 passengers home with smiles and memories that will last a long time.

Any Chapter volunteer who was worked aboard an excursion will tell you that excursions don't just happen by themselves, and they don't happen just because some committee chair picks a date on a calendar. They happen because volunteers make them happen. And they happen because friends of the Chapter appreciate the goodwill and support the Chapter has extended in the past, and respond in kind.

The "Tillamook Turn" excursion certainly didn't just happen by itself. Several obstacles had to be overcome to make this trip a reality, and the efforts of those who worked countless hours to find ways to overcome those obstacles cannot be overstated.

Pete Rodabaugh's crew of Keith Fleschner, George Mickelson, George Hickok, and all those who volunteered their

hours at the Brooklyn Roundhouse deserve a big share of the credit. Without Pete and his crew to keep the Chapter's cars in operating order, there wouldn't be much point in having an excursion.

Laura Hogsett and The Port of Tillamook Bay Railroad have once again been solid and dependable friends of the Chapter, and even came through with a last-minute loan of two cars when it became clear that a local shortline was not going to complete the movement of the 6800 in time for the trip. While the Mt. Hood was delivered at the eleventh hour, a big acknowledgment is also due the POTB crew assigned to our train, who busted their humps to work with Pete and Keith to dig the Mt. Hood out of the middle of a string of freight cars delivered by the Portland and Western, and switch it into the consist. The movement of the Mt. Hood by the Portland and Western, the loan of the two RDCs by POTB, and the quick, safe switching work by Pete, Keith and the POTB crew was probably the single most important chain of events that resulted in an excursion consist that provided both Coach and Premium Class passengers with the space and comfort they have come to expect from PNWC Excursions.

Now, you still can't just put passengers on an empty train, and wave them good-bye! They need refreshments, meals, restrooms, and such. Along with meals from Maggie's Buns in Forest Grove, passengers enjoyed sodas, snacks, and other treats served to them by a hard-working group of on-board staff, including Chuck McGaffey, Kent Hutchens, Dave Van Sickle, Joe Wright and Rick Banton in Coach Class, Charles Stevens working snacks and concessions from the baggage car, and Janet Larson and Arlen & Rita Sheldrake in Premium Class. And as if all their man-hours working at Brooklyn weren't enough, Pete Rodabaugh, Keith Fleschner and George Mickelson arrived at Banks before dawn and worked until after dusk both on the ground and on board the train to attend to any minor difficulties that might arise en route. Randy Rock also helped out on the ground before and after the trip, and drove the "support van" to Tillamook to bring the mechanical crew back to Banks. Randy even set up his video camera at a few vantage points along the route to get some footage of our train.

Ron McCoy was invaluable as an on-board utility man, taking care of things like getting coffee and cups to key distribution points, ensuring that car hosts received lunches and snacks for their passengers in a timely fashion, and generally pitching in whenever and wherever needed. Ron played a big part in catering selection and also transported a ton of supplies in his mini-van the morning of the trip. Other volunteers who helped with transportation logistics include Arlen Sheldrake, Pete Rodabaugh, Keith Fleschner, Ralph Johnson, and George Hickok.

I'm sure there are other volunteers whose names I don't know yet, or whom I've inadvertently overlooked. To all those, and to all the Chapter members who bought tickets, thank you very much! Your support is greatly appreciated.

The Chapter is doubly blessed to have dedicated volunteers, and also some very good and gracious friends. Ed Immel of the Northwest Rail Museum "green-lighted" the Chapter's use of the "James Gilmore" round-end observation car at no charge, as did Bob Melbo with his baggage and open cars.

It was a rare treat to have "Punk Rotten & Nasty" author Paul Clock and his wife Elizabeth on board to bring the history of the PR&N line to life. Elizabeth has traveled with the Chapter before, but it was a pleasure to have Paul with us for the first time in recent memory. Pam Wright of Laidlaw Transportation deserves a big thanks for providing buses at the last minute when our first bus company changed the contract terms with scarcely 48 hours notice. Stacie Fricia of the Tillamook County Creamery Association, Linda Wright of Franz Bread, and Tina Imbruglio of Seattle's Best Coffee all deserve hearty "thank-yous" for arranging donations of food and promotional items.

Two final mentions must be made of individuals without whom this excursion would not have been possible. I owe an enormous debt of gratitude to Al Hall for sharing his years of excursion experience, as well as lending moral support on several occasions when the inevitable "events beyond our control" raised their ugly heads.

And the Chapter as a whole is indebted to George Hickok, whose hundreds of volunteer hours on board POTB's excursion trains played a key role in earning the Chapter this POTB pull. Once the final excursion accounting is done, it is likely that more than half of the excursion's net proceeds will be directly attributable to Pete's work on the cars, and George's trips driving back and forth to Tillamook as the Chapter's rolling stock support person.

So if your name appears in this article, THANK YOU VERY MUCH! And if somehow I've left yours out, THANK YOU VERY MUCH, and please accept my apologies for my omission. If you know someone mentioned in this article, please thank them the next time you see them. They made a big sacrifice to keep the Chapter vital, growing and fun!

And if your name isn't in this list, then join us next time! Come see how much fun it is to play a part in keeping our cars rolling, or serving passengers a delicious boxed lunch, or talking about the history of the Tillamook branch. All our passengers had a wonderful time, and so did all the volunteers. Everyone else -- well, you missed a great trip!

PRESIDENT'S UPDATE ~ October 2006 by Arlen L. Sheldrake

In late October the Washington County Commuter Rail Project will be using a rather unique piece of MOW equipment manufactured by Harsco Track Technologies. The **P811 S/P-FC Track Renewal System** will take up the old track and ties and then lay concrete ties, connectors and rail in one continuous process. The machine will begin operations on the south end of the project and work north, Wilsonville to Beaverton.

I hope you enjoyed our 30-second *Tillamook Turn* excursion commercials on KOIN-TV during late August. Al Hall worked with KOIN-TV to put them together and get them aired using some excellent Joe Harper footage. This was the first time we have tried this advertising medium.

As I told Roy Jones, PRPA's Chief Mechanical Officer, on September 1st, working on our rail cars at the **Brooklyn Roundhouse** is wonderful; easy access to water, electricity and restrooms; and even hot water for carpet cleaning. These basics aren't available at any of the Chapter rail car storage sites.

I hope you enjoyed reading the 12-page September issue of *The Trainmaster*. **Glenn Laubaugh**, our editor, did a fine job of incorporating a wealth of articles he received thanks to the many article contributors: **Bob Melbo, Al Hall, Eileen Brazil, Tom Smith, Ron Peterson, and Jim Long**. *Keep the articles coming!*

Congratulations to **Wallowa Union Railroad** on their recent grant award of \$198,000 from the U.S. Department of Housing and Urban Development. \$100,000 of this grant will be used to purchase the last half-mile of track between Kimmel and Elgin. \$75,000 is being used to market the **Eagle Cap Excursion Train** with the remaining \$25,000 being used for grant and project administration. Be looking for the announcement that the Eagle Cap Excursion Train is running from Elgin. This information extracted from the August 24th Wallowa County Chieftain newspaper.

Some of you may have spotted the Chapter's **Mt. Hood** sleeper/lounge rail car moving on September 1st with the SP&S 700 through Lake Oswego. The SP&S 700 left the Brooklyn Roundhouse and yard with the Mt. Hood the evening of September 1st in order to insure a timely arrival at the Salem Waterfront Safety Faire on Saturday the 2nd. The 700 was used to move the Mt. Hood out of Brooklyn at the request of Portland & Western Railroad in anticipation of using the Mt. Hood on their corporate VIP trip September 7th. It isn't easy getting in and out of the Brooklyn yard due to a very busy Union Pacific. The **Portland & Western Railroad VIP** trip departed Linnton at 5 PM and went to Port Westward near Clatskanie. Many thanks to Pete Rodabaugh who scrambled to get the Mt. Hood's air conditioner operational. And thanks to both Pete and Keith Fleschner who, at P&W's request, shadowed the train during the trip just in case something went "*south*" on one of the passenger cars. As it turned out, Portland & Western didn't use the Mt. Hood since they were able to accommodate their 40+ passengers in the Plum Creek, Casper Mountain, Running Crane Lake. At the conclusion of the trip, the Portland & Western Railroad management including President Bruce Carswell expressed directly to Pete, Keith, and me their appreciation for all the support provided by us and the Chapter to make the trip successful. It feels real good in their time of need to help our friends at Portland & Western Railroad as they have helped the Chapter multiple times. The P&W trip was for the corporate leaders of their holding company organization, Genesee & Wyoming Inc. The consist included: two sparkling clean Willamette & Pacific labeled GP 39-2 locomotives, the *Lake Oswego* (# 2313) and the *Monroe* (#2310); Casper Mountain, Running Crane Lake, Plum Creek, and Gordon Zimmerman baggage car. The engineer for the VIP trip was Bob Slover.

On September 7th the Chapter Board of Directors pulled the plug on the *Tillamook Turn* Sunday September 17th trip. With just 24 confirmed tickets, the prognosis was that this trip wouldn't turn a profit or even break even. Ticket sales for Saturday have gone much better although sales have been slow. If you have any ideas on how to better market trips on the Port of Tillamook Bay Railroad, please, please get them to any Board member. This revenue stream is very important to the health of your Chapter.

According to a September 8th article in The Seattle Times, the **Sprit of Washington Dinner Train** will stop running out of the Renton Depot on July 31, 2007. The expansion of I-405 is taking out a tunnel and BNSF Railway has told WSDOT that a replacement isn't needed as the only train needing to run over the Wilburton highway tunnel is the Dinner Train. The article goes on to say that train owner Eric Temple is working on finding an alternative route, either Bellevue to Woodinville or from Woodinville to Snohomish. The Dinner Train has been running out of Renton for 14 years and carried 98,000 passengers in 2005. So get your ride out of Renton soon! 800.876.7245 or www.spiritofwashingtondinnertrain.com

Thanks to Ron McCoy, all his helpers and those who attended a very successful **Picnic on the Zoo Railway** September 9th for Chapter members and Oregon Rail Heritage Foundation member organizations and invited guests. 50 people attended this potluck at the historic Rose Garden Zoo Railway Station. Unfortunately, the steamer Oregon suffered a broken axle on the tender the day before so it wasn't available. Jeff Honeyman, long time Zoo Train volunteer and Chapter member since 1973, was the conductor on the provided trips behind the Zooliner and another engine plus tours of the rail facilities. The Portland Zoo Railway is truly a much underrated Portland attraction. Thanks also to Jeff and the other Zoo Railway staff members who went all out to give us a good time.

Brian Fleming is in the process of restoring to operation the Northern Pacific 2-8-2 W3 class #1762 steam locomotive which later became SP&S #539 that has been stored in Battleground, Washington. Brian is very interested in acquiring the missing parts to facilitate the restoration. If you are storing or know where some of the missing parts might be located, Brian would very much appreciate a call: 360.636.3374.

As space permits, we will be printing in *The Trainmaster* summaries of the rail related **Connect Oregon** approved projects. I think these will be of interest to you as each project description includes some interesting data about the railroad or other organization submitting the grant application as well as information about the particular project. Projects such as the Coos Bay Railroad Bridge rehabilitation, the new Tigard Rail Switching Yard, and CORP's new Winchester Freight Rail Yard to name just three of fifteen that will be printed. This \$100 million 2005-2006 lottery-bond based initiative will make a significant difference in the Oregon transportation infrastructure. If you can't wait for *Trainmaster* publication, all project application submissions are listed on the ODOT Web site: www.oregon.gov/odot, then go to *Connect Oregon*. Also, Bob Melbo, ODOT Rail Division will be our featured speaker at the November membership meeting who will speak about *Connect Oregon* and other timely rail related topics.

And a couple of news items from **Washington**: 1) On August 18th, WSDOT signed a contract with Rail Logistics, LC to lease up to 50 refrigerated railcars and to manage the fleet. This pool of refrigerated railcars will be available for Washington's agricultural community who has been faced with an inadequate supply during peak seasons. 2) The Tacoma Rail Mountain Division between Allred Junction, near Frederickson and Park Junction, near Elbe will have the worn and lightweight rail replaced with new/relay rail capable of handling heavier, 286,000-pound freight cars and allowing 25 MPH freight train speeds. This \$3.72 million project begins in November and is to be completed in May 2007.

On September 14th I'm waiting at a stop sign for a SUV to go past me on Marina Drive at the Morse Brothers Linnton site in far northwest Portland, the crossing lights are blinking red, and a Portland & Western locomotive is about to move. The lady driving the SUV is on her cell phone and just blows across the train tracks without slowing and totally ignores the flashing signals. How can any phone call be that important?

Have you ever had one of those experiences which are graphically depicted by a light bulb turning on over one's head? My most recent one occurred during Arnie Holden's excellent presentation at the September 15th Chapter membership meeting when he said that the **SP&S 700** was in regular service between 1950 and 1953 pulling the Empire Builder between Spokane and Portland. The Chapter's most cherished car, the **Mt. Hood #600 sleeper/lounge**, was in SP&S Empire Builder service between Spokane and Portland during this time and was pulled many, many times by one of Portland's two cherished and still operational locomotives.

Do you have ideas for **Oregon's 150th Birthday Bash**? An online survey is available at www.oregon150.org for you to submit your ideas, deadline is October 15th. Oregon will be 150 years old in 2009. I always took some pride in graduating from Hood River High School in 1959.

Connect Oregon 2005-2006, an Approved Project

Project Name: Rail Switching Yard - Tigard

Applicant: Portland & Western Railroad, Inc.

Project ID: #059-06 **Approved Amount:** \$2,951,171 **Match:** \$737,792 in P&W funds

Location: Between Bonita Street and Hall Street in Tigard, Oregon

Ownership: The project property is currently under long-term lease agreement between the P&W and the Union Pacific Railroad.

Project Description: Portland & Western (P&W) Railroad's proposed Tigard Rail Switching Yard Project would create capacity in this vital corridor and enhance efficiencies and safety to the operations within the Hillsboro to Tigard line segment. P&W handles 26,839 carloads annually through this area this equates to 110,040 highway truck movements. Current switching activity is concentrated between four main locations: Hillsboro, St. Mary's, Beaverton (Beburg Yard) and Tigard. Activity consists of assembling, blocking, staging and switching railcars that either come from or are going to the Union Pacific in Portland, Port of Tillamook Bay Railroad at Banks. P&W interchanges railcar traffic to the south with CORP/UP/BNSF at Eugene/Albany/Salem.

The switching activity in this corridor also involves sorting of rail traffic coming from P&W served customers to the north, south, and west of this location prior to delivery to final destination. Most of this traffic goes to a Class 1 railroad interchange however, 18,627 annual rail carloads are local moves within Oregon. This equates to 76,371 truck movements.

Constructing a multiple track freight switching yard in Tigard will help minimize negative potential schedule impacts on Washington County Commuter Rail by minimizing the switching activity at Beburg yard, located at the congested north end of the commuter corridor in Beaverton.

The Tigard Yard will also help reduce negative highway/rail interface impacts that currently occur in Washington County. Many of the switching activities on P&W's freight railroads occur across busy public crossings at peak vehicular traffic times in Tigard and Beaverton.

Purpose and Need: The proposed Tigard Rail Switching Yard would make handling of freight traffic to/from freight shippers on the north end of the P&W more efficient by minimizing the number of times each car needs to be handled.

This will increase velocity of loaded movements, thereby reducing the inventory carrying cost of inbound and outbound goods, thereby lowering the costs of getting Oregon goods to market. The Tigard yard project will increase velocity, risk and reduce congestion in the corridor with an improvement in overall transportation costs of 1%.

Customers that will be affected by the improved switching efficiency are: Stimson Lumber, 84 Lumber, Contech. All Beaverton customers (GM, Blue Linx, Distribution, Weyerhaeuser, Bridgeport, Gage, Suburban Propane). POTB and their customers (Banks Lumber, Stimson, Hampton, Tillamook Creamery). P&W customers to the north and south including Teevin Bros, Boise Cascade, Armstrong, Dixeline, Northstar, North Pacific Foods, Gray and Company, Hennington Cold Storage, Oregon Cold Storage, Western Farm Service, Pacific Harvest Grain.

Portland & Western Railroad transports for Morse Bros. (MBI) 6,000 carloads of aggregate in an MBI owned train set equating to 24,000 highway truck loads. Increased capacity at the Tigard yard would facilitate improved running time by eliminating conflicts of schedules. This will increase capacity to convert existing highway truck movements to MBI.

This information extracted from the application located on the ODOT Web site: www.oregon.gov/odot.

PORTLAND'S STRETCARS by Richard Thompson

Book Review by Ken Peters

This is one of several books put out by Arcadia Publishing Company in their Images of Rail series. Other books in this series include Cleveland, Sacramento, and San Francisco. All books in this series have a suggested retail price of \$19.95.

This 130 page paperback book includes 200 black and white photographs of streetcars in Portland along with a few maps and a page and half of text. The photographs are well captioned and the images are sharp. The book is divided into 8 chapters which are based on time periods beginning in 1872.

This is the first new book on Portland streetcars since FARES, PLEASE! came out in 1980. With little text this casual reading book is more of a supplement to Fares, Please! People seriously interested in Portland's streetcars will want both books while those with only a passing interest will be happier with Richard Thompson's new book. What stands out most in this publication is Chapter 8 which covers the return of trolleys to Portland. The nine photographs in this chapter cover MAX, The Portland Streetcar and the Willamette Shore Trolley. Portland's streetcars are no longer just history as they are a part of this era.

Most of the photographs have not been previously published. Some of the photographs have been available singularly from the Oregon Historical Society and some seem similar to ones which I have seen elsewhere.

One hopes that his book sells well. A book in the same format that covered Salem, Albany, and Eugene would be welcomed.

Portland's Streetcars, \$19.95, Arcadia Publishing. Available beginning June 2006 at area bookstores, independent retailers, on-line bookstores, or through Arcadia Publishing at www.arcadiapublishing.com or (888) 313-2665. A complimentary copy of this book was provided by Arcadia Publishing for review and addition to the Chapter's lending library. Author Richard Thompson has been crew coordinator for Portland Vintage Trolley, Inc. since its inception and a long time member and volunteer for the Oregon Electric Railway Historical Society. Some of the names who are credited in the Acknowledgments section such as G. Charles Bukowsky, Alfred L. Haij, John T. Labbe, and Mark Moore will be familiar to Chapter members.

The Images of Rail series celebrates the history of rail, trolley, streetcar, and subway transportation across the country. Using archival photographs, each title presents the people, places, and events that helped revolutionize transportation and commerce in the 19th and 20th century America. Arcadia is proud to play a part in the preservation of local heritage, making history available to all.

Federal Freight Locomotive Standards to Improve Crew Protection

Wednesday, June 28, 2006 (Washington, DC) Train crews involved in a locomotive collision will have a better chance of survival with reduced injuries as a result of the first-ever federal freight locomotive crashworthiness standards issued today, according to Federal Railroad Administrator Joseph H. Boardman.

The regulation published today is intended to prevent the locomotive cab from being crushed during a head-on collision with another locomotive, or when it strikes the rear of another train, a shifted load on a train on an adjacent track, or a vehicle at a highway-rail grade crossing, Boardman said.

"This regulation will give engineers and conductors a better chance to walk away from the devastation and destruction of a locomotive collision," Boardman said. "Train crews deserve the highest level of protection possible."

The crashworthiness standards include upgraded structural elements such as stronger collision posts and the addition of anti-climbing equipment to keep the locomotive upright and in-line on the tracks after a collision occurs, Boardman said. The interior of the locomotive cabs also will need to be reconfigured to soften many sharp edges and provide better emergency lighting and exits. In addition, fuel tanks will be strengthened to prevent spills that could lead to a fire, he added. The rule changes will be required for locomotives newly manufactured or rebuilt beginning in January 2009. A copy of the final rule can be found on the FRA web site at www.fra.dot.gov.



Chattanooga Rails 2007

NRHS Convention

August 21 – 25, 2007

Chattanooga, TN

Pre-Registration Form

“Nothing could be finer!”

Events may include:

- Steam and Diesel Trips
- Tennessee Valley Railway Museum Shop Tours
- Night Photo Session
- Civil War Battlefield Tour
- Tennessee Aquarium
- Non-Rail activities

For more information see www.chatrails.com

The **Headquarters Hotel** will be the Chattanooga Choo-Choo Holiday Inn, in the former Chattanooga Terminal Station. The rates will be \$89 per night for a regular room and \$109 per night for a railroad car room. The rates are plus taxes.

Mail the bottom portion of this page to:
Chattanooga Rails 2007
2025 Zumbahl Rd. PMB 87
St. Charles, MO 63303-2723

The \$15 pre-registration fee is the entire registration fee for the convention. If you choose not to pay for pre-registration, the convention registration fee will be \$25.00, payable when you register for the convention.

Pre-registrations must be postmarked by April 15, 2007.

Hotel information with discounted rates will be mailed with the Convention package.

Convention events are not yet finalized and are subject to change.

A \$35 penalty charge will be made for returned checks or non-payment of credit cards.

Name: _____

Address: _____

City, state, zip: _____

Country: _____

NRHS member number: _____

Email address: _____

Payment info:

I do not want early mailing – send a brochure 2 weeks after the main mailing

My check for \$15 is enclosed

Please charge my credit card for \$15:

Card number _____

Exp date: _____ CV Number: _____

Name on card: _____

Signature: _____

Card address, if different from above: _____

MORTON to TACOMA by Arlen L. Sheldrake



Yet another greasing stop... With his back to the camera is Joe Harper wearing the appropriate hat.

The June 8th Morton to Tacoma trip sponsored by Southern Appalachia Railway Museum on the Tacoma Rail's Mountain Division was very enjoyable. Departing Tacoma's Freighthouse Square on the first bus at 8:10 AM we arrived in Morton in plenty of time for our 10:20 Morton departure. Train boarding was near the former Depot location, so a back-up move into Morton and the new Depot location was accomplished to get the full 65 mile mileage.

The trip was staffed and pulled by Mt. Rainier Scenic Railway. Pulling us out of Morton was the MRSR #91 three-truck Heisler with MRSR's open air car and three Tacoma Rail coaches. These coaches must have been used in former commuter service as the legroom was tight for the height encumbered.

Multiple runbys were staged and enjoyed. While the day was cloudy obstructing any views of Mt. Rainier, the temperature was comfortable. Each hour we stopped at least once to grease the #91.

For me the most enjoyable part of the trip was coming down the 3.75% grade into Tacoma and Tacoma's Freighthouse Square. While the graffiti vandals have had years of time to deface any flat service in the canyon, the grade is significant and provides an interesting way to enter Tacoma. Joining the #91 for the downhill run was a Tacoma Rail locomotive on the point. We arrived at the Freighthouse Square at 7:35 PM.

WELCOME TO THE SHRINKING WORLD OF MAINLINE STEAM EXCURSIONS

By Edward Immel, President, Northwest Rail Museum (the Portland group affiliated with SP steam locomotive # 4449, not the Northwest Railway Museum group in Snoqualmie, Washington)

The Northwest Rail Museum has been involved in the operation of steam excursions for many years. Our policy has always been to try to keep ticket prices as affordable as possible, but there have been many changes which have had a negative impact on the operational budget for all such excursions.

1. INSURANCE

In the past, we were able to pool our insurance requirements with other groups in order to cover any

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railroad's insurance requirements. However, since 9/11 two things have changed: (1) the railroads (for this excursion, BNSF) want at least \$150 million in coverage, and (2) the insurance industry has undergone major changes (risks) which have increased the amount for the premiums charged. In today's market, the cost of railroad liability insurance coverage can run between \$5,000 and \$6,000 per million. As you can see, for a \$150 million policy, the premium is \$900,000! To operate the Deschutes Steam Excursion offering 400 seats, each passenger would have to pay \$2,250 just for insurance.

Amtrak has operating agreements with the railroads and the railroads know that Amtrak has the necessary insurance in place to cover their requirements. The NRHS double header last year, the #261's trips and our trip to Bend are all being operated through a business agreement with Amtrak. However, with the Amtrak advantage for liability insurance comes some disadvantages regarding equipment that can be used.

2. EQUIPMENT

Amtrak requires that all equipment operated under their umbrella meet Amtrak's requirements for private rail cars. This greatly reduced the pool of equipment we have available to us. In the past we depended upon leasing the Montana Rockies Daylight equipment for most of our passenger needs. However, all of this equipment was sold and the new owners have not decided to go through the expense of meeting Amtrak's requirements. We do not know if they will pursue that option in the future.

The pool of Amtrak acceptable private cars includes mostly former business cars and sleepers. While all of these cars are nice, they normally have a very low number of seats available. There are only a few coaches, lounges, and dome cars that have a high enough seating capacity to make an excursion such as the Deschutes trip financially feasible. We have secured a ten car train with seating capacity of about 360 passengers. Our last trip to Bend had a seating capacity of almost 500 passengers. We are now faced with higher costs, but only 72% of the seats we have had available in the past.

In addition to the actual equipment issues, we must also deal with moving them to and from Portland. None of these cars are based in Portland. Deadheading these cars from such places as Los Angeles and St. Louis is very expensive and these costs must be added to the ticket price, as well as the rental fee charged for use of their equipment. (If the owners are unable to profit from the lease of their equipment, the pool of equipment will shrink even more in the future.)

3. FUEL

Fuel is also an increasing cost of rail travel, as with all other transportation. Your next trip to fill your gas tank may give you a hint of what we face. Locomotive #4449 consumes about 12 gallons of fuel per mile (not miles per gallon). Our fuel bill alone for Bend is estimated to cost \$13,200. It was just under \$6,000 the last time we made this trip.

Planning for this Deschutes Steam Excursion began almost a year ago in order for us to pull all of the pieces together. After several tentative dates which did not work out, we were finally able to schedule the weekend of September 16-17, 2006. We seriously considered not running this trip when we calculated the ticket prices needed to make the operation economically feasible. However, we received encouragement from past riders and decided to go ahead anyway. Results so far have supported our decision to proceed, but it is unfortunate that there is no guarantee that such trips can continue to operate in future years. We believe that passengers on our train through the scenic Deschutes River Canyon to Bend in September will experience why this is one of the great rail trips in the West with one of the most outstanding remaining steam engines still in operation.

(Note: this article originally appeared on the Northwest Rail Museum Web site: www.northwestrailmuseum.com. The pricing for this Deschutes Steam Excursion is \$675 coach, \$775 club and \$875 dome which included lodging in Bend for this two day trip.)

BNSF Issues Environmental Advantages of Railway Transportation

The Burlington Northern Santa Fe web site lists advantages of transporting freight by railway:

http://www.bnsf.com/communities/responsible_care/pdf/Environmentsummary.pdf

- A typical truck emits about three times more nitrogen oxides and particulates per ton-mile than a locomotive, according to the U.S. Environmental Protection Agency (EPA).
- While handling a full 42 percent of the nation's intercity freight ton-miles, railroads account for only 9 percent of total transportation-related nitrogen oxide emissions and just 4 percent of transportation-related particulate emissions, according to the EPA.
- The annual cost of highway gridlock in the U.S. is \$63 billion, according to the Texas Transportation Institute
- A single intermodal train takes up to 280 trucks off our highways
- Trains carrying other types of freight take up to 500 trucks off our highways
- Shifting freight from trucks to rail would reduce highway congestion, enhance mobility and reduce the pressure to build costly new highways

- On average, railways are more than three times more fuel efficient than trucks.
- Nearly one billion gallons of fuel per year could be saved if only 10 percent of the freight that currently moves by truck were moved by rail.
- Freight railway fuel efficiency has risen 74 percent since 1980.
- In 2004, a gallon of diesel fuel carried a ton of freight nearly 410 miles on the U.S. freight railways, compared with 332 miles in 1990 and 235 miles in 1980.

PNWC-NRHS Membership meeting minutes June 16, 2006

Chapter Vice President Keith Fleschner called the meeting to order at 7:32 pm. Bob McClanathan, attending all the way from Sisters, Oregon, introduced his guest, John Barney. New members were announced as Phil Barney, Laura Lyon, Gus Kamp, and Keara Watson.

A motion by Al Hall and Bob McCoy to approve the X minutes, as published in the Y Trainmaster, was passed.

Treasurer Ken Peters said that the past month saw more money out than in, but some income did come from the 6200's lease on the POTB, sales of snacks on the June 6 Southern Appalachian Railway Museum trip, and other small sources.

Keith passed along the Chapter's best wishes to Wayne Halling, a longtime Chapter member having a bout of poor health, and condolences to Darel and Diana Mack, on the death of Diana's father.

Keith announced that effective June 8, Jim Long has been appointed to chair the Excursion Committee. Jim said that he has begun moving ahead with plans for an excursion titled "The Tillamook Turn," planned as two single-day excursions, with each day being a full-length run of the POTB line between Banks and Tillamook, with a motorcoach shuttle to make each day a round-trip. Passengers can choose to purchase one day with a motorcoach return, or purchase two days and ride the train both ways.

Because of the higher costs involved in a two-day trip, and the cost of the motorcoaches, a motion to increase the Excursion Committee budget was called for. A motion by Gerald Schuler to increase the Excursion Committee budget to \$33,000 was seconded by John Willworth, and passed.

Keith thanked members who participated in the Chapter's June 9th Town Hall meeting on the Vision document draft prepared by Dr. Alice Parman. The final document was distributed to members present at the meeting, and mailed to members not in attendance.

Al Hall said that the Chapter would be selling concessions items at the upcoming Multnomah Falls event on Father's Day weekend. Operation Lifesaver presentations were also planned.

Keith said the 6200 earned its first car lease usage of the season on June 6th, and performed well. The 6800 is undergoing bolster repair to fix a problem found while overhauling the A-end truck. Some graffiti episodes have recurred and been painted over.

Charles Stevens reported that all the old siding has been removed from the flanger, to expose the framing. The framing has been found to be in generally good condition. The first priority is to exterminate a bee colony, before beginning the priming of the new replacement siding. Contact Charles at 503-692-6611 if you would like to lend a hand at a Wednesday or Saturday work party.

Jim Hockinson said that a new timesheet for volunteer hour recording is available. The new format features a monthly layout. Volunteers are free to use whatever form suits them best, or to simply phone or email Jim with a summary of their volunteer hours each month. The collection of this data will help the Chapter document the amount of volunteer support it receives.

The evenings program was announced to be Ed Immel's presentation on the railroads of Ecuador and Chile.

Other updates:

John Willworth had videos on Cuban steam, the L&N 152, and Raton Pass, among others.

Al Hall said the June 11 events for the 4449 and SP&S 700 both went well, and everyone had fun. Ed Immel said the Northwest Rail Museum's Bend excursion with the 4449 is moving ahead, despite escalating fuel, insurance, and car leasing costs. Gerald Schuler reminded everyone to pick up their Vision document package to save the Chapter some postage.

Keith adjourned the meeting at 8:29 pm.

Ed Immel's look at Ecuador was both educational, interesting, and at times drew chuckles from the audience. Those in attendance got to look at scenery along a rail line that climbs from sea level to 11,000 feet up in the Andes within 160 miles. Ed also showed us what is believed to be the last Baldwin built (1954), and probably the world's one and only Mitsubishi 4-8-4.

Respectfully submitted,

Jim Long

Secretary, PNWC-NRHS

PNWC-NRHS Membership meeting minutes August 18, 2006

Chapter President Arlen Sheldrake called the meeting to order at 7:30 pm.

New members for the month included Doug MacDonald of Boulder Creek, CA; and Carl Petterson of Portland, who is also a member of ORHF's property acquisition team. Rob Arsenault and his son Chuck were also present.

A motion by Darrel Harrington and Gerald Schuler to approve the May minutes, as published in the August Trainmaster, was passed.

Treasurer Ken Peters said that the Concessions Committee is providing a big chunks of the funds to keep Chapter operations in the black. Some 2005 Convention funds are still awaiting the final closure of the convention accounting.

Excursion Chair Jim Long said the Tillamook Turn excursion is moving ahead, and that members may have noticed newspaper ads in various local neighborhood newspapers. Volunteer were encouraged to step forward to fill a few remaining roles, either on-board the train, or helping with loading and unloading at the depot. The Chapter's annual excursions provide a significant amount of income for the Chapter, and everyone is encouraged

to support the Chapter by either purchasing tickets or volunteering to help out on the excursion.

In the absence of Activities Chair Ron McCoy, Arlen mentioned that the Chapter picnic will be September 9th at the Washington Park & Zoo Railway's Washington Park station. A flyer with details was included in the August Trainmaster.

Charles Stevens said the Flanger Project continues to make good progress.

All of the siding has been primed, and framing repairs are nearing completion. Work parties are Wednesdays or Saturdays, and all skill levels are welcome. Contact Charles at 503-692-6611 for details.

Keith Fleschner said the Rolling Stock committee is making a push to complete the truck overhaul of the 6800. Meanwhile the 6200 completed a successful run on the Port of Tillamook Bay on August 5th. Some bad news is that metal thieves have stolen some motor leads from one of the Chapter's two S-2 locomotives. Pete Rodabaugh, Keith Fleschner, George Hickok, and Jim Long spent a recent Saturday repairing chain-link fence and securing the S-2s to try to reduce the potential for further metal theft.

Concessions Chair Al Hall said that the Chapter's booth at Steam-Up set a new all-time sales record, with 65% of sales coming from sales of rare & out-of-print books, many of them donated by members, or purchased at flea markets. The Chapter's Maintenance of Way exhibit also drew a crowd of on-lookers. Al gave a big "thank-you" to all who helped out at APMA.

Ralph Johnson said the evening's program would be a not-yet-publicly-released DVD entitled "A Holiday Express Tale"

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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
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President 2005: Ron McCoy 503.244.4315

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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

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Archives: William Hydey 503.666.5530
Auditor: Bob McCoy 360.459.3251
Concessions: Al Hall 503.699.5042
Chapter Rep., Oregon Rail Heritage Foundation:
Arlen Sheldrake 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

which features the story behind the scenes of ORHF's 2005 Holiday Express. Ralph said September's program would be Arnie Holden on the history & restoration of the SP&S 700. Ralph needs to know what members would like to have for membership programs. Even if you just have a vague idea of what might be a fun or interesting program, contact Ralph at 503-654-1930.

Speaking as Chapter ORHF Representative, Arlen said that the 2006 Holiday Express is hoping to base its excursions out of Oaks Park, and is tentatively planned for the second and third weekends of December.

In other updates, Jim Loomis is working on a membership brochure that can be more easily distributed and displayed in information racks. Ted Ahlberg will be on duty in Room 1 for lending library hours on August 19. The Chapter has received a donation of two switch stands from Bruce & Mary Schacht. The Chapter Vision project is moving along with Eileen Brazil working on drafting a mission statement, while groundwork also is being laid for an official collections policy for the Archives Committee.

For the second time this year, Keith Fleschner has volunteered again to provide membership meeting snacks. Without volunteers to prepare snacks, members will not be able to enjoy refreshments at membership meetings.

Phone Arlen at 503-223-7006 or email pnwc@pnwc-nrhs.org if you would like to volunteer.

Arlen adjourned the meeting at 8:10 pm.

Respectfully submitted,

Jim Long

Secretary, PNWC-NRHS

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



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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**.

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

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

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WASHINGTON COUNTY COMMUTER RAIL PROJECT

Commuter rail cars

Starting in fall 2008, the new Washington County Commuter Rail line will provide transit service to the cities of Beaverton, Tigard, Tualatin and Wilsonville. The 14.7-mile commuter rail line is expected to carry 3,000 to 4,000 passengers on an average weekday. It's the first commuter rail line in Oregon.

Rail car

The commuter rail line will operate with diesel multiple unit (DMU) self-propelled individual rail cars with the capacity to pull additional coaches.

- Powered cars will accommodate 74 seated passengers, two mobility devices and two bicycles.
- Coaches will have 80 seats.
- Commuter rail service is planned to have seats for all riders, with a minimum number of people standing.

Five cars are being purchased from Colorado Railcar for the project: three single powered cars and two trailer cars. With the ability to move along the track in either direction, the single powered cars have cabs at both ends of the vehicle and trailer cars have a cab at one end only.

The DMU's average speed will be 37 mph, with a maximum speed of 60 mph. Each DMU is equipped with two, 600 horsepower Detroit Diesel engines. All cars will comply with stringent federal safety requirements for passenger cars sharing track with freight.



TriMet purchased five diesel multiple unit rails vehicles from Colorado Railcar.

Morning and evening service

Commuter rail cars will run every 30 minutes during morning and evening rush hours. Depending on the volume of riders, the cars will travel as single units or in linked pairs. Passengers will board the cars

through one of two sets of doors located midway between the ends and center of each car. Riders will board the trains from a 48-inch, level platform. A small internal ramp inside the vehicle will ensure universal boarding for riders. On two-car trains, passengers will be able to travel between cars.

The train's average speed will be 37 mph.

Planners project that by 2020, the travel time between Beaverton and Wilsonville by car will take 40 minutes compared with 27 minutes via Commuter Rail.

Fares

Standard TriMet fares will apply to all commuter rail trips.

Vehicle operation and maintenance

Portland & Western Railroad will operate the commuter trains, while TriMet staff will maintain the vehicles.

Beaverton to Wilsonville

The Washington County Commuter Rail line will offer a new transportation route within the heavily traveled Interstate 5 and Highway 217 corridor. The proposed 14.7-mile project will share freight train tracks with the Portland & Western Railroad in eastern Washington County. The line will connect to TriMet MAX light rail in Beaverton and serve Washington Square, Tigard, Tualatin and Wilsonville.

This innovative project is one of the few suburb-to-suburb commuter rail projects in the country. Final design is underway and construction on the line will begin this fall. The line is scheduled to open in 2008. The five stations will include a total of about 800 Park & Ride spaces:

Beaverton Transit Center will connect with 11 TriMet bus lines and MAX Blue and Red lines serving the Beaverton to Hillsboro corridor, downtown Portland and Portland International Airport.

Washington Square Station is within walking distance to the Washington Square Mall. It will have about 160 Park & Ride spaces and connect to local TriMet bus lines.

Tigard Transit Center Station, located in downtown Tigard, will provide about 120 Park & Ride spaces and connect with five TriMet bus lines.

Tualatin Station will have about 120 Park & Ride spaces and connect to local TriMet bus service.

Wilsonville Station will have 400 parking spaces as a part of the SMART transit center, which includes connections to local bus service.



Stay informed

The Washington County Commuter Rail Project now offers email updates to help you stay informed about the project. Simply sign up with your email address at trimet.org/commuterrail. For more information, call 503-962-2156.