

The

July
2007



Trainmaster

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



Pacific Northwest Chapter Timetable #540

Membership Meetings: Jul 20, Aug 17 7:30 PM,
St. Mark's Lutheran Church, 5415 SE Powell Blvd.

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

- July 20th 7:30 pm – Program: *A Life Time of Railfanning* (slide show) by Gerald Schuler.
- August 17th 7:30 pm – Program: *PNWC – A Look at Our Past, Our Present, Our Future*, Al Hall
- September 21st 7:30 pm – Program: *Rail Car Air Brakes*, George Hickok
- October 19th 7:30 pm – Program: *The Celilo Canal & the Portage Railroads*, Jerry Tanquist

Board of Directors Meetings: July 12 & August 9, Room 208 Union Station, 7:30 PM

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

Notable Non-Chapter Events:

June 3 – Sept 2 *Willow Creek Railroad*, Sunday 11 AM to 3 PM, Antique Powerland Museum www.willowcreekrr.org

July 13-15 & July 20-22 *Thomas the Tank Engine*, Northwest Railway Museum, Snoqualmie WA, 425.888.3030 or

www.trainmuseum.org.

July 6-8 *Dunsmuir Railroad Days 2007*, displays include UP's Centennial DD40X and WP locomotives.

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, Brooks Oregon

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

August 2-4 *SP&S Historical Society Convention*, Vancouver WA, www.spshts.org



Albany – Springfield Motor Car. Does anyone have any information on where this post card photograph might have been taken? If so, please contact Arlen Sheldrake at asheldrake@comcast.net or 503.223.7006

2007 Meeting Snack Sign-Ups

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

July = *available*

August = available

September = *available*

October = Betsy Johnson/Jerry Tanquist

November = *available*

December = Potluck

To volunteer for *available* months, please contact Arlen at 503.223.7006 or email to:

ASheldrake@comcast.net.

(Compiled by Arlen L. Sheldrake, President)

PRESIDENT'S UPDATE ~ June 2007 by Arlen L. Sheldrake

The Baker City Herald newspaper on May 23rd reported in an extensive article that the **Sumpter Valley Railroad** will host 19 school groups as they gear up for their opening for the public season on Saturday May 26th. Somewhere between 700 and 800 students will be transported during the six days. I would suggest to those that worry about the aging rail fan community to take a look around at what organizations like the Sumpter Valley Railroad are doing as well as the just under 9,000 adults and children carried on the *Holiday Express II* in 2006 by the Oregon Rail Heritage Foundation. These efforts are what is needed to keep new blood coming in.

As the dust settles on the Oregon Rail Heritage Foundation's efforts to operate the May 19th **Puget Sound Steam Special** some summary conclusions come to my mind:

- The locomotive crew from the Friends of SP 4449 did an outstanding job.
- The ORHF outreach operation during the Fife public visitation days reached a lot of people.
- The folk from the Barriger Railroad Library were pleased with our support.
- The on-board Union Pacific Railroad crew, specifically Reed Jackson, Conductor, was pleased with the Car Host performance during the 19th public excursion.
- The Union Pacific Railroad passenger fleet is absolutely outstanding.
- While some complained about the trip pricing (\$399 dome, \$299 coach) many others traveled a long distance to ride this historic UP 844 / SP 4449 pulled excursion including Skip Waters, 2008 NRHS Convention Chair from Dallas Texas. This trip was a fund raising event for the John W. Barriger III National Railroad Library and the Oregon Rail Heritage Foundation. It was not priced to break even.
- It is amazing to see the grounds maintenance differences between the Vancouver and Tacoma Amtrak stations. A Vancouver Amtrak station employee told me that when time is available the Amtrak employees maintain the flower beds.....resulting in a beautiful entry point to Vancouver. A good beginning for Tacoma would be for someone to just pick up the litter.
- The scenery between Seattle and Everett is absolutely outstanding and the weather cooperated.
- Even one day excursions with the consist provided by others takes a lot of planning and effort to accomplish.
- The BNSF Railway and Union Pacific Railroad are to be congratulated for supporting this historic event. Most, but not all, trackside viewers performed well. We all need to help educate those trackside who don't know that risk management guides most railroad decisions relating to passenger operations.
- Union Pacific Railroad is to be complimented for bringing the freshly washed UP 1996 (SP heritage livery) locomotive to Fife for display and switching duties. Nice touch UPRR!!

Did you note that two of the many neat pictures of the *Go By Train 2005* NRHS convention in the NRHS 2005 Yearbook were by our own **Jim Hokinson**. Upper left on page 4 and lower right on page 5. Nice work Jim! We sure got a lot of help putting on the 2005 NRHS convention including Tom Dethloff putting up the banner at Union Station welcoming arriving conventioners.

As if we don't have enough projects, **graffiti vandals** hit our two operational coaches, the 6200 & 6800, at the Brooklyn Roundhouse where they are currently stored. One whole side of each coach received this vandalism. It took a significant number of hours and muscle power to remove. This unpleasant discover was made on May 28th. The Chapter is dangerously close to burning out our dedicated small core of rolling stock volunteers. Their limited number and growing number of tasks with the additions caused by graffiti vandalism and the metal thieves are discouraging their spirits. Keith Fleschner, George Hickok, and Pete Rodabaugh completed the graffiti removal at 9 PM on the 28th putting in approximately 20 hours correcting this senseless vandalism.

Volunteers with all levels of expertise are needed to work on our rolling stock during these good weather times. Please contact Keith Fleschner 503.516.9272 or keithfleschner@msn.com if you have a few hours.

According to the June 1st Seattle Post Intelligencer our friends at the **Mount Rainier Scenic Railroad** continue to suffer reduced ridership due to their inability to depart from their new Elbe depot. The Elbe depot cannot be reached due to the railroad bridge approaches being washed out during the November 2006 flooding. Fixing the City of Tacoma owned bridge over the Nisqually River is expected to cost between \$2.7 and \$2.9 million. Until the bridge is operational, MRSR is operating trips from Mineral. Take a trip up to Mineral and help out the MRSR with your patronage!

The **Holiday Express III** dates have been established for December 7-9 and 14-16 by the Oregon Rail Heritage Foundation. The location for the 2007 event is still to be determined.

The June 5th Albany Democrat-Herald reports that Portland & Western Railroad will embargo the **Bailey Branch** line beginning June 16th. This is the first step toward permanently abandoning the Bailey Branch, a 23-mile spur that serves cargo shippers in south Benton County including the historic steam-powered Hull-Oakes Lumber mill in Dawson. Last year the railroad moved just 630 railcars on the Branch. It has been reported that 100 carloads per track mile per year are needed for profitable operations on shortlines. Speed on most of the Bailey Branch is limited to 7 mph with some sections limited to 5 mph. The Bailey Branch runs south from Corvallis to Monroe and Dawson. Portland & Western Railroad began leasing the tracks in 1993 from Southern Pacific Railroad.

With the impending use of the **Union Station VC Tower** as a TriMet control facility for the new downtown light rail lines on 5th and 6th between Union Station and Portland State University, the Chapter was invited to take a look at preserving any of the remaining artifacts in the building. Before the Board meeting on June 8th the Chapter Board toured the facility and identified a couple of items worth preserving. The evening of June 11th, George Hickok and Keith Fleschner spent the evening removing the illuminated track layout board and standard train switch configuration chart artifacts. The track layout board was modified over the years as tracks were taken out of service by simply taping over the lines representing the removed tracks. The last use of the VC Tower was in 1999.

According to KOMO-TV the **Spirit of Washington Dinner Train** will begin August 3rd service from Tacoma's Freighthouse Square to Eatonville (Lake Kapowsin) on tracks owned by Tacoma Rail. If the 10-month pilot agreement is successful then a 20-year contract might be negotiated. The roundtrip takes 3.5 hours. More information: www.spiritofwashingtondinnertrain.com or 1.800.876.7245.

The Oregon Legislature is breaking new ground with HB 2982 that would dedicate the revenue received from customized registration plates (vehicle vanity plates) to the **Passenger Rail Transportation Account**. These monies previously went to the Environmental Quality Information Account. This is the first time in Oregon history that passenger rail will receive dedicated funds versus fighting for general funds each legislative session. The Oregon Legislature is also approving **Connect Oregon II** (HB 2278), another round of \$100 million bonds for air, rail, public transit, highway, and marine transportation improvement projects funded with lottery money.

Next month we will be reporting on the successful acquisition of a **double-bladed semaphore signal** from the Central Oregon & Pacific Railroad. Chad Stryker is managing this project with Eileen Brazil arranging for delivery and storage at Antique Powerland Museum.

The Chapter **Strategic Action Plan** development process gets underway in earnest in late June led by our consultant Howard Lovering, LOGIC Incorporated. Members working with Howard on this development: Al Hall, Eileen Brazil, Keith Fleschner, Mark Reynolds, George Hickok, Bill Hyde and Arlen Sheldrake. The draft of the Strategic Action Plan will be reviewed by the Chapter Membership later this summer. "This strategic action plan will focus on the essential tasks required to secure the collection, explore options for a potential move with expansion of facilities and programs, and to suggest funding and budgeting strategies for capital and operations."

Come on out to a membership meeting. Thanks to Chapter members **Bill Hyde, George Hickok, Keith Fleschner, and Gerald Schuler** we are having some excellent programs!

Best Recovery Wishes to George Hickok:

As this issue of the *Trainmaster* has gone to the printer, we have learned that member, former president, and continuing rolling stock guru George Hickok is recovering from medical procedures.

Volunteers Needed at Steam-Up

By Al Hall

As our chapter becomes more involved at Antique Powerland Museum (APMA) it is to our benefit to provide volunteers during the Great Oregon Steam-Up. Powerland is unique in that the entire facility is operated by volunteers and the revenue generated from Steam-Up is what pays for the many maintenance and other facility expenses incurred throughout the year. The 2006 Steam-Up attracted over 24,000 visitors.

In the past few years the PNWC has had a prime location for our concessions booth during Steam-Up because we are the Information Center. Our volunteers have willingly helped during the daily parade, sold Steam-Up buttons and answered visitor questions. Chapter member Randy Rock maintains the public address system during Steam-Up.

This year in addition to our past duties we have been asked by APMA to provide more volunteers during Steam-Up to help hand out Visitor Guides and Youth Passports at the entrance and to take Visitor Surveys around the grounds throughout each day. Plus we need to staff our concessions booth and our Flanger/Jordan Spreader Exhibit each day.

The 2007 Steam-Up takes place July 28&29 and August 4&5, 7:00 a.m. to 6:00 p.m. Please contact Al Hall ASAP or no later than JUNE 10 to schedule your volunteer time and to receive your passes. Al can be reached at **503-699-5042** or albhall@aol.com. We need and appreciate your willingness to volunteer! Thanks for your consideration.

Flanger Help Needed:

We are looking for someone who knows roofing to work with us on a consulting basis to help reroof our Snow Flanger properly. We also need a person to do a small amount of sheet metal fabrication (no welding, just shearing, punching and bending) for us. If you are knowledgeable in either of these fields or know someone who is, please call Charles Stevens at 503-692-6611 or e-mail xenophon@teleport.com As usual, we offer lots of support and a fun playing environment!

FLESCHNER RECEIVES HOLST AWARD

At the April 28th Chapter Banquet Keith L. Fleschner was announced as the outstanding Chapter member receiving 2006 Jack Holst Memorial Award.

Keith joined the Chapter in 2000 and has been very active working on our Rolling Stock, a key member of the 2005 *Go By Train* NRHS convention committee, serves as the Chapter Vice President and serves as the Chapter Safety Officer. In addition to these activities Keith is always willing to help where ever needed. Keith is employed full time, has an active family and is working on his Baccalaureate degree.

The selection committee consisted of the last three award winners: 2003 George Hickok, 2004 Glenn Laubaugh, and 2005 Arlen Sheldrake. Keith was the unanimous selection. See the April *Trainmaster* for more information about Jack M. Holst and the Memorial Award.

Jack M. Holst Memorial Award Winners

At the Chapter's first annual banquet held in January 1982, Chapter President Ben Fredericks announced that member Mary Lou Weaver won the award-naming contest with her entry of the *Jack M. Holst Memorial Award*. The award is intended to recognize an outstanding Chapter member. A committee composed of the immediate past three years award winners nominates members. If multiple nominations, the Committee asks members to vote at a membership meeting. The award is made at the Chapter Annual Banquet. The winners have been:

1981 Charles W. Storz, Jr.
1982 Irving G. Ewen
1983 Edward E. Immel
1984 Walter R. Grande
1985 John D. Holloway
1986 Mary Lou Weaver
1987 Bob Slover
1988 Marilyn L. Edgar
1989 Peter M. Rodabaugh
1990 Bob Hoffman
1991 Roger A. White
1992 Bob Weaver
1993 Gerald K. Webb. Sr.

1994 *No award*
1995 James A. Loomis
1996 Frank J. Weiler
1997 Darel H. Mack
1998 George N. Hickok
1999 Gerald A. Shuler
2000 Richard A. Carlson
2001 Maxine Rodabaugh
2002 Cora Jackson
2003 George N. Hickok
2004 Glenn E. Laubaugh
2005 Arlen L. Sheldrake
2006 Keith L. Fleschner

PORTLAND ICON TO BE RENEWED



As part of Union Pacific Railroad's Albina Yard 2007 remodel the smokestack will be retained with the lighting and signage refurbished; the freight house is destined for the wrecking ball.

Information from the City of Portland: "The Union Pacific Smokestack located in the Albina rail yards was designated a Historical landmark by the Portland City Council on October 3, 1973 (Ordinance No. 137292), after referral from the Portland Historic Landmarks Commission and the Pacific Northwest Chapter of the National Railway Historical Society. Portland's records indicate that it was constructed in 1887 for a steam power plant and is one of the oldest railroad-related structures remaining in the city.

Requests to demolish a City of Portland historic landmark are processed through a demolition delay review, which requires a 120-day delay period prior to issuance of a demolition permit. This requirement and other historic resource related regulations are contained in Chapter 33.445 of the Portland Zoning Code and are administered by the Bureau of Development Services."

The smokestack has no other historic designations.

VC TOWER GETS A SECOND LIFE



The Portland Union Station VC Tower is undergoing a major renovation and instead of its historic function of switching what historically were the many tracks at Union Station it will become TriMet's switch control building for the new. The VC Tower is not included in Union Station's listing on the National Historic Register. The last use of the VC Tower was in 1999.

Information indicates the significance of "VC" is that this was the two character Morse Code call letters for Morse messages being directed to the interlocking tower. Portland Union Station's code was "GO", Brooklyn was "FD", Lake Oswego was "WS", Hillsboro was "BO", Tillamook was "MO" and Corvallis was "VD". CP stands for Control Point with 000 representing mile post 0.00 for Union Pacific.



Sign barely legible on the outside of the VC Tower says: UNAUTHORIZED PERSONNEL NOT ALLOWED IN TELEGRAPH INTERLOCKING OFFICE.



Two interesting artifacts were acquired from the VC Tower by “*artifact retrieval experts*” George Hickok and Keith Fleschner on June 11th. In this picture Keith and George are carefully navigating the stairs with the track layout display board. Barely visible is the tape covering tracks either removed or no longer in service as of 1999. The hole above Keith’s left hand is for an amp meter gauge showing power to the display board. and Longview.

Membership Meeting – 6/15/2007

Called to Order at 7:35 PM, President Arlen Sheldrake presiding.

Welcome guests and new members. Two new members have joined: Tom Steeves, Portland and Richard Wilkins, Laguna California.

May minutes – Gerald Schuler moved, Darel Mack second, approved as published, passed.

Treasurer – Jean Hickok out sick, no report this month.

Rolling Stock: S-2 #36 is ready for movement; move has been requested, waiting. Move will be to Linnton, then to Hopmere. After the first unit goes away, the second unit, #39, will be scrapped. Question regarding how soon we expect to be paid after scrapping? Will be addressed in contract before we begin. Have we saved any parts? What we need has been removed, nobody has responded to our invitation for parts. Fuel has been removed from the 6905 and 6911 RDCs and taken by the 4449 for fuel. This

avoids potential environmental problems if it were to leak. Quantity is about 150 gallons removed. Both cars are now empty.

Graffiti has been removed from the 6200 and the 6800 at Brooklyn over the Memorial Day Weekend. Next step is to wax the cars.

Next work party Saturday at the Roundhouse 10:00 AM starting time, doughnuts will be provided. Contact Keith Fleschner for information.

Former SP single axle trailers stored near Glenwood have been hit by metal thieves.

Flanger: Unveiling Party for the Flanger, time capsule will go in, food will be served. June 23 Antique Powerland at 11:00 AM.

Come on down and see the result of all the work that has been done. There are only a few more pieces to go on. Bees came back and have been removed again. Phil Barney has volunteered to fabricate the replacement windows. He is very experienced and is well familiar with this work. Thanks to everyone who has worked on the Flanger and to Eileen and Charles for leading this effort.

Observation Platform: Being moved from the Macks home to a 10 X 5 storage unit at \$89/month. Thanks to the Macks for years of storage.

Puget Sound Steam Special – Goodies from the trip are available for giveaway. Very successful trip, UPRR pleased with the outcome and our assistance with this.

Semaphore: First semaphore being loaded in Roseburg on 6/22, will be at APMA on 6/25. Thanks to Chad Stryker for his assistance with loading, and Eileen Brazil for assistance with unloading. This is the semaphore that we are purchasing from CORP.

VC Tower at Union Station: Going to be acquired by TriMet, will be part of the light rail system. Management allowed us to enter and remove artifacts, including the illuminated track plan, a schedule and standard switch settings, and some telephone equipment. Chapter has the interlocking machine from the North tower, 88 lever machine. VC = Morse code identifier for that location. Union station was GO, Corvallis was VD.

National Director: Congratulations to Alan Viewig for receiving his 25 year pin. Complete list in the Trainmaster.

National dues increase: Proposal is \$11 per year increase, based on increase in costs for delivery of services to members. I recommend approval.

Smokestack at Albina Yard – Thought to be the oldest railroad structure surviving in the City of Portland, freighthouse will be removed but the smokestack will be preserved and renewed. In 1972 the Chapter along with the Portland Landmarks Commission recommended City historic listing which was granted.

Strategic Action Plan: First meeting 6/27.

Holiday Express III: Dates are December 7 - 9 and 14 – 16. This year the activity does not conflict with December Chapter meeting.

Program Tonight: Introduction to Railroad Safety by Keith Fleischner. Future programs are listed in the Trainmaster.

Chapter Shirts – Last and final call is tonight. Thanks for Arlen for running this program.

Multnomah Falls: We have been asked to participate again this year for the third year; this is a great opportunity for outreach. Fathers Day weekend, come out and join us. Thanks to the volunteers who will staff this event and to Al Hall for driving this.

Steam Up: We have more responsibility this year, and we need staffing for two locations. Contact Al Hall for coordination information. Another great outreach opportunity. We are participating in the Youth Passport program at the Flanger and Spreader exhibit. We are also doing surveys to collect information from visitors. Attendance last year was 24,000 and has increased every year for the last five years. Last weekend in July and first weekend in August.

Excursion operation: POTB is not running any passenger service over the hill, so our rental income is expected to be zero this year. Might be able to run on the Coast side, but uncertain.

Snack Signup: Nobody signed up tonight so no snacks.

Other: Spirit of Washington dinner train is moving to Tacoma, for a ten month trial operation. Jim Hokinson is looking for photos to add to the Photo Album, and also looking for volunteer hours. Contact Jim if you need a volunteer hours timesheet.

Photo Activity June 30th on the Chelatchie Prairie: It's a go, contact Joe Harper if you would like to participate.

Adjourn at 8:34 PM. Respectfully submitted, George Hickok, Acting Secretary

Chapter Officers

President: Arlen Sheldrake 503.223.7006
Vice President: Keith Fleischner 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: Karl Wescott 503.658.4943

Safety Officer: Keith Fleischner 503.516.9272

Webmaster: Mark Whitson 503.533.7005



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Attn.: Trainmaster Editor

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Please sign up for meeting snacks (page 1) or rolling stock help, or flanger restoration (page 4), or meeting programs. *There are a lot of volunteer needs in many areas of the chapter.*

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.

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