

# The

December  
2007



# Trainmaster

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



## Pacific Northwest Chapter Timetable #545

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

Board of Directors meetings: December 20 & January 10, Room 208 Union Station, 7:30 PM

**Membership Meetings:** St. Mark's Lutheran Church, 5415 SE Powell Blvd :

- **December 21<sup>st</sup> 6:30 pm** – Potluck, *Train Toys for Tots*, Election
- **January 18<sup>th</sup> 7:30 pm** – **Program:** *23 Years of Adventure – North America*, Trains Unlimited, Tours, DVD
- **February 15<sup>th</sup> 7:30 pm** – Program: open for your suggestions

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

December 26 – January 1 *12<sup>th</sup> 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](http://www.bycx.com)

December 7 – 9 & 14 – 16 Oregon Rail Heritage Foundation's *Holiday Express III*, Oaks Amusement Park Station on the Oregon Pacific Railroad, more info: [www.orhf.org](http://www.orhf.org), tickets: [www.TicketsWest.com](http://www.TicketsWest.com)

January 19 *SP&S Historical Society Swap Meet*, 10 to 3, Holiday Inn-Portland Airport, NE Columbia Blvd.

June 16 – 22 *Lone Star Rails 2008*, NRHS Convention, Fort Worth TX [www.lonestarrails2008.com](http://www.lonestarrails2008.com)

July 15 – 19 *Jim Fredrickson Country*, 2008 NPRHA Convention, Tacoma WA [www.nprha.org](http://www.nprha.org)

## **The Year was WHAT'07?**



A mixed train enters Yacolt, Washington on June 30<sup>th</sup>, 2007 behind a 2-8-2T lettered for Crossett Western Co. Chapter member Joe Harper was there to record the event on the Chelatchie Prairie Railroad. See page 5 for an article about the Chapter's June excursion.

## 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:

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](mailto:ASheldrake@comcast.net).

### PRESIDENT'S UPDATE – December by Arlen L. Sheldrake

Hope is dimming for preserving the **Perrydale Depot**. On October 18<sup>th</sup> Ed Immel from the Northwest Rail Museum met with the Polk County Historical Society Board of Directors to deliver copies of the Perrydale Station Condition Assessment report and solicit their support. The Society Board appreciated the report but due to limited resources declined to lead the project or provide space for the Depot. The Perrydale Condition Assessment report done by Historic Preservation Northwest was jointly funded by the Northwest Rail Museum and the Pacific Northwest Chapter, NRHS in an attempt to garner interest in preserving what is believed to be the oldest railroad station in Oregon. If you know of an organization that you could help convince to take the lead, let me know. Copies of the report are still available (paper or electronic) by contacting me. It is very disappointing that the organization charged with preserving Polk County history is so short of resources.

Another neat Web site, [www.climaxlocomotives.com](http://www.climaxlocomotives.com), was about to go away but will be saved by Bob Harbison, RailroadForums.com, who is assuming management of the site. The site is devoted to "Preserving the history of the *Climax Patent Geared Locomotive* and its inventor, *Charles Darwin Scott*." The site was developed by Ed Vasser of Frankfort, Kentucky.

As promised NRHS began delivering **2008 renewal notices** in Chapter member mailboxes the week of October 22<sup>nd</sup>. Mine arrived on the 26<sup>th</sup> and thanks to the work done by our own Membership Chair **Diana Mack** the information is correct. If you haven't already, please take a moment and get your renewal in the mail. Thank you for re-upping!!

Again as National promised, arriving in our mail boxes during early November was the **NRHS Yearbook 2006**. A nicely done to co-editors Steve Barry and Charles Williams. Hopefully the NRHS data base upgrades will in the future prevent things like printing the 2005 PNWC officers.

Minor error on page 26 of the December issue of TRAINS: **DLMX 644** is owned by the Northwest Rail Museum, not Daylight Locomotive & Machine Works. That SDP40F is sure a pretty locomotive.

The November issue of **NRHS News** included three articles submitted by the Pacific Northwest Chapter. Just goes to prove the point, write and submit an article and it will get published.

Seattle's new **South Lake Union Streetcar** (some pundits have used the term *Trolley* instead of streetcar) begins service in mid-December on the 1.3 mile \$51 million line from the downtown retail core to the Fred Hutchinson Cancer Research Center.

Don't forget to get your **Train Toys for Tots** to any Chapter Board member or bring them to the December 21<sup>st</sup> meeting. Any new train toy or book is appropriate to bias young children toward our passion.

Since 2000 the City of Boise Idaho has owned 18.2 miles of rail line from milepost 424.80 near Orchard and milepost 443.0 near Hillcrest called the **Boise Cutoff**. The City is now (9.12.2007) in a process with the Surface Transportation Board to acquire the necessary authority to operate the rail line.

The RailAmerica shutdown of the Central Oregon & Pacific Railroad (CORP) **Coos Bay Branch** continues to be amazing. The Worldlink.com reports October 30<sup>th</sup> that CORP received their geotechnical consultants report on July 16<sup>th</sup>, two months before their one-day notice of closure on September 21<sup>st</sup>. The report pegged immediate repairs to counter high risk of rockfall in three tunnels at almost \$2.9 million. Upgrades over five years were estimated at \$3.8 million. The report also noted that it may not be safe for much of the repair work to be undertaken until the drier months of next spring and summer. The problem in the three tunnels is "intensely deteriorated and rotted condition of timber in timber-lined sections". The tunnel assessments were done predominantly in March 26-30, 2007 by Shannon & Wilson Inc. Efforts are now underway to determine the feasibility for public purchase of the line. A November 15<sup>th</sup>

**Federal Railroad Administration** press release: “The FRA concurs with the findings of a detailed engineering report commissioned by the CORP regarding safety conditions of three tunnels between Eugene and Coquille, Oregon. FRA agrees that all three tunnels need immediate repairs to permit the safe resumption of railroad operations. FRA reached this determination after a team of federal inspectors, lead by the agency’s Chief Engineer for Bridges and Structures, compared the tunnel conditions identified in the CORP engineering report with their own observations made during an on-site review.” Stay tuned as this story continues to unfold.

The **Spirit of Washington Dinner Train** running out of the Tacoma Freighthouse Square ceased operations October 29<sup>th</sup> cutting short a planned 10-month trial on Tacoma Rail tracks from Freighthouse Square to Lake Kapowsin. Several unanticipated expenses triggered the end of operations and the termination of about 50 employees. The Sprit of Washington Dinner Train formerly ran successfully for 15 years from Renton to Woodinville before a planned freeway expansion cut off the southern part of the rail route. The rail equipment will be stored on the Portland Vancouver Junction Railroad near Battle Ground.

Check out the Web site: [www.portlandmall.org](http://www.portlandmall.org) for a neat article: **Portland Mall Fun Fact:** New Life for Old Train Control Tower. Some nice pictures of the VC Tower and the process of removing the interlocking mechanism. And again, congratulations to TriMet for bringing new life to this historic building.

Congratulations to **Portland & Western Railroad** for being one of three short-line connecting railroads to receive BNSF Railway Company *Short-Line Achievement Awards* at BNSF’s twelfth annual Short-Line Conference October 15<sup>th</sup> in Fort Worth. On hand to accept the award was Bruce Carswell, president and general manager. The award recognizes the resourcefulness and achievements of three short lines that have gone beyond our expectations through innovation, determination and hard work to build new business for our railroads and new service products for our shared customers. BNSF connects with nearly 200 short lines, regional carriers and switch carriers that operate almost 19,000 miles of track.

Effective November 7<sup>th</sup> the former Gunderson Rail Services, Meridian Rail Services and Rail Car America will all be called **Greenbrier Rail Services**. This announcement comes from their Lake Oswego Oregon headquarters; more information: [www.gbrx.com](http://www.gbrx.com)

A November 9<sup>th</sup> note from **Joe Harper** included a check to PNWC in the amount of **\$475** representing Chapter proceeds from Joe’s sale of 37 Puget Sound Steam Special videos and 21 Chattanooga 2007 NRHS Convention videos. Thanks Joe!! Have you ordered your videos yet??

The **Northwest Railway Museum** in Snoqualmie Washington has completed a 4-acre land swap with the Meadowbrook Farm which will allow the Museum to build a 24,000-square-foot Railway History Center exhibition building which is being called the *Train Shed*. The *Train Shed* is expected to cost \$3.1 million and is intended to house some 50 of the Museum artifacts (train cars and engines). Visitors will board at the Snoqualmie Depot for a 12-minute ride to the Railway History Center. The Northwest Railway Museum was incorporated in 1957 and entertains more than 85,000 visitors a year. (*This information from a November 9<sup>th</sup> Seattle Times newspaper article.*)

If you still haven’t picked up the excellent 2008 Pacific Railroad Preservation Association **SP&S 700 calendar**, they are available at the Cedar Hills Shopping Center’s (Beaverton) Powell’s Bookstore in the railroad book section. Be careful, the book selection is also excellent. They are also available via the PRPA Web site: [www.sps700.org](http://www.sps700.org).

A big thank you to **Al Baker** and **Al Hall** for making telephone calls to the Chapter members in November hyping attendance at the important November 21<sup>st</sup> meeting and soliciting input on *ASAP*.

Dick Jamsgard from the **Oregon Coast Chapter, NRHS** (Coos Bay area) will soon be checking the Chapter’s Alco S-2 #39 that is destined for scrapping for parts for their S-2.

On November 8<sup>th</sup> the Chapter sent a letter of support to the Klamath County Planning Director supporting **Train Mountain’s** Conditional Use Permit which would allow a 1,600 acre expansion.

Thanks to all who attended and participated in the November 16<sup>th</sup> Membership meeting; we had an excellent turnout. We had what I believe was an excellent discussion and interchange. The focus was the *A Strategic Action Plan* and primarily the three options presented by consultant Howard Lovering. At the close of the meeting the unanimous vote was to pursue option 1!! Thanks also to Ed Berntsen for providing a brief overview of the Chapter’s 52 year history.

Thanks to an anonymous donor attendees at the November 16<sup>th</sup> membership meeting each received a just released un-circulated **Utah quarter** depicting the Promontory Point completion of the transcontinental railroad.

~ ~ PNWC MISSION ~ ~

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

# ANNUAL HOLIDAY POTLUCK & TRAIN TOY DRIVE



Toys will be contributed to the  
US Marine Corps Reserve  
*Toys for Tots* program.

All toys must be:

- ★ NEW
- ★ UNWRAPPED
- ★ Train-related if possible

★ Potluck Dinner Starts at 6:30PM ★

Main dish Honey Ham provided by Darel & Diana Mack <> Potato side dish by Ron McCoy & Christopher Bowers

BRING YOUR HOT DISHES, SIDE DISHES, SALADS, SECRET RECIPIES, PIES, CAKES, COOKIES AND APPETITES!

*DECEMBER 21<sup>st</sup> <> St. Mark's Lutheran Church*  
*Membership meeting and Annual Elections to follow immediately thereafter.*

## Track Addition at Antique Powerland

by Eileen Brazil

On October 20, despite the cold, ugly rain, a work party of hardy souls gathered at Antique Powerland, Brooks, Oregon to begin laying railroad track for the S-2 locomotive. Greg Bonn, Museum Director for the Oregon Electric Railway Historical Society, used a loader to distribute ballast as a track bed, then Greg and the crew moved the ties and rail into place. Vern Yeager and Roger White drove spikes while the rest of the crew supported the effort like a "well oiled machine". The next day, a crew finished the spike driving and on November 3, Greg added ballast to the track. November 4, a broken tie was replaced and a final tie added to the rail. Thank you!!

The next work party will need to spread and tamp the ballast. The date for this work is unknown at this time.

### October 20 Work Party:

Charles Stevens, PNWC  
Keith Fleschner, PNWC  
Ron McCoy, PNWC  
Chris Bowers, PNWC  
Vern Yeager, PNWC  
Roger White, PNWC  
Jerry Gaiser, PNWC

Eileen Brazil, PNWC

Dick Green, Antique Powerland Volunteer  
Coordinator Greg Bonn, Oregon Electric Railway  
Historical Society Bob Terkleson, Oregon Electric  
Railway Historical Society

### October 21 Work Party:

Ken Peters, PNWC

Vern Yeager, PNWC  
Roger White, PNWC  
Dave Van Sickle, PNWC  
Eileen Brazil, PNWC  
Dick Green, Antique Powerland Volunteer  
Coordinator

November 4 Work Party:  
Roger White, PNWC  
Vern Yeager, PNWC  
Eileen Brazil, PNWC

## **PHOTO SPECIAL ON THE CHELATCHIE PRAIRIE RAILROAD**

**By Joe Harper**

**On June 30<sup>th</sup>, our group of 32 came together in the small town of Yacolt, Washington to participate in the very first “Steam Photo Special” featuring 2-8-2 engine #10T lettered Crossett Western Co that was built in 1928. This line has quite a history having been started from Vancouver in 1888. NP ran this line for many years as did Weyerhaeuser. In 1998 a group of volunteers set a goal of restoring the line and building the Chelatchie Prairie Railroad into a functioning historical railroad. The current public line covers track from Yacolt to Lucia, at times traveling by the Lewis River and then crossing over the Lewis River on a steel bridge that once spanned part of the Mississippi River and was transferred to this location and reinstalled in the 1930s. The line has a small curved tunnel and on the tourist runs stops at Moulton Falls for the passengers to get off and take a short walk to enjoy the beauty of Moulton Falls in person.**

**Our plan was to have a “Mixed Freight” and also to be able to run the engine one way for part of the day and then bring the train back into Yacolt where we would have lunch and then the train would be turned so we could take advantage of the sun for afternoon photo stops. It had rained for several days prior to our charter including the previous day. I watched the weather report and it looked like we would catch a break and we did. I arrived at the location at 6:45 am to put out the fresh bakery goodies and set up the sign in process. It was very foggy at Yacolt and at 7 am the train came into town thru the fog and so I was rewarded with the first shot of the day with a plume of white steam over the engine. The fog didn’t last very long at all and the sun came out for the entire day.**

**We had planned to turn the train around noon but with no clouds we actually brought the train back into Yacolt much earlier and then took it back out for two more runby locations involving the steel bridge over the Lewis River and running the steam train up grade to just south of the tunnel.**

**We had a very enjoyable hot buffet lunch at the Red Fir in Yacolt. I might add that in the days prior to the photo charter I have had breakfast, lunch and dinner at the Red Fir and the food is quite good and very affordable.**

**Our consist included a tank car, Northern Pacific box car, hopper car, heavyweight passenger car and a former NP Caboose. We did do one runby where we only ran the freight cars. Throughout the day we staged over 20 photo opportunities with the engine running both north and south (very rare opportunity). We did pose the engine at both ends of the tunnel with just the tip of the engine peeking out of the tunnel for static shots. We also had a very photographic final two runbys at the Yacolt Cemetery where the engine stopped and then came forth very fast with a high plume of smoke that was extremely photogenic.**

**We started at 8 am and finished up at 5:30 pm at the Yacolt Depot. We asked the crew of seven to pose in front of the engine for a group picture that included chapter member Doug Auburg, who volunteers a great deal of time with the Chelatchie Prairie Railroad. We had a great crew and Will Pickering (my contact) was our “man on the ground” and was constantly giving radio instructions to the engineer as to what the members on the “photo line” wanted the engine to do for each runby. All in all we had twenty photo opportunities including their Alco diesel that helped with the switching. When the crew posed in front of the engine our group gave them a long and loud round of applause for a wonderful day out on the “Chelatchie Prairie Railroad.”**

**The “Chelatchie Prairie Railroad” is a wonderful place to visit and ride their steam train. They have been running every weekend in July and are planning many more weekends up to and including their Holiday Christmas Tree event the first three weekends of December. Go out and support the fine efforts of this band of enthusiastic volunteers and enjoy an “old fashioned steam train ride in the woods.” Their website allows for making reservations online. Usually they have a noon train and another one at 2 pm but check their website as there are sometimes changes in the times for departures.**

At Right: The seven person crew that ran the Chapter’s charter train including Doug Auburg (second from right, also a chapter member).



Randy Rock made the second and the Treasurers report was approved.

Members were reminded of the annual potluck dinner being held at the December 21 meeting and were encouraged to sign up with the dish they would bring. Also members were urged to review the candidates and be ready to vote at the annual election at the December meeting. Each member should have received the information by mail.

## PACIFIC NORTHWEST CHAPTER NATIONAL RAILWAY HISTORICAL SOCIETY

Union Station, 800 NW Sixth Avenue Room 1,  
Portland, Oregon 97209-3794

November 16, 2007 Membership Meeting

President Arlen Sheldrake opened the regular meeting with the Pledge of Allegiance, at 7:34pm.

The guests present were introduced and new members were announced.

The October minutes were not ready and so no motion was made on them.

The Treasurers report was made by Treasurer Jean Hickok. Ed Berntsen made a motion to approve the report,



The Holiday Express III will be run on December 7,8,9, and 14,15,16. Volunteers need to sign up with Karl Wescott.

Keith Fleschner of the Rolling Stock committee, reported that we are still waiting for a complete wheelset and that the stairs need to be reinstalled on the 6800.

The scrapping of the S-2 #39 is delayed this time to give the Oregon Coast Chapter a chance to check the engine for parts they may need for their engine.

We need members to sign up for snack duty at upcoming meetings. Most months are open.

If anyone has a topic they wish to have for a meeting program please contact President Sheldrake.

This evening's program will be on the Strategic Action Plan and then a vote on what direction the membership wishes the Board to take on our future.

President Sheldrake reminded everyone that the December Board meeting will be on December 20, at Union Station.

A motion to adjourn the regular meeting was made by Leonard Morgan and a second was made by Gerald Schuler. The meeting was adjourned at 8:04.

Keith Fleschner provided the snacks for the evening. Thank you Keith.

The program started with Ed Berntsen giving a short, but very interesting history of the P.N.W.C. Next Eileen Brazil gave updated information on the opportunity to purchase land and have a place for the storage of our rolling stock, a

new home for the Chapter and a railway museum. A lively discussion and question and answer period followed.

President Sheldrake reopened the business meeting and Ed Berntsen made the motion; "The membership of the P.N.W.C. hereby directs it's Chapter President and the Chapter Board of Directors to immediately determine specific requirements to obtain an option to purchase a one hundred seventy acre parcel near Brooks, Oregon, and to immediately prepare an initial business plan to support grant applications for raising necessary funds for property acquisition and establishment of an Oregon Railroad Museum thereon." The motion was seconded and carried unanimously

The meeting was then adjourned for the evening at 9:20.

Respectfully submitted by Jim Hokinson, Scribe of the month.



#### 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



### The Trainmaster is the official news-

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Chairs, Directors, Officers, and other unpaid volunteers who sacrifice their own personal time to keep this organization going, and for the last time the list will appear for 2007: Page 7

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** **The Special Events to be Held at the December Membership Meeting: Annual Potluck and Toy Trains for Tots Drive (please bring a toy train gift for needy children)**

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

The *TRAINMASTER*  
Pacific Northwest Chapter  
National Railway Historical Society  
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Portland, OR 97209-3794

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