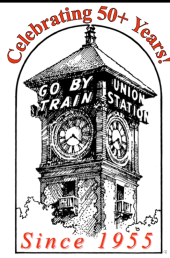


The
May 2008



Trainmaster

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



PACIFIC NORTHWEST CHAPTER TIMETABLE #550

Board of Directors meetings: May 8 & June 12, Room 208, Union Station, 7:30 pm

Lending Library open 1 pm to 4 pm the two Saturdays following the membership meetings.

Archives work parties are on Mondays from 10 am until at least Noon.

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

May 16th 7:30 pm – Program: *Westside Express Service*, Chris Novonty, TriMet

May 30th – June 1st – Excursion: *Train Mountain Express*, Amtrak to Train Mountain weekend,
information: www.pnwc-nrhs.org or 503.236.7826

June 20th 7:30 pm – Program: *Federal Railroad Administration, an overview*, Phillip Marceau.

July 18th 7:30 pm – Program: Antique Powerland Museum orientation video & *The History of the O&C* (or *Saving Oregon's Future*) video.

NOTABLE NON-CHAPTER EVENTS:

Through January 24, 2009 *The West the Railroads Made* exhibition, Washington State History Museum, Tacoma. More information: www.WashingtonHistory.org or 888.238.4373.

May 10 *National Train Day*, www.NationalTrainDay.com

May 16 – 18 *GorgeRail 2008*, The Dalles, OR, www.gorgerail.com (Cancelled)

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

June 14 *Cruisin' Sherwood*, SP 4449 on live static display during auto show, Sherwood, Oregon

June 14 Washington Park & Zoo Railway 50th Anniversary, Oregon Zoo, www.oregonzoo.org.

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*, Mount Hood Railroad, Hood River, OR, 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

July 26-27 & August 2-3 Great Oregon Steam-Up, Antique Powerland Museum, Brooks, OR,
503.393.2424 or www.antiquepowerland.com

September 10 – 13 28th National Narrow Gauge Convention, Holiday Inn Portland Airport, www.28thnng.com.

October 18 *Westside Express Service* opens, Oregon's first commuter rail service, Beaverton - Wilsonville.

December 5-6-7 & 12-13-14 *Holiday Express 2008*, Oregon Rail Heritage Foundation

MEETING SNACK SIGN-UPS

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

May = Todd Landwehr & John Magnusson/ORHF

June = Jean Hickok

July = available

August = available

September = available

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

PRESIDENT'S RAMBLINGS – May

by Arlen L. Sheldrake

It just occurred to me that this heading more correctly identifies the content of this monthly newsletter feature as I ramble through the month collecting items that I believe are of interest to the PNWC members.

At the May 16 membership meeting we will vote on the Board recommended dues change for 2009. We haven't had a dues change since 1997 but the costs to operate the Chapter have continued to rise along with a decreasing ability to operate profitable excursions. The Chapter Board believes that a dues increase will partially help with this imbalance. The recommended change is from \$15 to \$20 for Chapter members and from \$6 to \$5 for family members. The reduction in family member dues is intended to reflect the limited services they receive. Please attend the May 16 membership meeting.

If you haven't yet paid your 2008 NRHS & Chapter membership dues, this is your last Trainmaster. Please get your dues in the mail today or not later than May 16. Since NRHS was late in getting the second dues renewal notice out, the Chapter Board delayed implementing the April 1 dropping of non-renewals. For any questions or issues with your membership, please contact **Diana Mack**, dhmdlm@aol.com or 503.623.3345.

With regret we learn that Chapter member (since 2004) **Peter B. Lerton** of Oregon City recently arrived at the end of the track. Our condolences to family and friends.

The Bonner County *Daily Bee* newspaper reports that BNSF Railway is lining up equipment and materials at Dog Beach for a project to replace aging piers and pilings on its bridge across Lake Pend Oreille in Idaho. The project is expected to last from April to October with much work to be done from barges; the bridge work will be timed so as not to disrupt train traffic.

Sometime this year, the flood-caused breach in the A-Line near Knappa will be repaired so that rail traffic can again reach Astoria. The hold-up has been some legal questions surrounding a dike district and whether or not the roadbed was part of the dike. The dike district was formed in the 1940s, became dormant, and is now being reactivated. The breach is west of any current active shippers on the A-Line.

Just a few days left to get your tickets for the May 30–June 1 *Train Mountain Express* excursion. Ticket information: www.pnwc-nrhs.org or 503.236.7826. Thanks to **Jim Long** for putting this trip together.

Congratulations to Jim Wrinn and the rest of the Kalmbach Publishing crew for an absolutely outstanding *Trains Magazine Special Edition No. 3-2008 STEAM TODAY*. The article "A Tool, Not a Toy", by Peter A. Hansen, is a must-read if you really want to understand how we need to operate in the 21st Century. Steve Lee lays it out quite clearly. If we want something from the railroads it needs to fit into their priorities, not ours. This was probably the best magazine purchase I have ever made. Thanks, Jim!

The new Port Director for the Port of Tillamook Bay, Robert H. (Bob) Van Borssum, is making use of the Internet and the Port's website to distribute newsletter updates since the December 2007 storm severed rail service. View the newsletter at: www.potb.org.

The planning for *Holiday Express 08* is well underway, led by co-chairs **John Magnusson** and **Gustaf Kamp**. The Oregon Rail Heritage Foundation is planning to add seating capacity but keep the ticket price the same so that it remains a family-friendly event. The PNWC will again take on many tasks, including organizing the Car Hosts (**Karl Wescott**) and Car Men (**Keith Fleschner**), as well as providing at least three of the rail cars. The ORHF Board has determined that Roman numerals will no longer be used to help identify the event.

Many thanks to our new *Trainmaster* Editor, **Steve Hauff**, for an excellent first issue in April. We look forward to many more. Thanks to Steve and our crack distribution team, the April issue started arriving in mail-boxes on April 9. Steve is also the Editor-In-Chief of *Tall Timber Short Lines*, published four times per year by Oso Publishing Company (www.osorail.com).

In February, BNSF announced the closing of 453 at-grade highway rail crossings in 2007, which exceeded their goal of 450. Since starting the closure program in 2000, a total of 3,789 crossings have been closed.

AltaMira Press announces the release of a new book *Exhibit Makeovers, A Do-It-Yourself Workbook for Small Museums*, edited by Jeffrey Jane Flowers and Alice Parman. Alice is the consultant who guided the PNWC through the excellent Visioning process in 2006. More information: www.AltaMiraPress.com.

A *Wenatchee World* article on March 17 described the *Make A Difference* volunteer project that is completing the re-painting of the 1902 Rogers Locomotive Works GN 2-8-0 class F8 #1147 steam locomotive located in Wenatchee's Locomotive Park. The project will be completed well before the July 20-23 Great Northern Railway Historical Society convention being held this year in Wenatchee. The GN #1147 was placed in the park on May 21, 1956.

Whistler, BC has a new train station at the newly opened Nita Lake Lodge. The West Coast Railway Association had a significant hand in assisting with the rail theme of this beautiful new facility, according to the *WCRA News*. The *Whistler Mountaineer* uses this station.

The *Tri-City Herald* reports that on April 3 ground was broken by the Port of Benton for the new 7,000 square-foot, climate-controlled, cold storage building to serve local agriculture commodity growers with rail service provided by Tri-City & Olympia Railroad. Tri-City & Olympia will provide interchange service to either BNSF Railway or Union Pacific Railroad. The new facility is located in Richland, Washington's Horn Rapids Industrial Park.

Please join me in thanking **Irv Ewen** for his many years of service as our Lending Library Chair. Irv is retiring from this function due to medical issues. **Bob Weaver** has agreed to step up and fill this void. Many thanks to both Irv and Bob. Thanks also to **Ralph Johnson** for organizing the recent planning meetings

Portland's Union Station continues to receive minor but very visible and needed upgrades. Check out the door repairs, new door hardware and refurbished benches. While the building owner, Portland Development Commission, hasn't yet prioritized the major building needs (electrical, plumbing, seismic upgrades), the City of Portland continues to chip away at the maintenance backlog. On April 3 the Chapter wrote a letter of support for the Transportation Enhancement Grant of \$630,000 that is coupled with \$270,000 of City matching funds to repair/replace the eaves (soffits, fascia boards, and gutters) and downspouts throughout the main building from the Clock Tower south.

Selected items from the February *Westside Express Service* monthly report:

- Alaska Railroad Corporation has agreed to become a party to the project monitoring agreement (PMA). This action helps greatly in TriMet's effort to keep Diesel Multiple Unit (DMU) production moving at Colorado Railcar Manufacturing (CRM).
- South Florida Transit is also expected to join the PMA.
- DMU car ship dates are now projected for June based on the latest schedule review – the trailer car is expected first, followed shortly by the first powered car. The powered car, DMU 1001, is now 71% complete.
- Opening date for revenue service will be in mid-October (a revised date).

I have just recently been re-introduced to an excellent publication, *TimberTimes*, published by TimberTimes Inc. out of Hillsboro, Oregon. For anyone interested in some fantastic pictures and stories of early logging, this is an excellent publication. Quite often you will see one or more photos from the extensive PNWC archives. *TimberTimes* is published four times a year. For more information: www.timbertimes.com or 800.821.8652; subscriptions are \$25.00 per year. [Editor's note: This is the second-best logging railroad publication, right behind *Tall Timber Short Lines*. ☺]

Federal Railroad Administration Administrator, Joseph H. Boardman, announced on April 2: To increase public awareness about the causes of specific train accidents and to reduce the need for individuals to submit Freedom of Information Act requests, the FRA is for the first time making its investigation reports of major train accidents and other incidents available online. The FRA website is www.fra.dot.gov/us/content/1696.

Bill Hyde, our Archives Committee Chair, announces that Archives work parties are now scheduled for each Monday from 10 am to at least Noon. Come on down and help organize our vast and rich archives.

As reported by the Associated Press and listed in *Trains Railroad News*, a \$24 million award was upheld

to two teenage trespassers who were severely burned when they touched overhead catenary while climbing on top of a freight car in Lancaster, PA. U.S. District Judge Lawrence Stengel said it was unreasonable to leave the freight cars parked under catenary for four days in a populated area with power turned on and no warning signs posted. He also wrote that graffiti should have tipped Amtrak off that somebody was trespassing on the cars. The jury assigned 70% of the blame to track owner Amtrak and the rest to Norfolk Southern. Amtrak and NS intend to appeal the judge's decision. Protecting our railroad equipment continues to be a challenge.

Bob Weaver, our new Lending Library Committee Chair, announces that the Lending Library is again open the two Saturdays following the Membership meetings.

On April 8 the Associated Press announced that the historic Mount Hood Railroad has been sold to Permian Basin Railways, a subsidiary of Chicago-based Iowa Pacific Holdings (IPH); details of the sale were not disclosed. According to the company's website (www.iowapacificholdings.com), IPH also owns Arizona Eastern Railway, West Texas & Lubbock Railway, Chicago Terminal Railroad, San Luis & Rio Grande Railroad, and Texas-Mexico Railroad. IPH also operates rail car maintenance facilities at multiple locations. IPH was formed in March 2001 to acquire railroads and create rail-related businesses.

More than 70 applications totaling \$185,490,809 have been submitted for *Connect Oregon II* grant funding. Winners of the \$100 million in Lottery Funds will be determined in June.

On Sunday, April 13, the first unit corn train was delivered to the new Cascade Grain Ethanol Plant at Port Westward in Clatskanie, OR on Portland & Western Railroad's A-Line. Given the turbulent grain-based ethanol market, the plant's long-term viability is unknown. The train was reported out of Vancouver at 07:40 and put away at the plant at 14:00. This must have been an amazing sight (and long crossing wait) for those familiar with the shorter train consists on the A-Line.

As of mid-April, there is still no decision on the future of the Port of Tillamook Railroad. POTB has hired (with 75% financial support from the Federal Emergency Management Agency) a consulting firm to assess the storm damage to the line and determine what it will cost to repair the line to the condition it was before the flooding. This study is being delayed due to the low elevation snow accumulations in the Coast Range which are preventing access to a portion of the line most heavily damaged. This study estimate will be very important because FEMA will rely upon it in paying 75% of the cost of repairs, if that option is selected by POTB. Also, the Oregon Department of Transportation is conducting an extensive audit of POTB Railroad with the purpose of determining if there is or can be ample revenue for the operation to be viable and self-sustaining, including the funding for capital maintenance programs that railroads rely upon for renewal of long-term assets like bridges, rail and major tie programs. One of the proposed *Connect Oregon II* projects is from POTB for \$4,442,312 in grant funds for Railroad Metal Bridge & Tunnel #32 Enhancement. *Connect Oregon II* grants will be awarded in late May or June 2008. Meanwhile, some 149 rail cars owned or leased by POTB rail customers remain stranded. On April 14 at a special meeting of the Governor's Task Force on the POTB, \$300,000 was committed as a 25% match to the FEMA money pledged for an environmental and engineering study. FEMA previously committed \$1.2 million for the project. The Oregon money will come from the Oregon Community and Economic Development Department; the study will be done by Ebis Construction of Astoria. Our friends at Oregon Coast Scenic Railway want all to know that the Heisler is repaired and they will be in full steaming operation this season beginning in May.

A posting on the Altamont Press Discussion Board on April 16 announced the May 3-4 Open House in Spokane for the seven passenger cars owned by Mike Gelhaus. Mike owns: SP&S 601 Mt. St. Helens (the Chapter's Mt. Hood sister), NP 328 slumber coach Loch Ness, NP 309 dome sleeper, NP 313 dome sleeper, NP 495 Travelers Rest lounge, CB&Q 557 dome coach, and NP 581 Holiday coach.

Join the Oregon Zoo on June 14 as they celebrate the 50th anniversary of the Washington Park & Zoo Railway. If you are available to help out at the Chapter booth, please give either of the Chapter event co-chairs a call or message: Ron McCoy, r.mccoy@comcast.net / 503.310.4811 or Arlen Sheldrake, asheldrake@comcast.net / 503.223.7006.

The insert in this issue of *The Trainmaster* is provided by TriMet and is one of the documents included in the packet of materials distributed to the February 25 Safety Train participants on the Westside Express Service route.

On May 16, the membership meeting program will begin promptly at 7:30 pm with the business meeting following the break. Our presenter is Chris Novonty, TriMet, talking about the Westside Express Service.

MARCH MINUTES

Pacific Northwest Chapter – National Railway Historical Society Regular Membership Meeting – March 28, 2008

Call to order at 1930 hours, President Arlen Sheldrake presiding who led the Pledge of Allegiance. Members were reminded to please sign in.

Minutes as published in March *Trainmaster* (October 19 2007 & February 15 2008) – Motion to approve October 19th by Leonard Morgan, seconded by Mark Reynolds – passed. Motion to approve February 15th by Doug Auburg, seconded by Ralph Johnson - passed

Treasurers Report – Jean Hickok reported on expenses to date and account balances. Motion to accept by Doug Auburg, seconded by Darel Mack – passed.

New Home Committee Update – Al Hall – Recently formed a Core Committee to ease logistics of meeting. Met with Jeff Trost who is a Land Use Planning consultant regarding zone change for the property of interest. Difficult but not impossible, need to survey other options and locations as part of due diligence for the proposed change. Committee did a road trip looking at alternate sites near Woodburn, Lebanon, Sweet Home, Albany, and other locations. This is part of the process to show that other locations are not suitable for various reasons. Research and documentation continues in support of development at Brooks.

New *Trainmaster* editor is Steve Hauff, Port Angeles, WA – Thanks to Glenn Laubaugh for many years of service.

S-2 # 36 move to APMA completed successfully. Next steps include track construction and painting. Color scheme: what about NP Terminal (pre-dated PTRR) as a color scheme?

S-2 # 39 Scrapping project – Asbestos has been abated, oil has been removed. Continue to look at options for contractors to complete the scrap and disposition. Appears a 25 ton crane could be used based on the piece weights. The location is very difficult to access and is an active spur.

TriMet Westside Express Service on February 25, 2008 – Safety Train for officials was a success; we provided the 6800 and donated the car rental. TriMet was very pleased, information on the history of the cars went to all of the riders and will be an insert in a future *Trainmaster*.

Rolling Stock Updates – We continue to take care of our equipment.

Annual Banquet – Al Hall – Date is April 26, information will be in the April *Trainmaster*. If you want tickets, please call Al Hall. \$25/person at the Stockpot Broiler where we were last year. 41 of 72 seats are already sold. If you would like to donate door prizes, please contact Al Hall.

Concessions – Al Hall – Several events and good income have been realized. Thanks to Al Hall for his continued work, and to the folks who help make this effort possible. We now have a new banner that we can use, has both logos and our web site.

Membership Survey – Al Hall – This will help us better understand who our members are, what their talents and interest are, and how they might be able to help us with our various needs. Al Hall and Al Baker will be calling all our members to gather the data.

Excursion – Jim Long – Three day trip May 30 through June 1st, via Amtrak to Train Mountain. Trip depends on the slide being cleared in time for the trip. Look for more information in the *Trainmaster*.

Chapter Dues – Dues increase proposed for 2009, Member dues increase from \$15 to \$20, Family membership goes down from \$6 to \$5. Membership will vote at the May meeting.

Roundhouse Contingency Planning Committee – Keith Fleschner is Chapter representative, charter is to deal with issues associated with the eventual eviction notice from UPRR at Brooklyn.

Observation Platform Display: Eileen Brazil has agreed to store the display, this saves the Chapter \$89/month in storage charges.

Snacks – Thanks to Jean Hickok for tonight and next month as well. Other dates are available.

National Director: Ed Berntsen – Will be attending Spring Board Meeting. Chehalis has received a railway heritage grant to repair a traction motor, need volunteers to help with removal and replacement. National Convention in Texas this year, a few members are going. National office has relocated, national library is in storage at the moment while options are considered. President Molloy has appointed a Governance Committee to investigate options.

Membership renewals to date: 195 Regular, 65 Family. 57 have not renewed this year.

Library – Ralph Johnson – Meeting was held March 15, next meeting April 12 10:00 AM at St Marks, Bob Weaver has offered to lead the Library committee. Interested persons are encouraged to attend.

New Room 1 Display Rack – Donated by McGaffey Family. This has been installed in Room 1.

Flanger – Charles Stevens – Has wintered well, no leaks. Windows are being fabricated, will then be painted and installed. Hardware needs to be sandblasted and painted. Looking for help if you have resources or skills.

Adjourned 2045 hours

Respectfully submitted, George Hickok, Secretary

APRIL MINUTES

Pacific Northwest Chapter – National Railway Historical Society Regular Membership Meeting – April 18, 2008

Call to order 1932 hours, President Arlen Sheldrake presiding.

Welcome to Members and Guests, please remember to sign in. Betsy Johnson, guest of Jerry Tanquist, was introduced. New member: M. James Replogle, Mountain View, CA.

March meeting minutes will be published in next months Trainmaster because of the late date of the March meeting.

Treasurer's report – Jean Hickok reported on expenses to date and account balances. Motion to accept by Doug Auburg, seconded by Ralph Johnson, passed.

National Director report – George Hickok read the report from Ed Berntsen summarizing the April 12-13 Spring NRHS Board meeting. Highlights: the closure of the National office was completed on February 29th as scheduled; daily NRHS office functions have been transferred to Fernley & Fernley; books and photo archives have been transferred to the National Library of American Transportation for storage; film and video library have been transferred to a Phillipsburg New Jersey organization who will continue preservation and loans; and a task force is looking at options for future library and office facilities. Also effective immediately is a new Youth Membership category for persons age 5 through 12 with annual dues of \$5.00. Also established was a new adult membership category for those never before belonging to NRHS, first year dues of \$23.00. The NRHS Bulletin Winter 2007 issue is now in the mail and the next two issues are at the printer. The remaining seven issues (finishing 2007 and all four 2008 issues, are all contracted and in progress editorially. Editor Jeff Smith reports the Bulletin is on track to be completely up to date by December 2008.

S-2 # 39 Scrapping Project – George Hickok – Making good progress on cutting the locomotive up because we have been unable to find a contractor that is able to cut it up. Next work part on Sunday, contact Keith Fleschner if you are interested in helping.

S-2 # 36 Cosmetic restoration Project – Board has decided to go for a grant to do cosmetic restoration work on the locomotive, including sandblasting to remove lead based paint and painting.

New Home Committee Update – Al Hall – Reported on meeting with Land Use Planning consultant and challenges involved in zone change. Road Trip done on his advice to look at other pieces of property that could be used to rule these sites out as part of the zone change process. Committee continues to make progress.

Train Mountain Excursion Update – Jim Long – Flyer was in the April Trainmaster, we have enough people interested that the trip will go ahead. Please sign up if you are interested. This is open to the public so please pass the information to interested persons.

Lending Library Update – Thanks to Ralph Johnson for organizing the meeting. Congratulations to Bob Weaver who is our new Library Chair. Library will be open the two Saturdays following the membership meeting. Thanks to retiring Library chair Irv Ewen.

Zoo Railway 50th Anniversary June 14 – The Chapter was heavily involved in building this railway back in 1957-58. We are working on a Special four page edition of the Trainmaster as a handout for this activity. If you are interested in helping with outreach please contact Bill Hyde.

Annual Banquet April 26 – Al Hall – 57 people signed up so far, have room for more. If you are interested, please contact Al Hall. Details in the Trainmaster.

Snacks tonight by Jean Hickok (Second month in a row) – Please sign up!

Trainmaster Editor – Welcome to Steve Hauff, our new editor. Steve also edits Tall Timber Short Lines magazine.

Concessions and Outreach – Al Hall – We did very well at the Willamette Cascade Model Railroad Swapmeet April 12-13 in Eugene. Thanks to all the people who helped make this a big success.

Washington State History Museum exhibit The West the Railroads Made, opened April 13th – January 24 2009. The exhibit will be in Portland in Spring of 2009.

SP&S # 601 Mt Saint Helens (Sister to the Mt Hood) Owner Mike Gelhaus will have the car open for viewing May 3-4, Noon-5 PM in Spokane.

Enjoy the snacks tonight and remember to feed the kitty – Thanks!

Tonight's program: Jerry Tanquist The Great Southern Railway – Next month TriMet Westside Express Service.

Adjourned 2018 hours.

Respectfully submitted, George Hickok, Secretary

PNWC – NRHS MISSION

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

RAILWAY NEWS

STB DECISION – Coos Bay Rail Line

Surface Transportation Board Decision, STB Finance Docket No. 35130, Decided April 10, 2008:

CENTRAL OREGON & PACIFIC RAILROAD, INC. – COOS BAY RAIL LINE

It is ordered:

1. RailAmerica and CORP are ordered to show cause by May 12, 2008, why the Board should not consider CORP's ongoing failure to provide service on the Coos Bay Line to be an unlawful abandonment and why CORP should not be required either to repair tunnels 13, 15, and 18 on the Line and resume rail service or to seek abandonment authority.
2. RailAmerica and CORP must serve a copy of their response on the State of Oregon, the Port of Coos Bay, shippers on the Line, and Union Pacific Railroad Company.
3. Entities served with the railroad's response will have 10 days from the filing of the railroad's response with the Board to address that response.
4. This decision is effective on its service date (April 11, 2008).

The full (very interesting) six-page decision document is available on the Surface Transportation Board's Web site: www.stb.dot.gov.

JOHN MONTEREY “JACK” HOLST an Autobiography

May 13, 1934 – August 26, 1972 – 38 years

I was born in Dallas, Oregon on May 13, 1934, exactly one year to the day after discontinuance of passenger service on the Oregon Electric Railway.

There have been no railroaders in our family although both my father and grandfather were forestry men and as such spent much time in the woods in and around logging trains.

I was raised in Bend, Oregon in the heart of Oregon’s pine logging country. The tracks of Brooks-Scanlon, Inc. and Shevlin-Hixon Company’s logging railroads could be seen from our kitchen window. I used to leave for school each morning as soon as the Brook’s log train passed. I think my first train photo was one of a wreck which occurred one morning as I watched from the window. A light helper locomotive backed into a log truck on a crossing, derailing the tender and killing a breakman.

I was given an American Flyer “O” gage train when I was six. This small toy train gradually grew into a rather extensive model railroad using Lionel and Flyer equipment. This eventually filled our basement. When the decision to move to a new house was made, it had to go as the new home had no basement. I sapped much of the “O” for “HO” and have been modeling in “HO” ever since.

I can’t recall when my interest in the prototype started. I hung out in the yards and local roundhouses from the time I could be trusted away from the house alone. In 1950 I was a delegate to the National Boy Scout Jamboree at Valley Forge, PA. One of the big thrills of this was the chance to cross the country on our own chartered train. The following summer I went, again as a Scout, to the World Jamboree in Austria, again crossing the country by rail and traveling extensively throughout Europe by train. Following all this rail travel, it was little wonder that I became permanently “hooked” on trains of all types.

During these high school years, I discovered a classmate with similar interests. Jerry Lamper and I spent a lot of time together model railroading and chasing trains. It was Jerry who went with me on our first “solo” railfan adventure. We were both 16 at the time and spent our entire spring vacation driving about the state visiting logging and short lines. It was a good thing we did, for this was about the time that a large number of lines were dieselizing or going out of business in favor of log trucks.

Actually seeing some of these lines in operation lead me to attempt to find out more about their history. Up until this time I’d read a few issues of Railroad Magazine and Trains, but hadn’t really discovered that anyone other than working railroaders and historians were interested in trains. Through the Railroad Magazine “Camera Club” ads I met Doug Richter who was a major influence in my continued interest in railroad history. Another historian who I “met” through the Camera Club was Mallory Hope Ferrell. We were both beginners at the time, but we swaped data and photos and helped to developed each others interests and collections.

Railfan activities were pretty well shelved during the 1952-1956 period while I attended Oregon State University. I went to school, steam was everywhere, when I got out, it was gone. After recovery from the shock, I set out to see what remained, this time with a couple of good cameras.

After graduation from Oregon State with a BS in Natural Resources, I obtained my first job as a Planner with the Multnomah County Planning Commission in Portland. I met my wife Shari (Connell) shortly after moving to Portland. I met her through another girl who lived in my apartment building. It was a typical love at first sight affair and shortly afterward we were married. Shari has tried to build an interest in my railroading, going with me on many trips to ride and chase trains. She has built some structures for my model railroad, but her attitude about railroads can best be described as tolerant. Shari’s interests run towards art and crafts and animals. She is a talented sculptor and also works in ceramics, painting & drawing, sewing, knitting and beadwork. Shari and Suzi, our 14 year old daughter, also enjoy skiing. Sports cars are a family sport. We own two, a bug-eyed Sprite and an Alfa Romero. We all enjoy watching races and participate in rallys. I also work in the pits for race driver friends as their mechanic. Suzi now navigates for me in rallys and even managed to lead us to a trophy in one large event. Shari’s fondness for animals is reflected in the large number of assorted pets we have had... a skunk, guinea pigs, turtles, mice, goats, a rabbit, fish, and our current pets, three pedigreed Basset Hounds named Sam, Freckles and Humphrey. Plans are to have lots of little Bassets once Freckles is old enough. Humphrey is quite mechanically inclined and spends hours looking over my shoulder as I overhaul the sports cars or work on locomotive parts.

I am presently Planning Manager for Robert E. Meyer Engineers, Inc. My work involves the preparation of

comprehensive development plans for cities and counties throughout the Northwest. I greatly enjoy my work which basically involves helping communities to adequately prepare themselves for the future. By doing so, I hope I have helped to make the future a little bit better for everyone. One of my principal gripes is the unreal national priorities which place such items as war, the SST, and the space program ahead of such items as adequate housing, rehabilitation of our cities, and education.

As to my personal appearance, I guess big is the best description. I stand 6'4 1/2" tall and weigh about 250. My hair is brown and my eyes grey. My dress is usually not too neat. After all day at the office in a suit, I love to scrounge around home in a tee-shirt and Frisco jeans. My old red jacket and red sweatshirt have become sort of a trade mark wherever steam runs in the west. I'm overweight, but do little about it. My principal exercise is working on steam locos, sports cars, or running through the woods in chase of a train. I smoke quite a bit, drink lots of good beer (little hard stuff though), and live on five to six hours of sleep a night. In spite of this I've only seen a doctor a couple of times in the past ten years and seldom even have a serious cold. My eating habits run to steak, hamburgers, and pizza. Politically I'm a conservative Republican. I am a protestant, but feel that the organized church has little to offer having largely failed in its mission to keep up with changing times.

Our home is a typical suburban split level. Only the lower levels show that a railfan is in residence except for a small locomotive-shaped sign with our name on it on the porch. The double garage somehow manages to hold three cars, three dogs, three bicycles, a work shop, and nearly enough parts to build a locomotive. My only piece of operating railroad equipment, a former NP "Fairmont" speeder is stored at a friend's house.

My den is something else. In addition to my roll top desk and an old walnut library table which I type on, the room is cramed with file cabinets, wall to wall bookcases, a stereo, TV, locomotive bell, whistles, lanterns, trophies (from sports car ralleys & Shari's bowling), and assorted railroadians. Just outside the door is my data processing center with key punch, sorter and printer. A 12 X 20 foot model railroad, the Sugar Pine Ridge, and HO scale logging railroad, fills the basement. The basement walls are covered with photos and locomotive builders plates. Nearly all of my railroadians is from logging lines and all was legitimately acquired at the time steam and the railroads themselves were disappearing.

I have extensive files of locomotive rosters and builders lists as well as a large collection of photos and negatives of western lines. My favorite railroad, the former Klickitat Log and Lumber Co. line is well represented by some 300 black & white negatives, a couple of hundred slides and 600 feet of 8 mm movies which I've taken. Someday I hope to do a book on the line. To date my efforts in writing on railroads have been in the form of articles for Pacific News and the NRHS Bulletin. As a joint effort with a couple of other NRHS members we have just completed a small book on the Spokane, Portland & Seattle. The book, to be published by Chatham Publishing Company in the near future, is a brief history of the company and the various lines and a detailed motive power roster.

For nearly ten years I've been working on a history of the Heisler Locomotive. This has been a tough project due to the lack of existing records of the company, but with the cooperation of Walt Casler and hundreds of helpful fans it is finally falling together. While working to prepare a list of firms using Heislors, I developed the technique of using electronic data processing equipment for storage and retrieval of information concerning locomotives. My pioneering efforts in this field have been written up in detail in the NRHS Bulletin and Pacific News. I also seem to have discovered a virtually untapped source of information on locomotive ownership in the form of sales contracts recorded in the archives of many county courthouses. This has unearthed a vast amount of information that otherwise would have been lost to history.

I belong to the Pacific Northwest Chapter of NRHS which I've served as VP, President, & Director. I'm now Mechanical Chairman and Chairman of the Publication Committee. I also belong to the Pacific Locomotive Association, the National Model Railroad Association, and the Puget Sound Railway Historical Association. I'm also Western News Editor for the NRHS Bulletin which involves reading the newsletters of 12 western chapters and reporting on their activities as well as covering current events as best I can. As a contributing editor of Pacific News I keep them up to date on happenings in this area and write a major feature history at least once a year. I also write many of those "tounge in cheek" stories for the Trainmaster of the PNW Chapter which poke good natured fun at railfanning, Trains, and Railroad Magazine each April. The famous Coopey Falls and Gribble Creek Railroad with its rawhide powered incline to the Columbia River Salmon Mines and the Professional Isosceles column are examples of this.

I read everything I can lay hands on. Railroad, Trains, Model Railroader, X2200 South, Locomotive Notes, Pacific News, NRHS Bulletin, NMRA Bulletin, Oregon Historical Society Quarterly, Life, Business Week, Yankee, a pile of professional journals, and a railroad book a month pretty well occupy my reading time. With all of this reading, I seldom read a newspaper but keep up with current events via my car radio while commuting to work. I watch some TV, leaning mainly towards comedy-westerns and sports. My music tastes vary greatly, leaning toward folk music and county and western, but I also enjoy classical music. I have no musical talent myself, in fact I'm noted for my monotone renditions of songs which sound good to me and drive my companions to drink.

While I've never worked for a railroad, I've spent so much time around them and on locos that I've become knowledgeable and fairly proficient at most railroad jobs. As one of the founders of the former Vernonia, South Park & Sunset Steam Railroad I've learned a lot about how to build a railroad & how to operate one. In working with a top notch master mechanic on the Vernonia line I've learned a lot about steam and how to keep it going. In our current restoration of a shay we've learned a lot more and now feel competent to tackle anything on a steam loco. My big handicap is that I've never learned to weld. Whenever time permits, Shari and I will both take welding courses as she wants to do metal sculpture and I want to repair trains.

One of the biggest thrills of my railfan career was my first opportunity to operate a Heisler on the Klamath and Hoppow Valley. After writing about Heisler for years, I was afraid I'd never get the chance to see what one could really do. The K&HV with its switchbacks and eight percent grades gave me tht opportunity. It is meeting people like Gus Peterson, the owner of the K&HV, and many other fans I know that has made the hobby so enjoyable to me. I now go on fantrips primarily to get together with my wide spread acquaintances. The annual bull sessions at McCloud and Klamath which enable the California gang to meet with the Oregon gang have become the social events of the year. Any session that combines such fans as Duke, Loenig, Staff, Ranger, Richter, Hanft, Hungerford & Labbe is bound to be exciting.

My adventures chasing after locomotives could fill volumes. I've broken trail into a snowed in logging camp, forded streams where the car floated, driven all night many times to see a steamer, eaten in the world's worst restaurants, rerailed trains, derailed trains (I put a ballast car on the ground twice in one day on the K&HV while running), ridden on railway of every guage from 18 inch to 5'3", and in general had a hell of a good time.

[Note: this is the original text as typed by Jack Holst, no changes have been made. This autobiography was prepared at the request of Freeman Hubbard of Railroad Magazine for his Interesting Railfans series; it probably was written in either late 1971 or early 1972, the original is not dated. It is believed that Jack was intended to be Interesting Railfan #28 but the series was discontinued. This document is part of the Pacific Northwest Chapter, National Railway Historical Society archives.]



Jack M. Holst Memorial Award Winners

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

1981 Charles W. Storz, Jr.	1990 Bob Hoffman	1999 Gerald A. Schuler
1982 Irving G. Ewen	1991 Roger A. White	2000 Richard A. Carlson
1983 Edward E. Immel	1992 Bob Weaver	2001 Maxine Rodabaugh
1984 Walter R. Grande	1993 Gerald K. Webb. Sr.	2002 Cora Jackson
1985 John D. Holloway	1994 <i>No award</i>	2003 George N. Hickok
1986 Mary Lou Weaver	1995 James A. Loomis	2004 Glenn E. Laubaugh
1987 Bob Slover	1996 Frank J. Weiler	2005 Arlen L. Sheldrake
1988 Marilyn L. Edgar	1997 Darel H. Mack	2006 Keith L. Fleschner
1989 Peter M. Rodabaugh	1998 George N. Hickok	2007 Allan B. "Al" Hall

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Editor's Column

Hello, everyone! I'm taking a column to introduce myself and explain some of the minor changes that you are (and will be) seeing in *The Trainmaster*.

About me... I've been writing about trains for almost 35 years now. My prose and photos have been published in at least 20 different magazines in four countries. Along the line, I co-authored a couple of books on locomotives, wrote a section of another book and was the historical editor for still another. I have been a contributing editor, a technical editor, and most recently an editor-in-chief for railfan publications. My degree is in physics, I am a licensed civil engineer, and a retired county public works director. I have gandy-danced for a logging railroad. I also speak widely on railroad and logging subjects - some of you have been subjected to my speechifying at Chapter meetings, and a few years ago, at the annual banquet - sorry 'bout that!

My wife, Mary, and I have lived in Port Angeles for the last 45 years. We have an empty nest - our "baby" (Samantha) is now an emergency physician in Ann Arbor, Michigan.

So, why am I a member of Pacific Northwest Chapter? Well, in my misspent youth I fell in with a bad bunch: John Labbe, Jack Holst, etc., etc. Our first book was about a Portland product - the Willamette locomotive - and our publisher was from Portland, Binford and Mort. I've had a long kinship with the south side of the Columbia.

The editor's position allows me to help the Chapter, even if I'm four or five hours away. (Note: I had just called Arlen to find out a little more about the job, and the next thing I knew, my name was on the masthead! The man is quick.)

There are a few things you can do to help with *The Trainmaster*:

Make the deadline - 20th of each month.

Submit text and captions as a .doc or .rtf file.

If possible, use (font) Times New Roman, 12pt.

Do not embed photos or fancy formatting.

Send photos as separate .jpg or .tif files.

Send captions and credits for all photos.

If you have questions, contact me.

Remember, this is your *Trainmaster*; and because of my location, I have little idea what is happening with the Chapter. We need your constant help.

It's a pleasure to be aboard. *Steve Hauff*

Bill of Lading

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