

The

November
2007



Trainmaster

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



Pacific Northwest Chapter Timetable #544

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

- November 16th 7:30 pm – Program: *A Strategic Action Plan*, member discussion & input, document mailed to all members in late October. Attend & help chart the Chapter's direction.
- December 21st 6:00 pm – Potluck, *Train Toys for Tots*, Election

Board of Directors Meetings: November 8, November 16, 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:

December 26 – January 1 *12th Annual Model Train Festival*, Washington State History Museum, Tacoma

December 1-2, 8-9, 15-16 *Christmas Tree Trains*, Chelatchie Prairie RR, Yacolt WA, www.bycx.com

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

MARK YOUR CALENDARS ASAP

Friday November 16th, 7:30 PM, be at the Membership meeting to discuss **A Strategic Action Plan (ASAP)** that you received in the mail in late October. Should the Chapter move ahead with the recommended option or ????

At 52 years old what course for the Chapter shall we chart (the status quo is not an option)? Should we move forward and develop the Oregon Railroad Museum that many have talked about or what will we do with our thousands and thousands of artifacts? This discussion will be the November membership meeting program.

The time is now to make this momentous decision. The Chapter needs **you** to participate in the discussion and decision. If you are unable to attend the November 16th meeting, please forward your thoughts, recommendations and willingness to help: email: pnwc@pnwc-nrhs.org or written: *ASAP* – PNWC, 800 NW 6th Room 1, Portland OR 97209.

FLANGER RESTORATION CONTINUES



On September 25th sign painter Ben Schonman (pictured) of Schonman Signs painted the signs on the Chapter's Flanger at Antique Powerland Museum in Brooks, Oregon. Managing the project was Pete

Rodabaugh who found our sign painter and with help from Ron McCoy obtained the correct lettering. The beautiful new siding and new paint job are now matched with beautiful lettering that matches the original lettering.

Flanger Restoration Project Manager Charles Stevens reports that come spring we will have new windows and window hardware installed. The other Flanger 2008 projects are to refurbish the undercarriage and a new roof.

SPMW #328 was completed for the Southern Pacific Railroad on November 6, 1945 as #7328 and donated to the Chapter October 1981. The donation stipulates that the Flanger is not to be used for any railroad related purpose. The Flanger is on display along with the Chapter's Jordan Spreader and the Steam Fiends self-propelled steam crane. An extension of this display track will house the Chapter's Northern Pacific Terminal Company Alco S-2 #36 diesel-electric locomotive. The Oregon Electric Railroad Historical Society is graciously allowing these Chapter displays. Photo and article by Arlen Sheldrake.

President's Update – November 2007 by Arlen L. Sheldrake

In late September preparations were being made for Wayne Grippen House Moving to move the Chapter's Alco S-2 diesel-electric locomotive to Antique Powerland Museum. Thanks to **Darel Mark** for building from hard wood the *axle tip lift protectors*. As Keith Fleschner explains it: "Wayne plans to lift the locomotive with the trucks attached. The plain bearings rest on the tops of the axle tips, when the unit is jacked the bottom of the axle tips would hit part of the truck scratching the axle tips. The blocks keep the axle tips from being damaged."

According to a September 10th Douglas County News Review newspaper article, the Rotary Club of Roseburg may take on preservation of the former **SP 1229** 0-6-0 Lima Class S-11 locomotive which was donated to the City of Roseburg by Southern Pacific in March 1958. The locomotive has resided in Steward Park for just under 50 years and is showing a need for some care.

The Daily World reported on September 21st that the **City of Hoquiam Washington** is nearing agreement with the State of Washington Department of Licensing to lease the \$1.2 million restored former Burlington Northern train depot. A small section of the depot will be set aside as a transportation museum. The depot was donated to the City in 1992 by Burlington Northern Railroad and is located on 8th street near City Hall.

The Tacoma News Tribune reported September 26th that WSDOT plans to have the five **Talgo** trainsets will be returned to Cascades corridor service by mid-November if planned warranty repair approval is received from FRA soon.

The Wallowa-Union Railroad's **Eagle Cap Excursion** has added a nice three minute video on their Web site highlighting their scenic trips using the former ODOT RDC units: www.eaglecaptrain.com.

On October 1st I was real pleased to see a **Talgo** trainset sitting at Portland's Union Station back in Amtrak Cascades service. First class service is coming back to the Cascades Corridor.

Our Chapter archives and concessions volunteers are enjoying a brand new sidewalk along the whole length of the Union Station Annex on the track side. This new sidewalk provides access to our major archives and concessions storage in what we call room 1A. Many thanks to Tom Dethloff, Building Superintendent; the new sidewalk is a vast improvement!

New to me is the Web site & organization **Citizens for Rail Safety** (www.citizensforrailsafety.org). Appears to be a non-profit organized to work to get railroads to consider the public interest ahead of corporate interests.

The September 26th Portland Tribune newspaper reported that Ron Paul's **Public Market** is being offered a home in the Federal Homeland Security building at 511 NW Broadway when Melvin Mark Development acquires the building from the U.S. General Service Administration in about 2 years. Melvin Mark has offered to lease the ground floor, 37,000 square feet to the Public Market Foundation. The rest of the building would be developed into mixed-use space including residential and commercial units. The Public Market was formerly targeted for the nearby Portland Union Station which had many of us wondering how the Market could be accommodated in our busy rail station.

NRHS continues to deliver membership services with the arrival in late September of the 12-page September 2007 issue of **NRHS NEWS**. Hopefully you got a chance to review it and see our article (page 10) hyping Joe Harper's 2007 NRHS Convention *outstanding* video with proceeds coming to the PNWC.

Congratulations to ODOT for winning the 2007 Pre-Stressed Concrete Industry North America "**Best Bridge with Spans Less than 75 feet**" award for the new L Street Bridge over the Portland & Western Railroad's A-Line in Columbia City. The new bridge replaces a too narrow load restricted timber bridge.

It is quite shocking the way Central Oregon and Pacific Railroad pulled the plug on the 120-mile Coos Bay line. The one day advance warning before the September 21st closure is pretty severe.

The Boardman Oregon **Pacific Ethanol** plant (71335 Rail Loop Drive) is up and running in late August expecting to produce 3.5 million gallons per month or 42 million gallons per year from 14 million bushels of whole kernel feed corn from 110-car unit trains from the Midwest. The ethanol is shipped via million-gallon Tidewater barges to Portland for further distribution. A bi-product is 350,000 tons of wet distillers grains, a feed ingredient for Northwest dairy and beef producers.

Membership Renewal: As you read this November issue of *The Trainmaster*, please take a moment to renew your NRHS and Pacific Northwest Chapter memberships for 2008. We need your continued support!

Portland & Western Railroad (PNWR) has announced their intention to apply for \$6.9 million in **Connect Oregon II** funds to help build a direct connection, without getting on UP's main line in Albany, between PNWR's Toledo Branch and its Millersburg yard. The new "Left Turn" project would allow trains entering Albany from across the Willamette River to make a left turn at about Fifth Avenue, then run along a new track next to the Union Pacific main line to the yard in Millersburg.

The contract to transport waste for the Portland area to the Columbia Ridge landfill near Arlington Oregon expires December 31, 2009. METRO is now exploring transportation options including truck, rail, barge or a combination. Currently all Portland area waste is transported via truck to Arlington. The new contract will be awarded in the Summer of 2008. More information: www.metro-region.org.

For NRHS members first joining in 2006 or 2007 you may be wondering if and when you will be receiving the glossy **NRHS Bulletin** publications. NRHS is working very hard to catch up. The four 2006 issues will be mailed to all 2006 members beginning in late November 2007 and the first 2007 issue, the 2006 Yearbook, will be mailed in late October to all 2007 members. All publication distributions to 2005 NRHS members are now complete.

Member Jerry Tanquist reports that the Oregon Fish and Wildlife Department may be launching efforts to preserve the 1910 railroad water tower built by Union Pacific at Harris Canyon on the Deschutes River. Stay tuned for more information.

Selected items from the Washington County Commuter Rail Project September Update:

- Jeffrey Lowe has been hired as the new Director of Commuter Rail Operations.
- Stacy and Witbeck Inc. reports mainline track work is 98% complete.
- All five new bridges in the project scope are complete. Only bridge rehabs remain.

The Salem Oregon **Union Street Railroad Bridge** will be converted into a bicycle and pedestrian path linking Wallace Marine Park in West Salem and Riverfront Park. The bridge will open in late 2008 after Phase One is complete which includes replacing the tracks and ties with concrete panels. Phase Two, not currently scheduled, will include lead paint removal.

The **Port of Tillamook Bay** has hired Robert H. Van Borssum as their new General Manager replacing our friend Jack Crider who resigned after 15 years at the helm. Robert comes with an extensive background in port operations in the Corpus Christi, Texas area and was selected after a nation wide search.

Interested in **Portland history**? Kenn Lantz spotted a great Web site by doing either a Yahoo or Google search for: café unknown. You will then find Dan Haneckow's extensive collection of links and extensive information about Portland history. It is worth some of your time!

And many thanks to **Bob Wenzel** for donating an excellent March 17, 1955 color picture of Northern Pacific Terminal Railroad diesel switcher #36 near the roundhouse area in Guilds Lake in Northwest Portland. The picture was taken by Frederick C. Wenzel.

Don't forget your **Train Toys for Tots** that will be delivered to the Marine Corp at our December meeting. You can bring them also to the November meeting.

~~ PNWC MISSION ~~

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

2007 Meeting Snack Sign-Ups

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

November = Keith Fleschner
December = potluck
January = Jim Hokinson
February = available

March = available
April = available
May = available
June = 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)

OREGON RAIL HERITAGE

FOUNDATION PRESENTS



DEPARTURE TIMES

FRIDAY:
2,3,4,6,7,8 PM

SAT & SUN:
10, 11 AM,
NOON, 2,3,4,6,7,8 PM

DEC
7-9
14-16
2007

HOLIDAY EXPRESS

PORTLAND OREGON



Join Santa and his elves on one of Portland's famous historic steam locomotives! The 40-minute round trip departs from Oaks Amusement Park and follows the Willamette River north towards the Ross Island Bridge. All proceeds benefit the Oregon Rail Heritage Foundation. For more information, visit www.orhf.org or call TicketsWest at 503.224.TIXX!

Adults: \$14
Children: \$8
SPECIAL FAMILY PACKAGE:
2 ADULTS,
2 CHILDREN- \$39

TicketsWest SAFEWAY 
PORTLAND METRO 503-224-TIXX
OUTSIDE PORTLAND 1-800-992-TIXX
www.ticketswest.com SUBJECT TO CONVENIENCE CHARGE

PORTLAND TERMINAL RAILROAD COMPANY

The PTRC performs industry switching for UP and BNSF at industries located at Guilds Lake Yard in northwest Portland, Oregon. UP and BNSF cover all operating and maintenance costs for the PTRC in return for their use in common. BNSF assumed the accounting functions on behalf of PTRC and bills the UP for their portion of costs each month. Each Class I railroad handles their own demurrage and car hire. UP and BNSF equipment are considered home on the PTRC.



History: The Northern Pacific Terminal Company was established in 1882. Ownership was split Oregon & California – 20%, and the Northern Pacific and Oregon Railroad & Navigation Company – 40% each. On November 1, 1965, the company was renamed Portland Terminal Railroad Company. The company is jointly owned by UP and BNSF. Under an Operating Agreement between PTRC, BNSF, and UP, the two Class I railroads have use in common with PTRC at its Guilds Lake Yard.

(The previous verbiage from www.uprr.com, 9.26.2007; logo from PNWC-NRHS archives)

And from the Chapter's inventory: Alco S-2 diesel-electric locomotive #36 (SN 70215) was built and purchased in 1943 by Northern Pacific Terminal Company. This may be Portland's oldest remaining diesel-electric. The #36 received the honor on December 14, 1974 of moving the to be restored SP 4449 1800 feet on the now renamed Portland Terminal Railroad track between SP and BN as the 4449 was moved from Oregon Pacific Railroad and Oaks Amusement Park in SE Portland to the Ninth Street Roundhouse in NW Portland. The #36 was donated to the Chapter in 1993 by RELCO.

2007 PUGET SOUND STEAM SPECIAL by Arlen L. Sheldrake

History was made on May 19th as the UP 844 and SP 4449 pulled the Puget Sound Steam Special (PSSS) passenger excursion between Tacoma and Everett, Washington. This was the first ever passenger train pulled by these big and beautiful 4-8-4 locomotives.

This excursion was a fund raiser for the John W. Barriger III National Railroad Library and the Oregon Rail Heritage Foundation. Tickets were sold by TicketsWest for \$399 dome and \$299 coach. An excellent box lunch was acquired from Ingallina's Box Lunch in Tacoma. Both passengers and crew specifically noted the outstanding lunch.

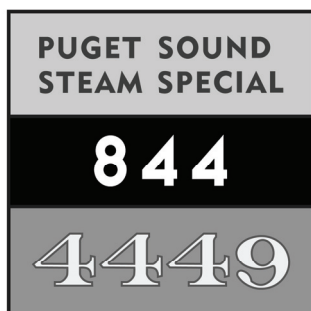
The entire matched and well maintained consist was provided by Union Pacific Railroad with the excursion passengers occupying the following:

- City of Salina, 44-seat coach built in 1954 by American Car & Foundry.
- Challenger, 32-seat coach, 24-seat dome built in 1958 by Pullman Standard.
- Texas Eagle, 44-seat coach built in 1954 by American Car & Foundry.
- Sunshine Special, 44-seat coach built in 1954 by American Car & Foundry.
- Council Bluffs, baggage car.
- City of Portland, 24-seat coach, 18-seat dome, diner built 1955 by American Car & Foundry.
- City of Los Angeles, 48-seat diner, built in 1949 by American Car & Foundry.
- Missouri River Eagle, 48-seat coach, 32-seat dome, built in 1958 by Pullman Standard.
- Idaho Inspection Car, 24 theater style seats facing full bay rear window. Originally built by American Car & Foundry in 1950 as a 12-roomette, 4-double bedroom car.

This consist represented a total coach seating of 308 and a total dome seating of 74. Between the Missouri River Eagle and the Idaho was a power car. There were other cars on the head end for locomotive servicing equipment and locomotive staff. Immediately in front of the City of Salina was the UP concessions car.

The trip packet provided to each passenger consisted of (this same packet except for the advertising rack card was provided to the VIP passengers during the May 18th trip):

- Trip Guide, 16-page titled *Legends of Steam* featuring the 844 and 4449 on the cover and a picture on the back from the Doyle McCormack collection showing the only other double-heading of the two locomotives during American Freedom Train days in 1975.
- ORHF 8-page Spring 2007 newsletter.
- ORHF, *Portland's Heritage Steam Locomotives Homeless?* document.
- *Steam Train Rides 2007*, advertising rack card from Chehalis-Centralia Railroad.
- Daylight 4449 envelope and one 4449 postcard from the 1984 Louisiana World's Fair Daylight.
- PSSS lapel pin specially designed for ORHF by Larry Hodson of Sundance Marketing:



The top panel is in yellow, the middle panel is black and the lower panel is in orange. The pins were popular with both passengers and staff. Yet another class job by Larry and Sundance Marketing. (Actual size 1" X 1".)

The weather was excellent for the entire trip with rain holding off until we returned to Tacoma. This didn't seem to dampen the enthusiasm for passengers and others

who took the opportunity to view and take pictures of the locomotives. Due to being on a very busy railroad, no runbys were allowed nor was de-boarding in Everett.

Organizing the trip for ORHF was Ed Immel who also designed the Trip Guide and found the box lunch vendor. Arlen Sheldrake organized the Car Hosts who included: Phil Barney, Laurel Lyon, Kent Hutchens, Rita Sheldrake, Gus Kamp, Keara Watson, Scott Dally, Steve Sedaker, Chris & Evelyn Donhost, John Magnusson, Jerry & Vicki Thompson, Arnie Holden, Dave Brown, and John Frazee. The Car Hosts were recruited from all the ORHF partner organizations. Chris Fussell was our official photographer and kept the PSSS information on the www.orhf.org Web site updated. Ed Berntsen helped with media relations. J.J. Thompson worked parking and then worked with Susan Page doing the on-board cab ride raffle. George

Hickok provided radios for three key staff members. Kent Hutchens was our EMT and Reed Jackson was our UP Conductor.

Concessions staffing included: Susan Page, John Pholpeter, Ed Bohm, Todd Landwehr, Jerry Thompson, Carl Petterson, Phil Barney, Dave Brown, John Ruppert, Mark Kramer, Al & Judy Hall, Dave Huston, and Larry Miller. Ed Bohm brought to Fife the cab viewing stairway he built for the 4449 display in Sherwood and this time had it painted in *Daylight* colors. Ed also provided his travel trailer and truck. Public viewing and concession sales at Fife were May 13 through May 17 and May 20 & 21.

Marketing and media assistance was provided by Phil Barney, Larry Miller, George Hickok, John Foyston and Union Pacific Railroad.

SP 4449 locomotive staffing included: Doyle McCormack, Pat Tracy, Bob Slover, Richard Hie, Dave Marentette, Scott Edwards, Phil Marceau, Luke Johnson, John Pholpeter, Al Pholpeter, Jerry Thompson, JJ Thompson, Chris Donhost, Todd Landwehr, Ed Bohm, Phil Barney, Chris Fussell, John Magnusson, Harvey Rosener, Dave Brown, Carl Petterson, and Mark Kramer.

The UPRR provided the UP 1996 locomotive in Fife for both static display and switching duties. The UP 1996 in Southern Pacific heritage livery added to the photo opportunities for the many visitors during the display days.

The 844 and 4449 departed Fife for their homes on May 22nd at about 8 AM with a portion of the consist; most of the consist had departed earlier for other duties.

Many thanks to the Union Pacific Railroad, the Union Pacific Railroad Steam Program, BNSF Railway, John W. Barriger III National Railroad Library, the passengers and all the volunteers who made this historic event happen and helped make it a resounding success.

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National Director: vacant

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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
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Al Baker (07, 08, 09) 503.645.9079

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Elections: Jim Loomis 503.253.3926
Membership: Diana Mack, 503.723.3345
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Rolling Stock: vacant, contact President, above
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Library: Irv Ewen 503.232-2441

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Car Host: Karl Wescott 503.658.4943
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**Please sign up for meeting
snacks (page 3) or rolling
stock help, or flanger
restoration (page 1), 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
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The *TRAINMASTER*
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