

The

October
2007



Trainmaster

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



Pacific Northwest Chapter Timetable #543

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

- **October 19th 7:30 pm – Program:** *The Celilo Canal & the Portage Railroads*, Jerry Tanquist
- **November 16th 7:30 pm – Program:** *23 Years of Adventure – North America*, Trains Unlimited, Tours, DVD
- **December 21st 6:00 pm –** Potluck, *Train Toys for Tots*, Election

Board of Directors Meetings: October 11, November 8, Room 208 Union Station, 7:30 PM

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

Notable Non-Chapter Events:

October 27 – 28 *Antique & Collectible Show*, Portland Expo Center, Sat = 9-6, Sun = 10-5, www.palmerwirfs.com

December 7 – 9 & 14 – 16 Oregon Rail Heritage Foundation's *Holiday Express III*, Oaks Amusement Park on the Oregon Pacific Railroad; tickets = www.ticketwest.com.

Yet More People Drawn to Railway Exhibit at Brooks



Every year, more and more people find their way back to the railway maintenance equipment display at the Antique Powerland Museum Association in Brooks. While the primary attraction at this part of the museum complex is obviously the operating steam crane show being put on by the Western Steam Fiends, these crowds also mean we are getting more visitors at the chapter's equipment (flanger and Jordan spreader seen in the background, soon to be joined by our Alco S-2). Photos of the ongoing flanger restoration were presented at the September membership meeting, and considerable work has been done since this Great Oregon Steamup 2007 photo was taken. It should be noted that this is the first permanent museum display home any of the chapter's rolling stock has ever had. If you are interested in helping out with the museum display and equipment work in Brooks, please contact the Brooks Site Coordinator **Eileen Brazil** at (503) 647-5667 or Flanger Restoration Expert Exdroinaire **Charles Stevens** at (503) 692-6611. Financial donations are also needed to pay for a number of items relating to the display. If you are interested in making a donation, please make the check payable to PNWC-NRHS with a note of its being for the **Flanger / Spreader Display Fund**, mail it (or drop it in our mail slot on the door!) to Pacific Northwest Chapter National Railway Historical Society Room 1, Union Station 800 N.W. 6th Avenue Portland, OR 97209-3794. See page 5 for a Flanger Update.

2007 Meeting Snack Sign-Ups

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

October = Betsy Johnson/Jerry Tanquist

March = *available*

November = *available*

April = *available*

December = potluck

May = *available*

January = Jim Hokinson

June = *available*

February = *available*

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 – October 2007 by Arlen L. Sheldrake

I begin this Update on August 30th after just returning from the excellent **Chattanooga Rails 2007** NRHS Convention August 21-25 in Chattanooga Tennessee. The convention hotel was the Chattanooga Choo-Choo Holiday Inn which opened as Terminal Station for passenger service in 1909. Certainly an excellent hotel for the NRHS convention as the facilities were outstanding including a large auditorium, on site trolley, on site boarding of two of the excursion events, excellent service staff, good food, various retail establishments including a ice cream store and fair accommodations. A visit to Chattanooga must include at least a visit to the Holiday Inn and a ride around downtown on their free electric buses. Other Chapter members attending the convention included: Joe Harper, Gordon Zimmerman, and Mike Bergman; more about the Convention to follow.

The Pacific Railroad Preservation Association is currently selling an excellent 2008 calendar. The **2008, A Living History, SP&S 700** calendar is \$10 each plus \$2 postage and handling for the first one, and \$1.50 for each additional. The calendar can be ordered by sending your check made out to PRPA to: PRPA Concessions, 23440 NW Pubols Road, Hillsboro OR 97124-9349. (www.sps700.org) The months of February and October feature shots of the Chapter's 2005 *Go By Train* NRHS Convention Western Star excursion event.

According to an article in the September issue of *The NW Examiner*, the **Guild's Lake Courts** were built by the Housing Authority of Portland on the former Lewis & Clark 1906 exposition grounds to house workers employed by the steel mills in Northwest Portland that were modifying trains to Russian gauge and exporting them on Russian ships that docked in the area. One can visualize the Chapter's former Portland Terminal Railroad #36 Alco S-2 purchased in 1943 working these Russia bound rail cars. A total of 2,606 apartment units accommodating 10,000 residents were built for \$6,221,517 between May 1942 and December 1943 on 238 leased acres. The article author, Tanya March, a PSU Urban Studies doctoral candidate, is researching this housing development. Portland built two huge housing projects, the better known and larger Vanport complex and the Guild's Lake Courts. At least three of these Guild's Lake structures still exist, two on Sauvie Island and another on Northeast 92nd. The last Guild's Lake Court housing was torn down in 1952 and the land turned into industrial uses by the owners.

Congratulations to **George Hickok** as he continues his recovery from heart by-pass surgery and returned to work part time in mid-September. Continue the recovery George!!!! and thanks for an excellent program at the September membership meeting.

Washington County Commuter Rail *July* monthly update included these interesting bullets: track crews moved 2,000 feet of track in Wilsonville July 13-15 preparing space for additional track; pile driving at the Hedges Bridge site began this month and revealed unexpected geological conditions, pile may need to be driven deeper than anticipated; TriMet decided to include Wi-Fi (wireless internet connection) on commuter rail trains for both passenger use on DMUs and to provide information for the Transit Tracker system (information to passengers on message boards at stations); concrete was poured for the DMU maintenance facility foundation in Wilsonville July 30, 2007. And from the *August* update: Wilsonville and Avery siding work continue with Wilsonville track work completed by end of August; the FRA advised TriMet that lunar signal aspects are not acceptable; project is on schedule to open September 12, 2008 about two months earlier than originally planned.

On Friday August 24th the **NRHS Board of Directors** meeting was scheduled to meet from 1 to 3:30 PM with a membership meeting to follow at 3:30. These meetings never only last 2.5 hours and this one was no exception. At 5:30 with most of the business handled, I departed to get a quick shower before the social hour that preceded the Banquet. Since our position of National Director is vacant, I asked the Board to appoint me to represent the Chapter at this NRHS Board of Directors meeting. Yes, while it may be hard to believe, your National organization is governed by a Board of Directors consisting of one representative from each of the 170 or so Chapters. To say this is unwieldy is a vast understatement and I will work on suggesting a better way

later. This was a contentious meeting as the dues increase was the major focus of the meeting. Lots and lots of discussion about why the NRHS Executive Board felt the dues increase was necessary with many different motions considered from no dues increase to a multi-year phase in. NRHS President Greg Molloy made sure that all Directors were heard. I was advised by the Chapter Board to vote in favor of the increase, which I did, and the increase passed. The \$11 per year NRHS dues increase is substantial and I am hopeful that we won't lose membership because of it. My hope is that you will put the \$11 in the context that the increase is less than \$1 per month and is about what two visits cost to Burger King. This \$11 will get NRHS back to providing good service to us members. This is a promise that we will all need to insure NRHS keeps. For those not familiar with National Board voting, each National Director is given a number of votes based on the size of the Chapter, the Pacific NW Chapter has three votes and is one of the larger Chapters in NRHS. Please take some time to read the next issue of NRHS News for more information about this increase, the Convention, and the other actions at the National Board meeting. During this meeting I was pleased to meet Charles Williams the editor of the NRHS News. The NRHS News is now on a reliable and consistent schedule thanks to his efforts. We were provided evidence and ensured by Jeff Smith, NRHS Bulletin Editor, that the backlog of NRHS Bulletins should be cleared within a year. To those that complain that articles and news from the western United States is missing from NRHS publications, I suggest that the problem can be solved by your contributing information and articles. As with the *Trainmaster*, the NRHS News and Bulletin editors aren't charged with developing the articles they just edit and put together what they receive. Everyone understands that getting and keeping our National publications on schedule is of highest priority.

2008 Membership Renewal: Sometime during the month of October you will be receiving the NRHS and Chapter membership 2008 renewal notice. I am very hopeful that you will continue your membership in both NRHS and the Pacific Northwest Chapter. We need your continued membership whether you are able to be an active or inactive member. This early renewal process is part of the major effort by our National organization to get their act together. Take a moment and get your renewal in now and avoid the holiday busy season. **Thanks for your continued support!** Diana Mack reports our membership roll as of September 9th is 250 plus 80 family members.

Congratulations to the City of Eugene for the August 16th placement of the **1908 Southern Pacific Railroad Passenger Depot** (433 Willamette Street) on the National Register of Historic Places. The depot joins 60 buildings and sites in Eugene listed on the National Register. The City and the railroad shared in the \$40,000 original cost with the grand opening on June 24, 1908 with a crowd of more than 1,000 from Eugene and Portland. In 2004 the depot was given a \$4.5 million makeover with \$3.5 in federal money and \$1 million from Amtrak. The depot has been owned by the City of Eugene since 2003. Some of this information garnered from a September 7th Register Guard newspaper article.

The September 10th Bend Bulletin newspaper reports that the **City of Prineville Railway** (COPR) will lose about 20% of their total business when the Louisiana Pacific Engineered Wood Products plant in Hines shuts down on October 18th. The COPR was just beginning to return to profitability before this announcement. The mill shutdown will result in the loss of 92 jobs in Hines Oregon.

The **Powell's Bookstore** at Cedar Mill Crossing in Beaverton continues to have an excellent selection of new and used railroad books. My current read is the *Sunset Limited, the Southern Pacific Railroad and the Development of the American West 1850 – 1930* by Richard J. Orsi, first paperback printing 2007.

Congratulations to sister organization the **Oregon Electric Railway Historical Society** on their 50th birthday this year. OERHS is our host for the Flanger, Jordan Spreader and soon the Alco S-2 at the Antique Powerland Museum in Brooks.

What appears to me to be a new campaign called **Freight Rail Works** is appearing on billboards (those roadside visual pollutants) and an interesting Web site: www.freightrailworks.org. Sponsor is the American Association of Railroads. [Note: this campaign may also be heard on radio advertisements, and has been running for a number of months on several Portland radio stations.]

Please think positive thoughts for an extraordinary person & Friends of SP4449 volunteer **David Marentette** who suffered a severe head injury on September 13th and is currently recovering at the OHSU.

On September 10th Metro's **Transit Alternatives Analysis Steering Committee** recommended that environmental and financial studies begin on ways to extend streetcars from Portland to Lake Oswego to relieve traffic congestion on Oregon Highway 43. The panel recommended studies of routes on both Southwest Macadam Avenue and the **Willamette Shore Trolley** line between the cities where local governments have a right of way. If local and federal funding officials approve a streetcar plan, construction might begin in 2011.

Don't forget your **Train Toys for Tots** that will be given to the Marine Corp. at the December 21st meeting. Bring to any membership meeting.

~~ PNWC MISSION ~~

To preserve and interpret Pacific Northwest railroad history and historical artifacts for the education and enjoyment of current and future generations.

VIDEO HIGHLIGHTS OF THE NRHS 2007 CONVENTION



Available now in either VHS or DVD formats is the just released video **Highlights of the 2007 National Railway Historical Society Convention** held in Chattanooga, Tennessee on August 21-25.

The 2007 NRHS Convention held this year in Chattanooga is now history. Joe Harper noted video photographer attended and shot video of each of the railroad events plus he shot bonus coverage of the Great Smoky Mountains Railroad that is included in this outstanding video.

Joe arrived at Chattanooga two days early and spent considerable time at the Tennessee Valley Railroad Museum shooting video in the cab on the Missionary Ridge Local plus various locations at East Chattanooga including turning #610 on the turntable.

All equipment used for each trip is captured on this video with on board and much "chase" video especially with the last day's trip from the Choo Choo Hotel Complex down to Summerville and return. Nearly half of the running time is of the #610.

The 84-minute video is fully edited and titled for each Convention event. A portion of each video sale goes to the Pacific Northwest Chapter, NRHS. This is a personal project of Joe's and not part of the NRHS Convention.

To order, specify DVD or VHS and send a check or money order (no credit cards) in US funds made out to Joe Harper for \$19.95 for each plus \$3.95 postage/handling for the first copy, \$1.25 for additional to the same address (foreign orders are \$15.00 postage/handling for the first copy, \$4.00 for additional to the same address). Please allow 4 weeks for delivery.

This is your opportunity to relive your Convention attendance or enjoy the Convention if you were unable to do it in person. Much of the video coverage is from vantage points unavailable to attendees.

Send your order to: Joe Harper, PO Box 1110, Centralia, WA 98531 USA.

Flanger Focus, Help Still Needed: by Charles Stevens

Wow!!! Our Snow Flanger is a sight to see resplendent in its new orange semi-gloss paint finish. Thanks to Tom Steeves, Dr. Dave VanSickle, Chuck McGaffey, Bill Hyde and Al Baker for their painting help. Thanks also to Pete Rodabaugh for engaging a professional sign painter who will letter our Flanger in a historically accurate manner at a steep discount in price.

The window openings are sealed and the roof has been made leak-tight for the winter. We are looking for plenty of help with further restoration next Spring so please contact me if you can volunteer.

Call Charles at (503)692-6611 or e-mail at xenophon@teleport.com

Chapter Nominations

"Nominations for officers for 2008 were received at the September 21st chapter meeting. Election materials will be mailed out as soon as they are prepared. If you wish to vote in December, and are unable to attend the December 21st chapter election and meeting, please submit a written request for an absentee ballot prior to December 1st. Mail your request to:

James Loomis, Election chair
12440 SE Stephens Street
Portland OR 97233-1336

The nominations are as follows:

President:	Arlen Sheldrake
Vice-President:	Keith Fleischner
Secretary:	(none submitted)
Treasurer:	(none submitted)
National Director:	Ed Berntsen
Board of Directors	
Position 1:	Eileen Brazil
Position 2:	Jim Hockinson

-James Loomis, Election chair"

FRA GRANTS ANNOUNCED

During August 2007 the Federal Railroad Administration announced the following grants to entities in the Pacific Northwest:

Alaska Railroad Receives Two Federal Grants for Safety Improvements and Service Expansion. A \$12 million grant from the FRA to the Alaska Railroad will improve general safety at the U.S. Army's Fort Wainwright near Fairbanks by: eliminating at-grade highway-rail crossings; reducing rail-related traffic congestion, noise and interference with base operations; upgrading security and force protection; enhancing safety of flight operations at Ladd Field; and providing better rail service to a proposed loading facility. In addition, a \$4 million FRA grant to the Alaska Railroad will be used to complete required environmental and preliminary engineering work for a proposed 80 mile rail line extension from Eielson Air Force base near Fairbanks to the Delta Junction area. The project benefits include: improved commercial freight service for communities and business, safe and reliable passenger rail service for area residents and tourists, and enhanced access to military training areas. Grant funding for both projects was made available in the Department of Defense Appropriations Act of 2007.

Port of Portland Receives FRA Grant Funding for Rail Yard Improvements. The Port of Portland in Oregon is receiving a \$2,869,051 grant from the FRA to make improvements at the Ramsey Rail Yard served by BNSF Railway and Union Pacific Railroad. The funding will be used for engineering, design and initial construction of six new rail yard tracks to reduce congestion and delays for many warehousing, distribution and manufacturing businesses in the Rivergate Industrial District. The Port of Portland is contributing \$354,602 in matching funds.

Sumpter Valley Railroad Receives FRA Grant to Upgrade Track and Equipment. The Sumpter Valley Railroad is receiving a \$420,527 grant from the FRA to improve its equipment and infrastructure to support its tourist train operations near Sumpter, Oregon. The grant funding will be used to rebuild several locomotives and track machinery,

upgrade mechanical shop facilities, and redesign a wye track to allow trains to easily turnaround. In addition, the railroad will purchase a narrow gauge vintage diesel locomotive and purchase and refurbish a vintage business car.

Portland & Western Railroad Receives FRA Grants for Track and Bridge Upgrades. The Portland & Western Railroad, located in northwestern Oregon, is receiving two grants from the FRA. A \$369,386 grant will be used to strengthen bridges, replace crossties and track turnouts, and new ballast and resurface track between Willamina and Whiteson. The railroad is providing \$92,347 in matching funds for this project. In addition, the Portland & Western Railroad is receiving an FRA grant for \$3,957,710 to be used toward the replacement of a one-half mile wooden bridge approach to an existing steel bridge over the Willamette River near Albany. The new bridge approach will allow for increased safety and train speeds benefiting 135 industrial shippers in the Willamette Valley between Newburg and Monroe. The railroad is providing \$989,428 in matching funds for this project.

(source: FRA Press Releases August 24th and August 10th; www.fra.dot.gov.)

Union Pacific Building \$43 Million High Bridge in Boone, Iowa (from a UP press release)
Omaha, Neb., September 07, 2007 – Today, Union Pacific announced that construction is underway on the \$43 million double-track high bridge. When the 2,550-foot long and 190-foot high structure is completed, it will be one of the highest double-track railroad bridges in North America. The new bridge will improve operational efficiency in anticipation of expected growth in customers' business and increased freight volumes.

CHASING BIG STEAM by Joe Harper

For those of us who have been along side the railroad tracks and had the good fortune of watching a train come blasting by powered by a big steam engine and wondered where it may have come from, where was it going or I wish I were aboard, the opportunity to “chase” one of these old beauties only comes along once in a while. In my case, good fortune shined on me as I discovered that the Union Pacific Railroad would be sending one of it's “Living Legends” on a PR tour from it's home in Cheyenne, Wyoming and west thru Idaho, along the south side of the Columbia River Gorge to Portland, Oregon where it would hook up with the legendary former Southern Pacific “Daylight” steam engine 4449. The two restored steam engines would be pulling a restored passenger train (17 cars in all) from Portland, Oregon up to Tacoma, Washington. One there the two engines would be on display plus making two passenger trips from Tacoma up to Everett mostly along the north end of the Puget Sound. The two engines would then double-head after the week in Tacoma back to Portland. The 4449 would leave and return to it's home at Brooklyn Yard in Portland and the Union Pacific 844 would head back to Cheyenne.

Once I found out all the details of the trip which would take almost the entire month of May, I decided to take advantage of this once in a lifetime trip and chase as much of it as possible shooting as much quality video of the entire trip which for me would up covering 2,200 miles. Fortunately the Union Pacific 844 did not run every day. It would travel for a day and then be on public display for a day. This allowed me to use the “day of rest” for the train to explore the entire route for the next day and organize my possible locations to reasonably and safely get too for some quality shots. I had my scanner, my DeLorme maps, AAA maps, a rental car, plenty of snacks and a supply of water. Once the train starts moving there is NO time to stop and relax. You are on the go getting to your location, getting your “shots” of video or stills and then getting on to the next location.

I couldn't start out in Cheyenne but did decide to start at Montpelier, Idaho (about 20 miles west of the Wyoming border) on Friday, May 4, 2007. I rented a car at the Portland Airport and drove the almost 890 miles to Montpelier before finding a hotel and “crashing” for the night. I couldn't believe there was a hotel ANYWHERE that was still available for \$40 a night plus being clean and comfortable too. In any case, that morning I was able to sleep in as the UP 844 was to depart from Rock Springs, Wyoming at 8:30 am that morning but wasn't due into Montpelier, Idaho till 11 am for a service stop. I checked out some of the locations and headed east for a great location to start my trip. It was a huge horseshoe curve just east of Montpelier. I expected the train to be rounding the curve around 10 am. The train was late leaving Rock Springs and didn't come round the curve till 2 p.m. I couldn't believe it but NO ONE else was at that great location. Several UP freight trains came blasting around the curve and over the bridge where I set up so I got to practice with some still shots. The weather was all over the board with some light snow, some light rain, some clouds and some sun. I think I met every farmer during the time I was set up there with my tripod waiting for the train. Finally in the distance I could hear the whistle and then the 844 came at me pounding around the curve and playing that magic tune on it's steam whistle. From that point on, it was hop in the car and head for the next location. Fortunately I had all my locations marked so it was somewhat easy to keep up. The UP train looked just fantastic in all kinds of weather and huge crowds greeted it at every place she traveled and stopped.

The train stopped at Nampa, Idaho and backed into the old Boise Depot where Amtrak used to stop and the sight of that beautiful train parked there partially on the ramp over the road next to the depot was a sight to behold

especially in the Sunday morning light and before the crowds showed up.

The 844 continued west into La Grande and stayed at the former depot and then headed into the locomotive facility at Hinkle, Oregon which is amazing. They still have a HUGE water tower on the hill (I believe it is the last

CHASING BIG STEAM, photos by Joe Harper



UP 1996 in SP heritage paint facing SP 4449



UP 844 in the early morning sun @ The Dalles



Gritty Palace marked GNW & B



UP 844 heading home approaching Meacham Oregon



Double header heading north to Tacoma



Double header between Portland & Tacoma

one that was built when steam still was working the area). The 844 continued west and tied up at The Dalles, Oregon at the UP Yard and was on display. I got some great shots of the engine with the early morning glint off the engineer's side about 6 am in the morning.

From The Dalles, the 844 headed thru the Columbia Gorge passing right by Multnomah Falls. I got some great video of the train at this location both ways. About ten miles further west is a long steel trestle over the Sandy River which makes for a great shot down on the sand looking back as the train passes by. I got this shot in both directions.

In North Portland the 844 met up with the 4449 and it was a rare and wonderful vision to see these two old beauties hook up for the double-header destined for Tacoma. Kind of fun when Steve Lee of the UP got off his train and presented a magnetic sign to Doyle McCormack of the Daylight 4449 which read "UPR 845." Doyle placed the sign right over the 4449 number and everyone laughed. The two engines hooked up and off they went.

I chased the double-header up to Tacoma including the service stop at Centralia, Washington which ironically is where I live. Even though the train was almost four hours late there were hundreds of folks waiting for the train. The train was only supposed to stop in Centralia BUT it was decided to stop at both Chehalis for a few minutes and then move on to Centralia to stop and service the engine.

As the train got closer to Tacoma it was almost impossible to get to many locations. While at the UP Yard just north of the Tacoma Amtrak station we were also treated by having the UP diesel 1996 there painted in it's Southern Pacific Heritage Paint scheme. I got some video of both engines aimed "nose to nose" showing off the proud history of the old and the new equipment. I got some great video of the double-header going over the high Ballard Bridge. At that location I was looking for the best view and a restaurant located there but only open for special events allowed me to come in and use their patio for the best of video shots.

I realized early on that I would get FEW shots of the two passenger trips from Tacoma up to Everett and in fact it turned out that way though the six locations I got to were quite rewarding. Pretty soon it was time for the two beauties to head south and on Tuesday, the 22nd, I wanted to see the double-header cross over a steel trestle before getting back on the BNSF mainline just north of Tacoma. It was cloudy and that helped my video with no glare in my eyes. The train moved slow across the long steel trestle over the river and the plumes of steam made for a great shot.

I chased the double-header south back to Portland and at Vancouver the engines separated with the 4449 going back to it's home at Brooklyn Yard while the 844 spent the night at their Albina Yard. The next morning the 844 headed back towards it's home in Cheyenne taking time to stop along the way and put the train on display. I chased her back to La Grande before needing to stop. All told I put almost 5,000 miles on the two rental cars and got almost two hours of edited video which I will be making available. For me it was the opportunity of a lifetime.

Though the 844/4449 chase would seem to be all a person could handle, I was blessed to be able to chase another big steam engine from Minneapolis up to Duluth and back. The Milwaukee Road 261 (also a 4-8-4) has made several trips along this route that I have ridden before. I have wanted some video along this route but the route (BNSF) is usually fast and it is hard to get any video. I have ridden aboard many of the 261 trips over the last ten year and so has a friend of mine who lives in Minneapolis. We decided to check out the tracks from Minneapolis to Duluth and see IF there were enough opportunities to make it worth while. As it turned out we found many locations worthy of photography or video PLUS we caught a break because there were many "slow orders" along the route and I was fortunate to get a copy of where they were. Our chase started on Saturday June 2nd at Minneapolis Junction and took us up to Duluth where we spent the evening. At 11 am on Sunday morning the 261 whistled off from the Lake Superior Railroad Museum and headed south towards Minneapolis arriving back at Minneapolis Junction around 5:30 pm. My "co-pilot" and I chased the 261 up to Duluth and got some great shots including the high Keetle Creek Bridge, the long S-curve leading onto the Nemadju River Bridge. We got absolutely the best of pictures of the 261 crossing the almost mile long Grassy Point Draw. We were shooting from the Wisconsin side of the St. Louis Bay Draw across a very bay and the weather was calm but chilly so the plumes of steam up over the engine as she moved across the long draw and then onto the steel bridge were just awesome. We did chase both ways BUT we did decide to ride the evening dinner train that is a bit of a fund raiser for the Lake Superior Railroad Museum which is where the 261 train arrived at and departed from. Just sent this video off to and it looks great. It was fun chasing this old beauty and enjoyable having a "co-pilot" too. This video will be available soon. My "co-pilot" and I put almost 900 miles on the rental car and when we returned back to Minneapolis Junction on Sunday evening where the 261 is kept, we both commented that we made the right decision to "chase" the train this time even though we could have ridden.

One humorous note about one of the cars that made up the 15 car consist. I usually get to Minneapolis Junction a day early when the 261 is running it's trips just to watch the train and engine come to "life." This time I noticed a new car to the consist. It was green and named "Gritty Palace." From the outside it was quite nice. It was a former executive car built by Pullman in 1912 for the Rock Island Railroad and it had the letters "GNW&B" above the windows. For the life of me I couldn't recall what railroad those letters might have stood for. Curiosity got the best of me and I boarded the car and asked one of the two owners who was aboard about what the letters stood for. He smiled and said, "they stand for *Going No Where & Back.*" Pretty neat name for a car that is fully restored and fully Amtrak compliant. For this trip the owner had his kids and grand kids aboard for the trip.

Just wish YOU ALL could have come along for the "chase".

BNSF New Wide Span Cranes *Going Green*

BNSF is in the process of installing four wide-span cranes at the North Seattle International Gateway (North SIG) Intermodal facility. This cutting-edge technology allows more flexibility, increases capacity for container stacking and introduces a complete “*green machine.*”

Wide-span cranes are significantly wider than the current stabilizer-beam cranes, have the capability to load containers onto chassis or railcars, and can be used to stack containers all under one crane span. It uses cable-suspended lift spreaders with overhead cabs, which have sophisticated anti-sway system. Each wide-span crane is 152 feet, with a 26-foot cantilever. There are a total of four cranes working with two “crane modules” with each crane able to access four rows of four-high stacked containers, three truck lanes and three ramp tracks. Compare this with the stabilizer beam crane BNSF currently uses at its intermodal facilities: one track, one space, one crane and no stacking capabilities.



Thirteen of these Rail Mounted Gantry (RMG) cranes from Konecranes of Hyvinkaa, Finland are also being ordered for BNSF’s Memphis and Kansas City Intermodal terminals.

These RMG cranes are all-electric and will thus have a very low environmental impact. They are also equipped with Regenerative Network Braking units that enable energy, released during lowering the load or during braking, to be fed back to the local grid, instead of being wasted in braking resistors. This means remarkable savings in energy costs.

Sources: BNSF news release 2007-06-28 and www.konecranes.com, August 12, 2007.

STREETCAR LINE UNEARTHED

Renovations to Milwaukie Avenue just south of Holgate Boulevard in Portland shown here [see next page for photograph] on August 16th require the removal of the former buried streetcar line. Milwaukie Avenue was originally built with cobble stones, those exposed are being saved; ties and rails are a *bit* beyond re-use.

Kenn Lantz writes: This would be the original standard gauge Oregon City line going from First and Alder, over the Hawthorne Bridge, Hawthorne, then South on 11th to Milwaukie to Bybee then right on 13th to Oregon City. The return did the same route except it used 12th back to Hawthorne from Powell and on the west side north on 2nd and south on 1st. At Milwaukie and Center there was a connection down to the 17th

Street Barn and Shops. When the Portland/Oaks Park/Estacada line was put in, the Oregon City cars began using the faster route as far as Sellwood, and Milwaukie Avenue became the Sellwood Car line.



Milwaukie Avenue south of Holgate:
Interurban line to Milwaukie, Gladstone, Oregon City from 1893 to 1904, and Sellwood streetcar line from 1904 to abandonment. Ongoing utility work in the area has now thoroughly removed the line from under the pavement.

**PACIFIC NORTHWEST CHAPTER NATIONAL RAILWAY HISTORICAL SOCIETY
MEMBERSHIP MEETING MINUTES, September 21, 2007**

The meeting was called to order by President Sheldrake at 7:32 pm. There were no new members, or guests to greet. For the July 20 meeting minutes, Mark Reynolds made a motion to approve and Chuck McGaffy seconded. The minutes were approved.

For the August 17 minutes, Al Baker made a motion to approve and Roger Matson seconded. The minutes were approved.

The Treasurers report was made by Jean Hickok, Treasurer. Ralph Johnson made a motion to approve the report and Al Baker seconded. The report was approved.

Nominees for 2008 stand as;

President, Arlen Sheldrake
Vice President Keith Fleschner
Secretary open
Treasurer open
Board 2008-2010 Eileen Brazil
Jim Hokinson
National Director open

President Sheldrake reported that Rick Franklin is unable to carry out the scrapping of S-2 #39. A new company to scrap the engine needs to be found.

Charles Stevens reported that the flanger is now painted 4449 orange, three coats. Next will be the lettering and that should be done this weekend, weather permitting. He says the roof is covered and is watertight for now but will need repair next summer. The windows and the headlight will be put in next spring.

Eileen Brazil reported that there will be two additional pieces of track for S-2 #36, and she had bids coming for ties and ballast. Wayne Grippen will move the S-2 from the Hopmere siding as soon as the new track is ready.

Consultant Howard Lovering has just about finished the draft of the Strategic Action Plan.

There has been interest in a Chapter committee to research the question of placing a market in Union Station. Sign up if you are interested. Participants so far include; Terry Parker, Joe Mayer, Dave Van Sickle, Al Baker and Keith Fleschner.

President Sheldrake has a number of the 2008 PRPA calendars for sale for \$10.00 each. It is again a beautiful calendar.

Trent Stetz has completed the revised the membership folder and application showing the new 2008 NRHS dues amount. Anyone joining now will be covered for the year of 2008. Mark Whitson has also updated the Chapter Web site www.pnwc-nrhs.org with the revised application form.

President Sheldrake reported that the National Headquarters will send out dues notices, but members are to make payment to the chapter.

The December meeting and potluck dinner is rapidly approaching. There is a need for someone to take charge of the organization of it.

Ed Berntsen has volunteered to run for the Northwest Regional Vice President position. The election will be held at the October National Board Meeting.

President Sheldrake offered a get well card for everyone to sign, for Dave Marentette, who was injured in a fall at the roundhouse. Dave is a Friends of SP4449 volunteer and well liked by all who know him.

A copy of the Perrydale Station Condition Assessment report was available.

Al Hall, Concessions Chair, reported that we have a table at the Antique and Collectors show October 27-28 and he would like some more help.

The excellent snacks were provided by Anthony Hoard and his sister.

The program for the evening was Railcar Air Brakes, history and operation, presented by George Hickok; very informative.

Attendees were encouraged to sign up for meeting snack duty and remember to get your 2007 volunteer hours to Jim Hokinson.

Submitted by Jim Hokinson, Temp. Secretary.

Chapter Officers

President: Arlen Sheldrake 503.223.7006
Vice President: Keith Fleschner 503.516.9272
Treasurer: Jean Hickok 503.649.5762
Secretary: vacant
National Director: vacant

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
APMA Site Manager: Eileen Brazil 503.647.5667
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 Fleschner 503.516.9272

Webmaster: Mark Whitson 503.533.7005



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Please sign up for meeting snacks (page 2) or rolling stock help, or flanger restoration (page 5), or meeting programs. There are a lot of volunteer needs in many areas of the chapter.

Needed: Chapter National Director and Secretary. Contact President for Info.

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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