

# The

May  
2007



# Trainmaster

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



## Pacific Northwest Chapter Timetable #536

**Membership Meetings: May 18, Jun 15 7:30 PM,**  
St. Mark's Lutheran Church, 5415 SE Powell Blvd.

**!!>>> Note Date Change Director's Meetings<<<!!**

- **May 18<sup>th</sup> 7:30 pm – Program:** *The Fabulous & Extensive PNWC Archives*, Bill Hyde.
- **June 15<sup>th</sup> 7:30 pm – Program:** *An Introduction to Railroad Safety*, Keith Fleschner.
- **June 30<sup>th</sup> Member Activity:** *Chelatchie Prairie RR – Photo Charter*, signup by April 30<sup>th</sup>.
- **July 20<sup>th</sup> 7:30 pm – Program:** *A Life Time of Railfanning* (slide show) by Gerald Schuler.

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

**Lending Library:** May 19 & 26, 1:30 to 4 pm, check-out subject to **loan agreement.**

**June 30<sup>th</sup> Member Activity: *Chelatchie Prairie RR – Photo Charter*, signup by April 30<sup>th</sup>**

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

May 12 – May 22, *UP 844 & SP 4449*, Portland to Tacoma with Tacoma-Everett trips and return. Also 844 on public display in The Dalles on May 11. ([www.upsteam.com/schedule](http://www.upsteam.com/schedule) and [www.orhf.org](http://www.orhf.org))

May 13, *Mother's Day Brunch*, Wallowa to Kimmel, 4.5 hours RT; Eagle Cap Excursion Train; \$70 adult, \$60 senior, \$50 children; Reservations: Alegre Travel, 800.323.7330

May 18-20 *GorgeRail 2007*, Columbia Gorge Discover Center, The Dalles, [www.dogcaught.com/gorgerail](http://www.dogcaught.com/gorgerail)

May 26 – Sept 16 *Oregon Coast Scenic Railroad*, weekends and special events behind a Heisler steam locomotive, Garibaldi – Rockaway Beach, 503.842.7972 or [www.ocsr.net](http://www.ocsr.net)

May 26 – Nov 10 *Eagle Cap Excursion Train*, runs each Saturday plus some others out of either Elgin or Wallowa OR, Alegre Travel, 800.323.7330 or [www.eaglecaptrain.com](http://www.eaglecaptrain.com)

May 26 thru Sept *Chehalis-Centralia Railroad*, 1916 Baldwin 2-8-2 steam engine runs, every Saturday and Sunday more info: [www.ccrta.com](http://www.ccrta.com) or 360.748.9593

June 3 – Sept 2 *Willow Creek Railroad*, Sunday 11 AM to 3 PM, Antique Powerland Museum [www.willowcreekrr.org](http://www.willowcreekrr.org)

June 9 *Cruisin' Sherwood*, SP 4449 visits downtown Sherwood Oregon for live static display.

June 16-17 *Family Fun Days In The Gorge!*, 9 AM – 5 PM, Multnomah Falls, US Forest Service.

June 22-24 & June 29-July 1 *Thomas the Tank Engine*, Mount Hood Railroad, Hood River 541.386.3556 or [www.mthoodrr.com](http://www.mthoodrr.com)

July 28-29 & Aug 4-5 *Great Oregon Steam-Up* featuring John Deere equipment, 7 AM to 6 PM, Admission \$8, 12 and under free, [www.antiquepowerland.com](http://www.antiquepowerland.com), Brooks Oregon

## **Spokane Portland & Seattle #539 Moves to Arizona**

An anonymous maker of photocopies forwarded page 10 from the April 2007 issue of TrainLine (magazine of the Tourist Railway Association Incorporated). An article and photograph of ex-SP&S #539, ex-Northern Pacific #1762 describes the locomotive arriving in Williams, Arizona for use on the Grand Canyon Railway. The 2-8-2 sat in Battle Ground for a number of years, before being recently restored to operable condition. For movement, the locomotive had to have its underframe and wheels removed, so that all that was sitting on the flat car was the boiler and cab. The tender body, tender trucks and running gear were all loaded on other flat cars. The locomotive arrived in Williams, Arizona on April 17, 2007.

## PRESIDENT'S UPDATE – May 2007 by Arlen L. Sheldrake

Exciting times as planning moves forward for the **Puget Sound Steam Special** being pulled by the UP 844 & SP 4449 on May 19<sup>th</sup>. This Tacoma-Everett trip is a fund raiser for the **John W. Barriger III National Railroad Library** which is a special library within the St. Louis Mercantile Library at the University of Missouri in St. Louis. This trip opportunity came about during discussions between Steve Lee and Doyle McCormack with Doyle bringing the opportunity to the Oregon Rail Heritage Foundation (ORHF). ORHF volunteers and ORHF member organization volunteers including the Chapter will provide Car Hosts. Ed Immel, ORHF Vice-President, is managing the trip. One might ask why the UP 844 is coming to the Pacific Northwest.....the answer lies in taking a look at the membership on the Barriger Board of Directors and knowing that the Barriger Board is meeting in Tacoma during the 844's visit. The 4449 joins the 844 on May 12<sup>th</sup> on the trip from Portland to Fife and then returns on May 22<sup>nd</sup> as the 844 goes from Fife to Kenton. The full 844 schedule is available: [www.upsteam.com/schedule](http://www.upsteam.com/schedule). On May 11<sup>th</sup> the 844 is on public display in The Dalles.

Railroad research has a lot of twists and turns. The **Perrydale Depot** research is no exception. Very early pictures of the depot show that it had a small freight section on the west end including a freight door. Later pictures show the freight section removed and the chimney moved. According to renowned historian Ed Austin "it was indeed very common for railroads to remove an unnecessary portion of a structure or any other facility for that matter. This reduced maintenance costs as well as tax liability. Given that labor was so cheap, the trade-offs could be beneficial."

When you're in the Port Angeles area Wednesday – Saturday (open 1-4 p.m.), the Clallam County Historical Museum is featuring **Railroads Here and There, Then and Now** exhibit that continues through December. The exhibit features historical photographs of the Port Angeles Pacific Railroad, a speeder, toys, tools, and other railway artifacts. The Museum is located in the former Carnegie Library building at 207 S. Lincoln Street. More information: [www.clallamhistoricalsociety.com](http://www.clallamhistoricalsociety.com).

The **Albany Democrat-Herald** newspaper on April 6<sup>th</sup> published an informative article and excellent picture about the SP 4449's move to the Portland & Western Railroad Albany shops for main driving bearing repair. The Portland & Western Railroad has one of the few drop tables in the state big enough to handle the large locomotive wheels. The late Thursday evening (April 6<sup>th</sup>) picture shows the SP 4449 and the new Albany Station lock tower. Additional articles were published on April 14<sup>th</sup> and April 15<sup>th</sup>. Take a look at the Friends of SP 4449 Web site: [www.sp4449.com](http://www.sp4449.com) for links to the newspaper articles and some absolutely wonderful photos by Chris Fussell. In addition to excellent photography skills, Chris maintains both the SP4449 and ORHF Web sites.

The April issue of the Northwest Examiner reports that the Northwest Portland neighborhoods of Old Town/Chinatown, Pearl District, and Northwest District have formed a **Quiet Zone Task Force** to investigate the possibility of banning railroad locomotive horns either for a partial day, 10 p.m. to 7 a.m. or a full 24 hour ban.

On Friday April 6<sup>th</sup> the **SP&S 539** (former NP 1762) was on three flat cars and handed off to BNSF Railway at Rye Junction, Washington, for delivery to the Grand Canyon Railway where it will be rebuilt and put into service. The SP&S 539 was formerly on display in Esther Short Park (1957 – 1997), Vancouver, then in Battleground. It is a 2-8-2 Mikado built September 1917 by ALCO, builder's number 57954, for Northern Pacific and acquired by SP&S in 1944. Owner Brian Fleming of Longview is trading the 539 for two smaller (2-8-0) steam locomotives which he will run at least one on the Mount Hood Railroad beginning in July.

On the second and fourth Sunday of each month, April through October, the **City of Medford Railroad Park** is open and operating between the hours of 11 AM and 3 PM. Five organizations cooperate to provide exhibits and rides for visitors: Southern Oregon Live Steamers, Southern Oregon Chapter-NRHS, Rogue Valley Model Railroad Club, Morse Telegraphy Club, and Southern Oregon Large Scale Trains. More information: [www.sorcnrhs.railfan.net](http://www.sorcnrhs.railfan.net).

The 4449's April trip to Albany for repairs to the #2 driver brought out some interesting history of the **drop table** installed in the Portland & Western Railroad/Willamette & Pacific Railroad Albany shop. Ed Berntsen reports that this drop table was purchased by his company, Lewis & Clark Railroad, from the Portland Terminal Railroad roundhouse scrapper about 1984. It was stored in Tacoma and later Chelatchie for 10 years or so and later sold to Portland & Western Railroad in about 1994. Doyle McCormack worked with P&W and extended the drop-rails to take the 80" drivers of the 4449 and working with then WPRR/PNWR President Bob Melbo the drop table was installed in the then new engine house in Albany. The Albany shop drop table is one of a very few in the State of Oregon that can accommodate the 80" 4449 drivers.

Early in April an inquiry came in to the Chapter's email address asking for information about the 76 baggage car. The inquiry came from Todd Schannuth who does Web design, videography and DVD production for major Hollywood Studios along with maintaining **The Museum of America's Freedom Trains** Web site ([www.freedomtrain.org](http://www.freedomtrain.org)). Todd wanted to know if the Chapter still owned the 76 as was it was the tool car for the 1975-76 trips and he would like, if possible, a picture. I responded with the information about the 76 from our inventory record and told him I would work on getting a picture. Meanwhile I looked at the Web site and decided to personally order two of the DVDs, 1975 & 1976. Almost immediately following my on-line order, here comes Todd with an email message saying thanks for my order but he would be happy to cancel my order and send them gratis. I declined his kind offer and instead he sent a free second set of DVDs for the Chapter's lending library along with my order. While the 76 looks pretty tough, Todd now has his pictures and I expect to see them very soon on his Web site. Todd notes that the 76 is a well traveled car having visited at least 42 or 43 out of the 48 contiguous states. A video of the 1947 American Freedom Train is in the works.

The DVDs are 60 minutes in length and are available from Accuen Media ([www.accuen.com](http://www.accuen.com)). The titles: ***The American Freedom Train, The Year in Pictures 1975*** and ***The American Freedom Train, The Year in Pictures 1976***. Both are subtitled: The Story of the Greatest Railroading Event of the 20<sup>th</sup> Century. The 1975 DVD has some good coverage of the Chapter's 76 baggage car and a nice tribute to Jack Holst for being the key person to preserve the 4449 in Oaks Park. Price is \$19.95 individually or \$29.95 for the set plus \$6.00 for shipping and handling. Orders may be entered on-line or may be sent with check via USPS to: Accuen Media LLC, 5319 University Drive #110, Irvine CA 92612. I found the DVDs to be very interesting and very professionally produced.

The Museum of North Idaho in Coeur d'Alene is featuring a new exhibit ***Ties to the Past: Railroad History in the Coeur d'Alene Region***. The museum is open Tuesday through Saturday 11 AM to 5 PM April 1<sup>st</sup> to October 31<sup>st</sup> and is located at 115 Northwest Boulevard in front of the Coeur D'Alene City Park. More information: [www.museumni.org](http://www.museumni.org).

The **April 20<sup>th</sup> membership meeting** was very well attended and quite an active session. The following actions were taken:

- 1) approved adding \$5,000 to the S-2 movement budget to cover the Wayne Grippen quote to move one S-2 from Hopmere to Antique Powerland Museum.
- 2) approved adding \$17,000 to the Rolling Stock maintenance budget to purchase wheel sets and bearing boxes for the 6200 and a set of bearing boxes for the 6800 from Bruce Moore.
- 3) approved hiring Logic Incorporated for \$10,000 to help the Chapter develop a Strategic Action Plan. The plan is focused on:
  - a) how to secure the collections,
  - b) explore options for a potential move with expansion of facilities and programs,
  - c) suggest funding and budgeting strategies for capital and operations.
- 4) the Board recommended \$5,000 to purchase a second double-bladed semaphore signal was approved except \$2,000 from Chapter funds and \$3,000 fund raised within 90 days or return issue to membership.

On April 15<sup>th</sup> George and Kimberly Hickok and I attended the **Yaquina Pacific Railroad Historical Society's** April membership meeting at the invitation of Bill Bain, YPRHS President. George as our NRHS Regional Vice President focused his presentation on NRHS service restructuring activities, how members can help and the difficulty in bringing NRHS meetings to Oregon. We both noted that NRHS provides opportunities to get our message out to the 16,000+ nationwide NRHS members and we should use publications like the NRHS News to support local chapter efforts. When heading to the coast, stop in at Toledo and take a look at their impressive display and artifacts in downtown Toledo. The YPRHS members have done some very nice work and they are excellent hosts!

March Updates from the **Washington County Commuter Rail Project**:

- TriMet and Beaverton have agreed that crossing gates will protect the new Canyon Road crossing.
- Colorado Rail Car is in the midst of a recapitalization effort but TriMet expects no major disruption to the DMU construction/delivery schedule.
- Two bids were received for the DMU maintenance facility with the low bid coming in at \$4.73 million from Aadland Evans/Cisneros, a joint venture.

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## **WANTED: FILLER ARTILES!!!!**

Small, railroad related items to put in small, otherwise unused spaces like this, that would help use the space for something productive and interesting for chapter members.

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## 2007 Meeting Snack Sign-Ups

The following members have graciously volunteered to prepare the monthly (3<sup>rd</sup> Friday) membership meeting snacks funded by attendee contributions:

March = Jan Zweerts  
April = Jim Hokinson  
May = *available*  
June = *available*  
July = *available*

August = available  
September = *available*  
October = *available*  
November = *available*  
December = Potluck

To volunteer for *available* months, please contact Arlen at 503.223.7006 or email to: [ASheldrake@comcast.net](mailto:ASheldrake@comcast.net).

(Compiled by Arlen L. Sheldrake, President)

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## WURR #10 & #11 submitted by Arlen Sheldrake



On Saturday February 18<sup>th</sup> RDC units WURR #10 and #11 (formerly ORRX #10 and #11 and before that BC Rail #10 & #11) sit on the interchange track just before departing the Brooklyn Roundhouse for their new home on Wallow-Union Railroad in northeastern Oregon. Union Pacific Railroad is pulling the units in a freight consist to La Grande. Photo by

Arlen Sheldrake.

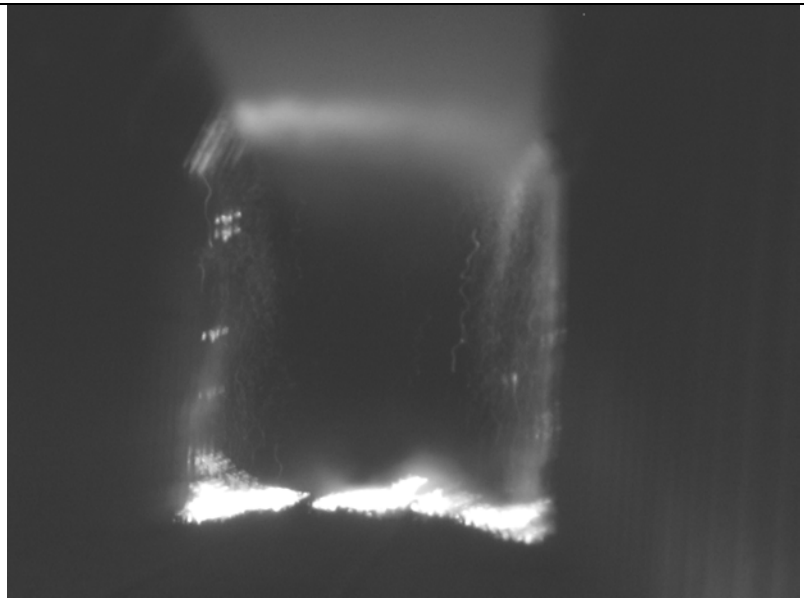
All three of the Oregon Department of Transportation owned RDC units have been purchased by Wallowa-Union Railroad with funds obtained from a *Connect Oregon* grant of \$533,000. The grant title is: Eagle Cap Excursion Passenger Equipment Replacement. The third unit, ORRX #31 (formerly BCR #31 and originally GN 2350), awaits truck work at the Brooklyn Roundhouse before it also will join the other two units.

These three units were purchased by ODOT from BC Rail and used as the Lewis & Clark Explorer train running between Linnton (NE Portland) and Astoria during the 2003-2005 summer seasons.



Two of the three former ODOT RDC units recently arrived via a UPRR freight move from the Brooklyn Rail Yard shown here February 23<sup>rd</sup> on the Wallowa-Union Railroad at the confluence of the Grande Ronde and Wallowa Rivers, Rondowa, in beautiful Northeastern Oregon. This first run was to ensure sufficient clearance in certain tight areas since the RDCs are longer than typical passenger cars. Pictured are WURR #10 & #11 both RDC-1 models; WURR #31, a RDC-3, will make a similar move as soon as needed maintenance is completed. Note the snow on the surrounding hills, this is rugged country. Photo by George Mickelson.

## FIRE IN THE HOLE submitted by Arlen Shel Drake



West portal of the Tunnel #1 in flames; David Anzur photo.

Monday, January 29<sup>th</sup> at 7:55 AM a passing motorist on Rock Creek Road reported to Tualatin Valley Fire & Rescue that flames were shooting out of the west portal of Tunnel #1, a 4,103 foot long bore at the apex of the grade over the Tualatin Mountains (the West Hills of Portland). The Oregon Department of Transportation owns the tunnel and right of way and the rail line is owned and operated by Portland & Western Railroad, which is responsible for tunnel maintenance.

The tunnel is concrete lined between timber supports but the void behind the lining (the space between the structure comprising the lining and the face of the bore itself) is packed with wood lagging. Thus, despite the concrete, there is considerable combustible material available.

There have been previous fires in this tunnel which has been a popular site for teenage

bonfire/drinking parties despite attempts to discourage such use. On the one hand the tunnel is kind of remote but on the other hand it is situated in a major metropolitan area. It straddles the Multnomah/Washington county line. The west portal is in Washington County and the east portal is in Multnomah County. The last train passed through the tunnel on January 27<sup>th</sup>.

This rail line is a critical link between Portland & Western's Astoria line and the rest of its 581-mile system. It is also the link between the Port of Tillamook Bay Railroad and BNSF Railway, with P & W handling cars between the two. In 2004, more than 10,000 carloads of intrastate saw logs passed through, moving between Rainier and Roseburg. This is traffic handled jointly with Central Oregon & Pacific Railroad, with a hand-off at Eugene. Logs are just one commodity that uses this route.

The Tualatin Valley Fire & Rescue responded to the west portal with two units and, with air packs and thermal imaging equipment, located the fire approximately 500 feet inside the west portal. The fire fighters observed the fire in the support beams with large rocks falling into the tunnel. Portland & Western Railroad determined that they would use railroad resources and equipment to extinguish the fire with TVF&R remaining on the scene to ensure that the fire didn't spread outside the tunnel.

The tunnel fire heat was creating a wind tunnel effect. Incoming air was coming from the east portal (Astoria line) side and exhausting out the west portal. Access to the fire would have to be from the east portal but the problem of getting water to the east portal was complicated. The Port of Tillamook Bay Railroad has two fire fighting tank cars that could be available but getting them from the POTB to the west portal would take many days of "hospital moves" since they ride on plain bearing trucks.

On January 30<sup>th</sup> Doyle McCormack and George Lavacot were talking about the tunnel fire and the difficulty of getting water to the east portal when a "light dawned". Sitting at the Brooklyn Roundhouse is an auxiliary tender for the SP 4449. This tender can carry 30,000 gallons of water and could be the water source. This information was given to Bruce Carswell, President/CEO of Portland & Western Railroad as a possible solution.

Doyle, Dave Marentette, Richard Hie, and Jerry Thompson were in Independence working with George Lavacot on his steam locomotive when a call came back in from Bruce saying, yes, I want to implement your water supply solution. The four quickly left Independence for the Brooklyn Roundhouse and began preparations. The F7 GN #274 would be used as power and the DLMX 4219 auxiliary tender was loaded with water. At 6:45 PM on January 30<sup>th</sup> a Portland & Western crew arrived to pilot the train. After a congestion delay in the Brooklyn Yard, the special train arrived in Linnton at about 10 PM. At Linnton a 85' flat car was added and the consist re-arranged with the 274 in back, the tender in the middle and the flat car in front.

A P&W high railer would provide protection and lead up the hill to the east portal. At the east portal Rick Franklin L.L.C., a well known railroad emergency services contractor, had been preparing for the trains arrival by building a ramp. The plan was to load a fire truck on the flat car and move the train into the tunnel to fight the fire. The auxiliary tender would be the water source for the fire truck. The plan was implemented but it was soon discovered on January 31<sup>st</sup> that the train was providing a "cork effect" to the air movement through the tunnel so this solution would



Photo at the west portal before loading the fire truck; David Anzur photo.

have to be scrapped. As a solution to this new problem, the train with fire truck would remain outside the west portal and some 3000' of fire hose was laid into the tunnel for P&W crews to fight the fire. Special nozzles were built by Doyle on February 3<sup>rd</sup> that were used both on a track hoe and hand held.

The tunnel was returned to operation on February 20<sup>th</sup>. Roman candle fireworks debris was discovered early in the fire investigation.

This article was developed in collaboration with Doyle McCormack, Bob Melbo and Bob Slover along with a TVF&R January 29<sup>th</sup> News Release; written by Arlen Sheldrake who is responsible for the content and any and all errors or omissions.

## MONROE DEPOT MOVED



School and west of the railroad (by Arlen Sheldrake)

Shown here on March 14<sup>th</sup>, the Monroe Depot was successfully moved on March 11, 2007 from its former location. Benton County is working with Union Pacific Railroad to acquire this property for a new library which will incorporate the depot. This is across 99W from Monroe High.

# NEW UP LOCOMOTIVE HONORS MEN & WOMEN OF SOUTHERN PACIFIC RR

Omaha, Neb., August 21, 2006, Union Pacific News Release



George Mickelson captured this February 6, 2007 Portland Brooklyn Rail Yard visitor.

Another tribute to a great railroad is riding the rails. The latest addition to Union Pacific's Heritage Series of locomotives, the Southern Pacific locomotive, was introduced Saturday during a special employee event in Roseville, Calif. The new locomotive incorporates Southern Pacific's historic colors and graphic elements to honor the men and women of the line affectionately known as the "Espee."

"The railroads that are now a part of Union Pacific added more than track and territory, they also contributed the expertise and knowledge of the many people who worked for those great lines," said Bob Turner, senior vice president-Corporate Relations. "The creation of our Heritage Series is just one way we are honoring the generations of men and women who helped to build a great nation and the foundation for our future."

The Southern Pacific joins the Chicago & North Western locomotive unveiled in July 2006, the Denver & Rio Grande Western rolled out in June 2006, the Katy locomotive introduced in September 2005, and the Missouri Pacific and Western Pacific locomotives unveiled in July 2005. All honor the people and the railroads that have made Union Pacific what it is today.

Founded in 1865 by a group of businessmen in San Francisco, the Southern Pacific was created as a rail line from San Francisco to San Diego. Through the years the line expanded to more than 13,000 miles of rail covering most of the southwestern United States. Southern Pacific was noted for a number of firsts; including stewardship of its lands, unique cab-forward articulated steam locomotives, computers, development of the double-stack container car and corporate diversification.

The emergence of truck transportation and other marketplace changes in the 1970s led to Southern Pacific's decline. It merged with Union Pacific on September 11, 1996.

The Heritage Series marks the fifth time in company history that Union Pacific has painted locomotives in colors other than the traditional UP "Armour Yellow" paint scheme. Previously, locomotives were custom painted in 1991 to honor UP employees serving in the Persian Gulf War, in 1994 to call attention to the United Way Campaign, in 1996 for the Atlanta Games Olympic Torch Relay Train, and in 2002 for the Salt Lake City Games Olympic Torch Relay train.

# CHILD RESCUED IN VANCOUVER USA

A group of BNSF Railway employees were recently commended for rescuing a boy from a Portland and Western (P&W) train moving through BNSF's Vancouver, Washington, rail yard.

Tom Pike, BNSF crew hauler, was transporting Doug Pettis, brakeman, and Greg Kamholz, engineer, to a Vancouver yard office when he spotted an 11-year-old boy on an empty flatcar some 50 yards in the distance. The boy, who the employees later learned is mildly autistic, saw the vehicle and began waving his arms in distress.

Pike, a former agent and chief clerk during his decades-long career with the railroad, knew exactly what to do. He immediately radioed the P&W crew about the emergency, asking them to stop. BNSF Special Agent John Ross, who, at the time, was on the opposite end of the yard, overheard the radio transmission and headed for the scene.

Pike said the child "was a wreck – scared to death, crying and cold," but otherwise uninjured. After the men helped him off the car and calmed him down, they learned the boy had climbed onto the train near the East St. Johns yard, a small Portland, Oregon, station about three miles away. He had ridden across three major bridges, including two over the Columbia River.

Ross arrived at the scene a few minutes later. He contacted local authorities and the boy's mother before driving him home. "She thought it was a joke or a prank phone call," said Ross about his conversation with the woman, who was grateful her son was safe. "She thought he was at school."

For their quick reaction and efforts, Pike, Pettis, Kamholz and Ross all received On Guard awards.

*BNSF Railway News Release, March 19, 2007*

(Note: Greg Kamholz is also known as one of the authors of *The Oregon-American Lumber Company* book, a member of the Pacific Railroad Preservation Association and one of the SP&S 700 engineers.)

(Note: The *Trainmaster* editor would like to point out that the two Columbia River bridges in question are on the north and south side of Hayden Island, and the third major river crossing is likely the Willamette River Bridge near Linnton.)

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## Oregon Coast Scenic Railroad



Curtiss Lumber Co. No. 2 Heisler photo by Aaron Zorko © 2005 used with permission

includes three Heislers and two Shays. A Skookum 2-4-4-2 Mallet is being restored under contract and may stay once operational. The 1909 built Curtiss Lumber Co. No. 2 Heisler has been restored to operating

Formerly operating as part of the Port of Tillamook Bay Railroad's Oregon Coast Explorer operation, the Oregon Coast Scenic Railroad (OCSR) is now operating independently under license from the POTB.

OCSR is a non-profit (501 C 3) museum group with five logging steam locomotives on its roster furnished by group members. This



condition and pulls the steam trains between Rockaway and Garibaldi along the beautiful Oregon Coast.

The 2007 schedule includes trips on Saturday and Sunday between May 26<sup>th</sup> and September 16<sup>th</sup>, with trips also on Memorial Day, Labor Day and the 4<sup>th</sup> of July. Friday trips run July 6<sup>th</sup> through August 31<sup>st</sup>.

More information is available: [www.ocsr.net](http://www.ocsr.net) or 503.842.7972. Advance ticketing is recommended.

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## !!!! >>>> Flanger Help Needed <<<< !!!!

We are urgently seeking someone who has the expertise and equipment to fabricate (6) wooden window frames and sills for our snow flanger. We will supply the limber, shop drawings and moral support! We are looking at an early July completion date. Please call Charles Stevens at 503.692.6611 or email at [xenophon@teleport.com](mailto:xenophon@teleport.com)

Your help is needed and appreciated!

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## Membership Meeting Minutes, February, March, April

### Membership Meeting 2-16-2007

Called to order 7:30 PM, President Arlen Sheldrake presiding.

Welcome and guests introduced: New members announced: Ron Theod, Milwaukie; Mark Reynolds added a new family member Kai Reynolds.

Motion to approve the December minutes as published in the *Trainmaster*, Darel Mack moved, Dave Van Sickle seconded, passed.

Treasurer Report for month of January. Jean Hickok reported the current financial activity. Still getting organized, many transactions will appear in February. Received remaining records from Ken Peters.

Election for Board of Directors Position in process, results to be announced later in the meeting.

By Laws change being voted on per Notice published in the *Trainmaster* to eliminate half-year membership, passed.

Help Wanted roster continues to grow, we need people to step up to help.

S-2 Status: George Hickok reported on history and current status. Some hope but not resolve yet, urgent but not an emergency at the moment.

Signup sheet available for providing meeting snacks.

Chapter logo denim shirts are available for order.

Excursion Planning: Jim Long reported on 2007 season options being investigated. POTB is not going to run passenger trains this year.

Volunteer Hours: Jim Hokinson working on 2006 rollup. If you are doing volunteer work, please log and report!

Annual Banquet: Al Hall reported target is April/May timeframe, details to follow.

Concessions: Al Hall reported on Concessions activity, including upcoming venues. Have several new items that are selling well. Schedule of events is on the Web site and in the *Trainmaster*. Contact Al if you are interested in helping out.

Programs: Schedule in *Trainmaster*, and we are looking for additional programs.

Find a New Home Committee: Eileen Brazil and Al Hall are new chairpersons, expect to be notified of future meetings.

Lending Library: Irv Ewen reported will be open usual hours this month. John Willworth has materials from the Library for loan tonight.

Flanger: Eileen Brazil reported that Charles Stevens is waiting for better weather before painting.

Break at 8:04 PM; back in session at 8:30 PM.

Election results: Eileen Brazil elected to fill remaining year (2007) of Ralph Johnson three year term. Thanks to Jim Loomis for conducting the election.

President Sheldrake commented on the article in the Sellwood paper regarding the derailment that followed the Holiday Express operation.

Adjourned at 8:35 PM for the program a video from Harsco Track Technologies, *The P811 Track Renewal Machine*, and *Volume #2 SP Shasta Route* (Mostly Oregon) c.1950 with rare footage of the Tillamook Branch, Coos Bay Branch, and vast Brooklyn facilities. (Note: The Harsco video tape is available to members for checkout from the Chapter Lending Library.)

Respectfully submitted, George Hickok, Acting Secretary

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### Membership Meeting – 3-16-2007

Call to Order 7:33 PM, President Arlen Sheldrake presiding.

January Minutes as corrected – John Wilworth moved, M Ordway seconded, motion passed.

Treasures Report – Jean Hickok

Investment Information – Charles Stevens provided information on the Chapter investments.

Collections Policy – Draft published in *Trainmaster*, Eileen Brazil moved, Chad Stryker seconded, motion passed.

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Records Retention – Board has adopted policy from Auditor Bob McCoy

Rolling Stock – 6200 leaking water, carpet needs to be replaced and roof leak fixed

S-2 Updates: Highway trailer option did not work out. Rick Franklin Corporation will scrap in place and will pay Chapter \$110 per ton of scrap removed.

Proposal is to save one, and scrap one in place. If locomotive passes inspection, it will move on its own wheels.

CORP Semaphore Offer – Chad Stryker offering his option to the Chapter. Board recommends authorization of up to \$6,000 for a semaphore (double bladed) to be displayed at Brooks. Dave Van Sickle moved, Ed Berntsen seconded, motion passed.

Chelatchie Prairie Steam Photo Charter – See April *Trainmaster* for additional information.

Perrydale Depot Evaluation – Board recommends partnership with Northwest Rail Museum (NRM) to fund evaluation by Historic Preservation NW, each organization to contribute \$500 to cost. Ed Berntsen moved, Myovac seconded, motion passed.

Snacks tonight by Jan Zweerts

Banquet – Al Hall reported that the April 28<sup>th</sup> Banquet signup deadline is April 21. Thanks to the Halls for organizing.

New Home Update – Eileen Brazil & Al Hall – Working on it.

Volunteer Hours – Jim Hokinson – 52 people reported 5920 hours so far for 2006.

Volunteers Needed – See *Trainmaster* for additional information.

Program tonight – Video “Flangers, Spreaders, and Steam Rotary Snowplows”, also “Merci Boxcar” photos from Coos Bay – Thought to be the oldest boxcar in Oregon

Membership Renewals – Reminder Deadline is April 1<sup>st</sup> to remain current.

Library – John Wilworth has a Selection of Videos available for checkout.

ODOT RDCs – Ed Berntsen reported on cars being moved to Wallowa Union Railroad in Elgin from Brooklyn Roundhouse. Several Chapter members have been working to help make this happen. Goal is to have the 3<sup>rd</sup> car delivered for Easter Saturday Dinner operation on April 7.

Concessions – Al Hall reported on upcoming activities. See *Trainmaster* for details.

Cornelius Pass Tunnel – Jan Zweerts reported that the tunnel is back in service. Cause appears to have been illegal fireworks.

Adjourned 8:35 PM

Respectfully submitted by George Hickok, Acting Secretary

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## Membership Meeting 4-20-2007

Call to order 7:30 PM; President Arlen Sheldrake presiding.

Introduction of guests and new members – No guests, 3 new members. New members announced: Steven Cogswell, Oregon City, Bruce Strange, Troutdale, and Kurtis Villarreal, Portland.

Minutes were not published so nothing to review.

Treasurers report – Jean Hickok reported on expenses and account balances.

S-2 Status – Pete Rodabaugh reported on progress, brakes working, steps fixed, bearing pads cleaned and ready for re-installation. Traction motor bearings and gears need to be lubricated along with center pivot bearings. Current plan is to move the #36. Oregon Electric Railway Historical Society (OERHS) has approved addition of S-2 to the MOW Equipment display at APMA. Bid from Wayne Grippen to move from Hopmere to APMA for \$4,750. Board recommends S-2 budget be increased by \$5K. Motion to increase budget for S-2 movement by \$5K to cover movement costs, Terry Parker moved, Randy Rock second, passed. Grant application will be written for Wayne Grippen movement costs.

6200 Wheelset Purchase – Board has recommended Chapter take advantage of offer from Bruce Moore for a set of four wheelsets and axle boxes, with some brake equipment. Package price is \$17,000 including freight. Includes one set of wheels, and two sets of boxes (one for 6200 and one for 6800). Motion for budget increase of \$17,000 for purchase of this material, moved by Dave Van Sickle, seconded by Jim Hokinson, Passed.

Banquet – Al Hall – 63 attending, 4/21 is the last day to purchase tickets.

New Home Committee Update – Eileen Brazil reported appraisal on the property in question has started.

Hire Consultant for Strategic Action Plan development – New Home Committee and Board bringing to membership for consideration: Howard Lovering, Logic Inc., has been recommended and has submitted a proposal, price for the activity is \$10,000. Motion to

add \$10,000 to budget for this activity, Gerald Schuler moved, Chad Stryker seconded, Passed.

Chelatchie Prairie Railroad Steam Photo Charter – Limited to first 35 people with sign up with due by April 30<sup>th</sup>. Thanks to Joe Harper for running this as a Chapter activity; \$99/person, includes lunch.

Semaphore Acquisition Change – Proposal to add a second semaphore to the project so that the display will be realistic, \$5,000 amount. Decline offer, Doug Auburg moved, Alan Viewig seconded, motion failed. Motion proceed with purchase with condition that we seek outside resources to help pay for it, Terry Parker moved, seconded Eileen Brazil. Amendment: \$2,000 from general fund & \$3,000 fundraised within 90 days or return question to Membership, Karl Wescott moved, Doug Auburg seconded, passed. Amended motion, passed. Doug & Tamara Auburg, Terry Parker, Al Hall, Bill Hyde, Eileen Brazil and Alan Viewig volunteered to form a fund raising committee. Jean Hickok noted that a member donated \$500 during the meeting.

Flanger Restoration Update – Stevens reported on paint color (Omaha Orange) match, continuing to work on siding, painting is next, hope to be done by SteamUp

this year. Painting will happen in July when it's hot and dry.

Chapter Shirt Orders – Need more orders to make this happen. Please place orders so we can execute on this. Have 12, need 24. See February & March *Trainmasters* for order form.

Program tonight – George Hickok on Steam heat for the Holiday Express.

Snacks tonight by Jim Hokinson, please feed the kitty.

844 Visit, see the *Trainmaster* for information.

Inventory – Contact Eileen Brazil if you are interested in helping or want information.

Program next month – Bill Hyde on our Archive.

Adjourned 8:50 PM.

Respectfully submitted, George Hickok, Acting Secretary.

#### Chapter Officers

**President:** Arlen Sheldrake 503.223.7006  
**Vice President:** Keith Fleschner 503.516.9272  
**Treasurer:** Jean Hickok 503.649.5762  
**Secretary:** vacant, see page 5  
**National Director:** George Hickok 503.649-5762

#### Chapter Directors-at-Large

**Eileen Brazil:** (finish out '07 term) 503.647.5667  
**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** (07, 08, 09) 503.666.5530  
**Al Baker** (07, 08, 09) 503.645.9079

#### Committee Chairs

**Activities:** Vacant  
**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 Sheldrake 503.223.7006  
**Chapter Home:** Eileen Brazil 503.647.5667 / Al Hall 503.699.5042  
**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:** vacant  
**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 newsletter 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:

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

The *TRAINMASTER*  
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# **Wooden Window Help Needed: See Flanger Restoration Effort, page 9.**

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