

The

February
2008



Trainmaster

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



Pacific Northwest Chapter Timetable #547

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

Board of Directors meetings: March 13 & April 10, Room 208 Union Station, 7:30 PM

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

(The Lending Library, room 1 Union Station is open 1 to 4 PM the day following the membership meeting.)

- **February 15th 7:30 pm – Program:** *The American Freedom Train*, Year in Pictures 1975, DVD
- **March 28th 7:30 pm – Program:** *The American Freedom Train*, Year in Pictures 1976, DVD, note change of meeting date for March.
- **April 18th 7:30 pm – Program:** *The Great Southern Railroad 1905 – 1936*, The Dalles to Dufur to Friend, 41-miles, by Jerry Tanquist.
- **April 26th 5 pm** no host cocktails, 6 pm dinner: *Annual Banquet*, Stockpot Restaurant, Progress.
- **May 16th 7:30 pm – Program:** *Westside Express Service*, Chris Novonty, TriMet.

Notable Non-Chapter Events:

February 6 – April 27: *Puget Sound Passenger Trains*, White River Valley Museum exhibit, Auburn WA, 253.288.7433 or www.wrymuseum.org

February 23: *NW Passenger Rail: Investing in Sustainable Mobility*, 2008 NARP Region VIII Spring Conference, Portland, www.aortarail.org

April 5: *Tacoma Chapter, NRHS* opens 2008 season passenger service on their PDQ&K Railroad (part of the Camp 6 Logging Exhibit in Tacoma.

May 16 – 18: *GorgeRail 2008*, The Dalles OR, www.gorgerail.com.

May 24 – September 28: *Oregon Coast Scenic Railway*, Garibaldi – Rockaway, weekends plus Friday and Monday during July and August, www.ocsr.net or 503.842.7972.

June 16 – 22: *Lone Star Rails 2008*, NRHS Convention, Fort Worth TX www.lonestarrails2008.com

June 27-30 & July 4-6: *Day Out with Thomas*, MHRR, Hood River, www.mthoodrr.com / 866.468.7630

July 15 – 19: *Jim Fredrickson Country*, 2008 NPRHA Convention, Tacoma WA, www.nprha.org

July 20 – 23: *GNRHS Annual Convention*, Wenatchee WA, www.gnrhs.org.

September 12: *Westside Express Service* opens, Oregon's first commuter rail service, Beaverton – Wilsonville.

HELP NEEDED by Arlen Sheldrake

As we begin 2008 the following areas need your help. This is an all volunteer organization; we have no paid staff. Unless members are willing to step up and offer their help, essential activities just can't and won't get accomplished. The old adage "someone should" only works if "someone does". In most cases, extensive expertise isn't needed nor is abundant physical capability. If any positions are of interest or you would like additional information, please contact any Chapter Officer or Board Member. If we are to move forward and develop a home, we must demonstrate to potential funding organizations that we have an active membership. Express your interest to any Chapter Board member or officer!

Trainmaster Editor: One of the major benefits of belonging to the Pacific Northwest Chapter is our excellent monthly publication *The Trainmaster*. Glenn Laubaugh has been our Editor for many years and would

like to retire. This function could be done from any location as long as the person has access to high speed Internet services and some computer skills. If the person doesn't have the appropriate software, MS Word and Adobe, the software could be provided. *The Trainmaster* Editor is responsible for formatting and submitting the newsletter electronically to our commercial printer. The Editor is not responsible for generating content and we follow a strict input deadline so that publication is not delayed.

Rail Car Cleaners: Both interiors and exteriors of our passenger rail cars need periodic cleaning. Activities range from exterior power washing, to window cleaning, to wiping down seats to mopping floors. Any expertise level is appreciated. This activity generally happens in the greater Portland area.

Membership Program Coordinator: Solicit program ideas and schedule programs for the monthly membership meetings (except for December). This job could be shared by multiple volunteers each taking particular months and be done from any location.

Rail Car Repair: All willing hands, with any and all expertise levels welcomed. Also many, many areas of expertise (electrical, plumbing, welding, air conditioning, metal fabrication, roofing repairs, window and shade repair, etc.) are needed to work on our rail cars. In addition, there is always a need for people willing to learn tasks requiring expertise as well as doing tasks requiring little skill like removing what seem to be a thousand screws from each window being replaced. This activity generally happens in the greater Portland area.

Flanger Restoration: Once dryer weather returns this spring, work to finish the window and lower body restorations at the Antique Powerland Museum site. Contact Charles Stevens 503.692.6611 / xenophon5@verizon.net.

Lending Library: Help catalog and check out to members the extensive collection in our Lending Library. This Committee is also in need of a Chair. Periodic visits to our office would be needed.

Meeting Snacks: Pick your month to prepare membership meeting snacks. A printed suggestion sheet is available. Funding comes from member contributions from the previous month.

Activities Committee Chair: Develop and implement plans for activity functions for Chapter members and their families. Activities have historically included functions such as the Annual Banquet, a trip to Train Mountain, and picnics at the Oregon Zoo and Antique Powerland Museum. Activities are intended to be fun and financially break even. This activity could be done from any location

Car Hosts: Additional Car Hosts are needed to provide on-board passenger safety and enjoyment. New Car Hosts work with more experienced staff. To add *Holiday Express IV* capacity in 2008 we will need more Car Hosts. If interested contact Karl Wescott: karlw@wescottsauto.com or 503.658.4943.

Meeting Snack Sign-Ups

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

February = Diana & Darel Mack

May = *available*

March = *available* (3.28.2008)

June = *available*

April = *available*

July = *available*

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

Note: This issue of the Trainmaster is late and is being cobbled together as our retiring Editor, Glenn Laubaugh, is without available time.

PRESIDENT'S UPDATE – February 2008 by Arlen L. Sheldrake

News from **DuPont**, Washington: On December 20th the U.S. Army returned the 1941 Plymouth gas powered locomotive from storage at Fort Lewis to the 400-foot display track in Robinson Park. The locomotive was formerly used on the DuPont Powder Works narrow gauge railroad. The display track also houses a 2-ton Brookville locomotive, two flatbed rail cars, a box car and a crate car used to transport explosives. The locomotive had been stored at Fort Lewis since 2001 under an agreement between the post and the City of DuPont. The DuPont Historical Society museum is located at 207 Barksdale Avenue.

For the first time in over a year we now have a **full slate** of Chapter Board Members. Many thanks to those that re-upped and to those coming back to the Board either after a short or long term absence.

A new station and stop (*Icicle Station*) is coming in November 2008 for the Seattle-Spokane branch of the **Empire Builder**. Federal funding along with local and state funds have been obtained to develop a stop near Leavenworth; a Bavarian-themed village in Central Washington.

Wayne Paul Grippin

August 25, 1943 – November 7, 2007 - RIP

A resident of Salem died Wednesday November 7, 2007 in Hood River. He was born on August 25, 1943 in Dallas the son of Leslie Warren and Annie Williams Grippin. He graduated from Falls City High School in 1961 and went to attend O.I.T. He married Theresa Ann Mary Smith on June 15, 1969 in Falls City. He worked in the woods logging and raised veal for a time. He started moving homes about 30 years ago and owned Wayne Grippin Construction and House Movers. He worked in Washington, Oregon, California and Idaho. He loved children and he and Terrie had foster children for a number of years. Wayne was a pilot, practical jokester and loved to tell stories. He loved his grandchildren, people, his work and going to the beach. He was a member of the Free Methodist Church in Salem, West Valley Fliers and International Movers Association. He received an award for raising the Western Royal (a hotel) in Tillamook, the largest structure not moved on rubber wheels. He moved a 727 Italian Jet plane, boats and steam engine locomotives. He believed in giving his best for the job at hand. He is survived by his wife, three children and 8 grandchildren. (Extracted from Wayne's obituary: www.bollmanfuneralhome.com.)

The PNWC knows Wayne as it was his company and Wayne who moved our Jordan Spreader and Flanger from the siding in Hopmere to Antique Powerland Museum. We hired Wayne because of his expertise shown while moving the Steam Fiends steam crane also to APM. One of Wayne's signature pieces of equipment was the most ugly but most functional truck I have ever been privileged to observe at work. Wayne was a great guy and an expert mover. We are pleased that one of Wayne's sons is continuing the business and will fulfill the contract to move the Alco S-2 #36.

The PNWC first learned Wayne's death on December 31st so we couldn't get anything to the service which was held November 13th in Dallas. PNWC has communicated our condolences to the Grippin family.

One of the many enjoyable experiences on our 25-day late November Holland America cruise out of San Diego was riding the **Panama Canal Railway**. Absolutely great passenger cars, service, scenery and railroad. I was surprised to find the engineer to be wearing a VIA Rail polo shirt. When asked what in the world a VIA Rail polo shirt was doing in Panama he answered that he was recently retired from VIA and was working four months in Panama because they were short of engineers. One of the handouts on our Holland America arranged tour was a booklet reprinted from the NRHS Bulletin Volume 64, 1999. 32 pages chock full of interesting information and great historical pictures titled: *Panama's Transcontinental Railroad* by Gene Hull. NRHS gets around.....and sometimes publications just keep on being useful. Jeff Smith reports that NRHS sold these reprints to Panama Canal Railway a few years ago. This 47-mile railroad was originally built in 1855. In addition to transiting the locks, riding the Panama Canal Railway is a must do. Our only downer was that the full length dome car was out of service due to mechanical problems. Check out the Web site for the "*First Transcontinental Railway*": www.panarail.com.

The Albany Democrat-Herald reported on December 31st that the effort to preserve the Lebanon Oregon **Scroggins Feed and Seed** warehouse and the 1910 and 1913 refrigerator rail cars stored within it is still moving ahead. A new non-profit is in the formation stage, Scroggin Rural Heritage Association. The 125-year old warehouse structure is owned by Linn County through a 2001 tax foreclosure process. The land is owned by Union Pacific Railroad.

Additional information to PNWC member Tom Smith's excellent NRHS News article "*SP 2-6-0 No. 1744 puts on a great show in Colorado*": Two steam locomotives – former Lake Superior & Ishpeming No. 18 and Grand Canyon Railway No. 20 – are expected to make their debuts in 2008 and 2009, respectively. The two will join SP 1744 on the **Rio Grande Scenic Railroad**. These are the locomotives formerly located on the Mt.

Hood Railroad and were owned by Brian Fleming. Five dome cars that formerly ran on the Alaska Railroad are also being added.

The **Blaine Washington** century-old train depot may get a reprieve from demolition if plans by the Drayton Harbor Maritime Museum to move the depot to land owned by the Port of Bellingham gains traction. BNSF Railway has agreed to donate the depot if the proposed Blaine Station Waterfront Center becomes doable.

Amazing how long it has taken to move forward with new train brake technology. Norfolk Southern Railway is now operating the first FRA approved **electronically controlled pneumatic** (ECP) brake technology train. In contrast to conventional air brake systems, which operate sequentially from one rail car to the next, ECP technology applies the brakes uniformly and instantaneously on every rail car in a train leading to better train control, shorter stopping distances and a lower risk of derailments.

In October 2007 CN opened a C\$20 million intermodal and distribution center terminal in **Prince George, B.C.** The center will play a significant role in generating backhaul traffic destined for Asian markets via the new Port of Prince Rupert, B.C., container terminal that also opened in October.

Please review the HELP NEEDED article in this issue of *The Trainmaster*. “Job” opportunities abound to support your Chapter. Our phone calling duo of Al Baker and Al Hall will be calling you later in the month to sign you up.

On January 4th the Federal Railroad Administration announced the approval of a \$3 million Railroad Rehabilitation and Improvement Financing (RRIF) loan to the **Columbia Basin Railroad** to purchase 73 miles of track currently leased from BNSF Railway between Connell and Moses Lake, Washington.

A subsidiary of the **Tri-City & Olympia Railroad** Company, Green Diesel Inc., is working on a project to develop a plant in Richland Washington to make biodiesel from canola oil. The biodiesel will be used to fuel their locomotives.

Did you miss the November 16th membership meeting and the discussion of the *A Strategic Action Plan* document leading to the motion 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”? Mark Reynolds video taped the meeting and has provided both DVD and video tape versions to the Lending Library for member checkout. Thanks Mark!

When you have some spare time and access to the Internet, check out PNWC member Mark Moore’s excellent Portland and surrounding area history site www.pdxhistory.com. The collection of postcards and accompanying history will keep you very interested.

In late December **Tacoma Rail** announced the award of a \$750,000 Federal grant for track, rail, tie and signal upgrades along the 131-mile Mountain Division line between Frederickson and Eatonville. A News Tribune January 12TH newspaper article also noted that GrandLuxe Rail Journeys, an operator of luxury trains, will be using the Mountain Division in 2008 with 10 planned trips that stop in Tacoma and head toward Eatonville and Mount Rainier.

CORRECTION: The FRA report on the condition of the CORP Coos Bay Subdivision tunnels as printed in the January *Trainmaster* had one rather **glaring error** according to historian Bob Melbo. “All Coos Bay Subdivision tunnels were dug in the 1914-1916 timeframe, not in the 1880s as listed in the report. The dates cast in the portal concrete, 1914, as mentioned in the FRA report is the date the tunnel was built, not the portal or the date the tunnel was allegedly reconstructed. SP practice when reconstructing a bore was to put both the date of original construction and the date of upgrade in the concrete.”

I was disappointed to finally wake up to the fact that the study to extend Westside Express Service (commuter rail) from Wilsonville to Salem was not approved by the 2007 Oregon Legislative session. My representative Tobias Read and primary sponsor Representative Mitch Greenlick assure me that the legislation will have a better chance of passing in the 2009 session. The 2007 legislation passed the House but got stuck in the Senate.

THE CELILO CANAL & THE PORTAGE RAILROADS ON THE COLUMBIA RIVER

A Time Line by Jerry Tanquist

This information comes from a handout developed by PNWC member and historian Jerry Tanquist that was used as part of his October 19, 2007 Pacific Northwest Chapter membership meeting program on *The Celilo Canal & the Portage Railroads*. Jerry kindly gave his permission for this publication.

1850 Steam boats begin plying the lower Columbia, Astoria to Portland and soon up the river.

1857 – 1862 A Wagon Portage Road was used between The Dalles and the mouth of the Deschutes River.

1860 The Oregon Steam Navigation Company (OSN) was organized by a group of Portland businessmen to control river traffic on the Columbia River. With construction of two Portage Railroads, see below, the OSN completely dominated shipping up and down the Columbia River.

1862 Portage Rail system was established at the Cascades (Cascade Locks).

1863 First Portage Railroad was built around Celilo.

1880 Oregon Rail and Navigation (OR&N), under the leadership of Henry Villard, purchased the OSN and all their assets.

1882 The OR&N completed a rail connection through The Dalles, from Portland to Wallula.

1882 With the completion of the railroad noted above, the First Portage Railroad at Celilo was closed and incorporated into the new rail line. This probably represents the oldest part of the Union Pacific Railroad.

1896 Navigation locks at Cascade Locks were completed.

1905 Second Portage Railroad constructed at Celilo. This railroad closed when the Canal was completed (1915).

1905 – 1915 Celilo Canal constructed and in service until 1957.

1957 The new The Dalles Dam in operation flooding Celilo Falls and eliminating the need for the Canal.

Oregon Coast Historical Railway

Welcome to the Oregon Coast Historical Railway, also known as the Oregon Coast Chapter of the National Railway Historical Society. As our motto, *Ensuring a Future for Our Past*, suggests, we're working to preserve an important part of the region's history by providing a place to restore and display vintage railroad and logging equipment.

Our signature piece is the 1922 Baldwin steam locomotive No. 104, which served in the region's logging industry until the 1950s. We are in the process of restoring it to historically-accurate condition, and it can be viewed at our display area and museum at 755 South First Street (US 101 northbound) in Coos Bay.

We've also restored a 1949 Alco S-2 diesel switcher engine that was used at the International Paper sawmill and paper plant up the coast in Gardiner. Members and volunteers cleaned and painted engine No. 111 in its Gardiner shed before it was moved to our Coos Bay display area on November 17, 2006.

Our latest acquisition was former Southern Pacific caboose No. 1134, which was used on the Coos Bay – Eugene and Eugene-Klamath Falls runs. The 1942-era caboose is another restoration project currently under way at our display area.

Other equipment and large artifacts have been donated to our group, along with dozens of photographs, newspaper articles and other material known in railfan lingo as *railroadiana*. Even two conductor's uniforms!

The display area was provided by the City of Coos Bay, and our group obtained several grants and a great number of donations to install an 800-foot handcrafted steel fence around the site, and to install utilities and landscaping. In keeping with the historical theme, the fence incorporates weathered, rusted rails from local tracks as corner posts and fence posts. The walkway to our temporary museum is cleverly designed to look like a stretch of railroad track, complete with vintage rails at the edges.

A former storage shed on the site was given a remarkable makeover by members and volunteers using mostly donated materials. This building is our mini-museum used to display some of our photos and artifacts.

Next on the agenda is to construct shelters to protect the two locomotives and caboose. Engineered plans have been completed, and we've accepted a bid for construction. Grant funding is available for a portion of the project, but we must obtain more community funding before work can begin.

We hope also to build a new museum on the site, with displays of other equipment, materials and interpretive information.

We continue to seek support from local civic and service organizations, federal and state agencies, private and public corporations, local and regional businesses, granting agencies and private foundations, and from individuals.

All of these things – from huge locomotives to old rusted railroad spikes, from grants to donated artifacts – are a vital part of our program, but our most valuable resource is people. We need more people involved to properly care for, display and interpret this important part of our region's history. All of our members work on a voluntary basis; we have no paid staff. More information: www.orcorail.org or 541.297.6130.

(The preceding information extracted from the Oregon Coast Historical Railway Web site 01.05.2007)



On January 5, 2008 a 4-person contingent from the Oregon Coast Historical Railway led by President Dick Jamsgard visited the PNWC's S-2 #39 and removed some needed parts for their S-2 before the #39 scrapping. Pictured on the ground is Dick, Tony Hansen and kneeling is Rich Bauer. Not pictured is Jim Ellison.

When thinking about places to visit in 2008, add Coos Bay to your list and see their neat display. While in the area, also stop by the Coos Historical & Maritime Museum, 1220 Sherman Avenue in North Bend to see the Merci 40 & 8 boxcar.

Article developed and photo by Arlen Sheldrake.

WOODSON MUD SLIDE

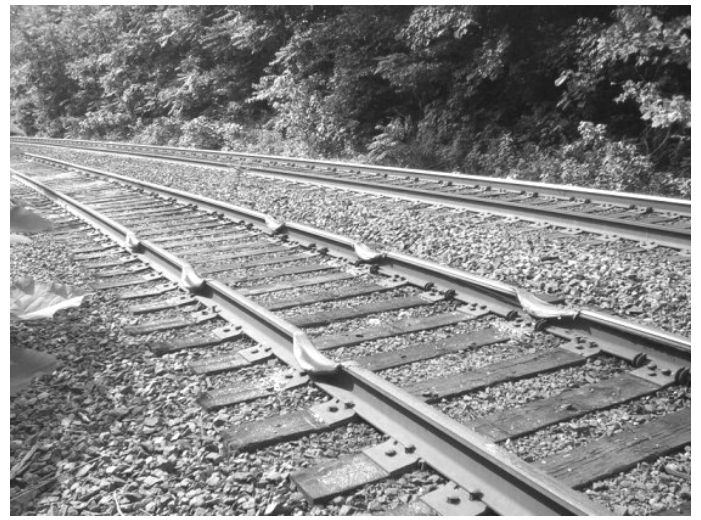
On December 11, 2007 the small community of Woodson, Oregon was drastically changed when a giant mud and debris slide thundered down from the nearby mountain. Seems the slide originated about 1.5 miles above Woodson where a culvert through the rail bed embankment of the old Columbia & Nehalem River Railroad became plugged creating an impromptu dam that eventually gave way. C&NR RR, a logging line, was abandoned circa 1925. A visit to the site on January 1, 2008 found both Highway 30 and the railroad back in

operating condition. The community of Woodson is still a gigantic mud bowl. The rail line shown is Portland & Western Railroad's Astoria Line. On the right of the rail line is Highway 30 with much more mud and debris. Woodson is just east of Westport, the community with the last car ferry on the lower Columbia River and good Marionberry syrup.



RAIL 'DIVOT'

Here is what happens when a trailing locomotive unit does not go back to idle and just sits there spinning its wheels. Photographer unknown as is the location.



HUBBARD GENEALOGY INQUIRY

One of the more interesting inquiries received in December by email to the PNWC and the responses:

Inquiry: I hope you can help direct me, if I've emailed the wrong place. I've done hundred of hours of genealogy research on my family history, and part of that history includes my great-great

grandparents buying the old stage stop and inn, in Hubbard Oregon around 1890...and I think owned thru around 1905 or later.

The railway came in just prior to their purchase, making the stage stop obsolete, but perhaps remaining a prominent stay-over place anyway, people coming by rail rather than stagecoach or wagon or horse. I was wondering what railway that may have been. I'm hoping to write up something about it as part of my genealogy research.

My since-passed grandfather wrote that the stage road was running between Fort Vancouver and San Francisco. So I will assume that the railroad may have been built on or near it. Internet research reveals nothing. I hope to talk to someone at the Woodburn Historical Museum soon and see what they may know or have.

Response from Arlen Sheldrake: Thanks for your inquiry Steve. According to the book *Early Oregon Days* by Edwin D. Culp, 1987, Claxton Printers, the Oregon & California Railroad Company was operating trains to Salem, Albany, and Eugene by 1871. The O&C was later taken over by Southern Pacific and is now operated by Union Pacific. This is the railroad that goes through the town of Hubbard. More information may be forthcoming from Bob Melbo, noted Oregon railroad historian.

Response from Bob Melbo: Mr. Sheldrake's information is correct with respect to 1871 being the year the railroad, building south from Portland, reached Eugene. However, it first opened for traffic between Portland and Woodburn on September 5, 1870. Ground was initially broken for construction at East Portland on April 16, 1868 and grading was finished as far as Lake Labish (just north of Salem) by the middle of November 1868. By the middle of November 1869, track laying had reached Milwaukie and by Christmas Eve 1869, track building reached Canby. Bridges across the Molalla River (just south of Canby) and over Lake Labish were built during the summer of 1870, permitting first operation between Portland and Salem on September 25, 1870.

The railroad began building south from Portland as the Oregon Central Railroad Company, an entity incorporated in Salem on April 22, 1867. But, by 1870, it had become the Oregon & California Railroad Company.

According to *The Railroad Stations of Oregon* compiled by McArthur and Gardiner in 1996, Hubbard, as a station on the railway, first appeared in Oregon & California timetable No. 11 issued February 26, 1871. In railroad terminology, a "station" is a place listed by name in the timetable. It does not necessarily mean the presence of a depot building; the minimum requirement is simply a station sign on a post. However, I have a Southern Pacific 1915 timetable that more or less conclusively indicates Hubbard had a depot as it was listed as an open agency (that is a manned station), albeit daylight hours only. Similar daylight-only stations were shown at Aurora and Canby while Woodburn and Oregon City were listed as around-the-clock manned stations.

METAL SURGERY



On September 23rd work progresses on the Chapter's Red River 6800 coach as Keith Fleschner and Pete Rodabaugh work to replace the rusted metal in the vestibule. The vestibule stairs have been removed. The new metal is displayed and the remaining metal has been sandblasted and painted.

Thanks to Charles Stevens for producing the blueprints necessary to get the steel cut to the proper dimensions and Northwest Rail Electric.

This work is being performed at the Brooklyn Roundhouse facility with generous help from members of our sister organizations, Pacific Railroad Preservation Association and the Friends of SP 4449.

One of the rust issues with historic passenger cars was caused by the use of salt to clear ice from the vestibule when they were in regular service.

The Red River #6800 was originally the GN Red River #1147 built by American Car and Foundry in 1950 as a diner-observation lounge. It was converted into a coach in 1974 and purchased by the Chapter in 1986.

PNWC – NRHS Membership Meeting – 1/18/2008

Call to order 1930 hours; President Sheldrake presiding.

Welcome Members, Guests and Returning/new Officers and Directors

Minutes of 12/21 membership meeting as published – A Hall/D Auburg - passed

Treasurers Report J Hickok – No unusual expenses, more membership renewals received. See report for details. Motion to accept D Auburg/M Rodabaugh - passed

Welcome Returning/new Officers and Directors – See Trainmaster for complete list

New Home Committee Budget Recommendation – A Hall – Committee recommending consultation with Land Use Attorney, proposed \$25,000.00 budget addition for expenses associated with development of proposed site.



With many hours of work during our cold and rainy December the vestibule and stair repair was mostly completed in time for the December 2007 ORHF *Holiday Express III* by the team of Keith Fleschner, Pete Rodabaugh, and George Mickelson. The picture above shows the new metal and a very solid feeling set of stairs.

Board approved and recommended approval by the membership. Baker / Darel Mack – Motion to increase budget by \$25,000 for New Home Committee – Passed.

Observation Platform Storage – Cost is \$82.65/month for storage. Board is asking membership if we really want to invest roughly \$1,000 per year for storage. Asking for recommendations or alternatives for storage. Several options were suggested. Thanks to the Macks for building and storing the Platform, and for transport and setup for many years. Has not been used for quite some time.

Banquet: Al Hall has agreed to organize our Annual Banquet this year. Thought is to use same location again this year. Watch for more information in the Trainmaster.

S-2 #39 Scrapping Update – Arlen reported Oregon Coast Chapter from Coos Bay came on January 5 and removed parts of interest from the unit. This was at the suggestion of the membership. Next step is asbestos abatement and then scrapping.

S-2 #36 Movement – Wayne Grippen suffered a fatal heart attack in November, son Jim has taken over the company and will honor our contract. Unit is at Hopmere, preparation for moving has started. Locomotive will go on the North end of the display track with cab on the North end. (Plan to place the locomotive in the center of the display track proved impractical.)

Rolling Stock Update: Water leaks discovered at *Holiday Express* in the 6200 water system have been repaired, look for details in the Trainmaster.

Lending Library: Irv Ewen has been ill, Library will only be open the Saturday after the membership meeting.

Snack duty: Thanks to Jim Hokinson for snacks tonight, please sign up if you want to have snacks in the future.

Programs: Trains Unlimited Tours special video “23 years of Adventure”. Next month: American Freedom Train year in picture 1975, features PNWC # 76.

Help Needed – Information in the *Trainmaster* next month.

ORHF Update: Portland Parks and Recreation has finally acknowledged impending homelessness of their locomotives. *Holiday Express III* was a resounding success. The Hickok/McCoy drumhead was appreciated and looked great – It’s Chapter drumhead with new artwork (former UPRR from Chapter collection).

March membership Meeting: Date will be changed to March 28th due to conflict at the church.

Concessions Update: Al Hall reported on upcoming SP&S Swap Meet, and also a new video from Joe Harper (Joe donates a portion of the proceeds from each video sold to the Chapter). Orchard Supply calendars are also available for purchase, contact Al if you would like one. Look in the Trainmaster for event details.

Other: Suggestion that we do what we can to support the rebuilding of the POTB. Joe Mayer / McCoy motion to write a letter to the Governor encouraging efforts to reopen the POTB railroad. A number of comments were offered. Passed.

The December windstorm did major damage to the tarps covering the SP&S Combine # 273 in Astoria, it is now possible to see and view the car. This was one of two cars that ran on the Bend mixed combine to Wishram and then to Bend and for several years was the Chapter meeting once a year in the 1960s.

The WES (West Side Express) will operate a special orientation train for local officials in February. Project is on schedule to begin operation in September 2008.

Two centennials noted: Yakima Valley Railway and SP&S Railway.

Adjourned 2027 hours; George Hickok, Secretary

Chapter Officers

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Vice President: Keith Fleschner 503.516.9272
Treasurer: Jean Hickok 503.649.5762
Secretary: George Hickok, 503.649.5762
National Director: Edward M. Berntsen, 253.383.2626

Chapter Directors-at-Large

Eileen Brazil: (08,09,10) 503.647.5667
Jim Hokinson (08,09,10) 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: Eileen Brazil, 503.647.5667



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Attn.: Trainmaster Editor

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Metal Surgery (page 9)

January minutes (page 9)

December Minutes (page 10)

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**.

Another fallen flag:



Chapter Help Needed:
Trainmaster Editor
Rail Car Cleaners
Membership Meeting
Program Coordinator
Rail car repair
Flanger Restoration
Lending Library
Meeting Snacks
Activities Committee
Chair
Car Hosts
Full Article in February Issue!

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