

The
August 2008



Trainmaster

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



PACIFIC NORTHWEST CHAPTER TIMETABLE #553

Board of Directors meeting: August 8 and September 11, Room 208, Union Station, 7:30 pm

Lending Library is open two Saturdays each month from 1 pm to 4 pm, the Saturday following the Chapter meeting and the following Saturday. It is also open every Monday from 10 am until Noon. A wealth of material is available for PNWC member check-out.

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

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

August 15 7:30 pm – Program: *Logging Railroad Diesels*, Steve Hauff

September 19 7:30 pm – Program: *Alaska Railroad Recollections*, Bill Thomasson

October 17 7:30 pm – Program: *Willamette Shore Trolley*, Bill Binn

November 21 7:30 pm – Program: David Sprau (tentatively scheduled)

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

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

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

October 17 *Westside Express Service* opens, Oregon's first commuter rail service, Beaverton – Wilsonville

November 8 *Mt. Rainier Scenic Photo Freight*, Mineral to Morton, 888.783.2611 or www.mrsr.com

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

May 9, 2009 *National Train Day*, www.nationaltrainday.com & www.orhf.org

August 10-16, 2009 *Steam on the Range*, NRHS Convention, Duluth, Minnesota, www.nrhs.com

MEETING SNACK SIGN-UPS

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

August = Ron McCoy & Christopher Bowers

September = Mark Reynolds

October = available

November = available

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



PNWC – NRHS MISSION

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

PRESIDENT'S RAMBLINGS – August

by Arlen L. Sheldrake

It was my pleasure to attend the June 16-22 *Lone Star Rails NRHS 2008* convention in Ft. Worth, Texas, hosted by the North Texas Chapter. It was an excellent convention with many interesting events that was well organized and documented. The Midwest lived up to its reputation with some real severe thunder storms, some heavy rail storms, some high heat, some high humidity and lots of sun; but you know what, the events overshadowed any complaints with the weather. My trip to the convention was via the *Empire Builder* from Portland to Chicago and the *Texas Eagle* from Chicago to Ft. Worth. My Portland-departing *Empire Builder* was the last one into Chicago on June 14 as high water annulled service between Chicago and St. Paul. Our route from St. Paul to Chicago was via a detour to avoid high water. My trip south on the *Texas Eagle* departing Chicago on the 15th was also interesting as both locomotives died in the community of Edgewood, Texas. Seeing the Mississippi River so high that the water level was the same on both sides of one dam was quite impressive.

One of the many benefits of attending a national convention is the opportunity to meet PNWC members who aren't able to attend membership meetings or other Chapter activities due to their distance from the Portland area. Members such as **Tom Hargis**, Fort Myer, VA, **Tom Hughes**, Keller, TX, and **Mike Bergman**, Seattle, WA, were joined by other PNWC members **Gordon Zimmerman**, **Kent Hutchens**, and **Joe Harper** who also attended the convention. Joe was at the camera again doing the *Lone Star Rails* official convention video.

Most NRHS convention attendees focus on the train trips and this convention had a very enjoyable mix of them but one of my convention highlights was the seminars. The History Preservation track of seminars was very interesting and helpful and the seminar on the T&P 610 and the '76 American Freedom Train was outstanding. This was my first opportunity to meet Todd Schannuth, author of the www.freedomtrain.org website, with whom I had previously worked via email on the history of our AFT #76 crew car.

The *Friends of SP 4449* are now selling their October 2008 through 2009 fundraising calendar, with many outstanding pictures and familiar faces. February 2009 features a picture of the 4449 on a test run between Wishram and Portland, pulling a freight train weighing the equivalent of the American Freedom Train. This is the first picture I have seen of the PNWC 76 in its pre-AFT *Oregon Pacific & Eastern* livery. Fifteen months (October 2008 through December 2009) is a \$15 bargain. It will be available at the August meeting. I'll mail you a calendar if you send \$17 to me at: 1718 SW Parkview Court, Portland OR 97221-2640.

Many thanks to **Al Baker** for stepping up to volunteer to organize membership meeting programs. As noted last month, this position has been vacant for 2008 and really needed to be filled. Please forward any and all membership meeting program ideas to Al, 503.645.9079 or albaker33@comcast.net, for his consideration. Our Lending Library facilities have recently been improved by **Bob Weaver**. Bob reports the addition of 11 linear feet for video storage and 8^{1/2} linear feet for books. The Lending Library, in Room 1 of the Union Station Annex building, is open the two Saturday afternoons following the membership meeting and on Mondays from 10 AM to at least noon. Our Lending Library is chock full of many excellent books and videos that are available for Chapter members to check out.

Update on Chapter member **Ted Ahlberg**. Ted is currently residing in an assisted living home in the Hazel Dell area and is recovering from a broken hip from a fall. Ted would appreciate your notes and cards: Ted Ahlberg, c/o Flowers, 10417 NE 20th Avenue, Vancouver, WA 98684. Ted's phone number is: 360.574.2548.

For those of you with photography skills, some newly installed lights at *Portland's Union Station* offer you a brand new opportunity. The flags on the top of the clock tower now have spotlights providing more than ambient lighting. This is the first time that the flags have received special lighting. Exterior lights have also been installed to highlight the windows around Wilf's.

Some Recollections, Lone Star Rails 2008

By Arlen L. Sheldrake

Once again I was lucky and attended the NRHS convention in Ft. Worth, Texas, June 16-22, headquartered in the Ft. Worth Hilton Hotel. The convention was hosted by the North Texas Chapter; Skip Waters led the convention effort. With some background in convention planning and delivery, I offer the following comments.

The pre-registration and registration process was delivered in what appeared to be a flawless operation. The pre-registration confirmation postcard arrived soon after sending in the pre-registration and the registration materials were received well ahead of the convention as promised and left nothing unanswered.

My original plan was to arrive on the *Texas Eagle* in mid-afternoon on the 16th, register and be ready for my first event early Tuesday morning, *Grapevine Vintage Railroad*, with buses leaving at 7:00 am. I won't go into the details of my delay but my late arrival eliminated registering and prompted sleeping in thus missing the start of the Grapevine event. Registering at 10:00 am, I noted to the volunteer that I had missed the start of the Grapevine event and he asked if would I like to try and catch it or would I like to attend the *Trinity Railway Express Shop Tour*, buses departing at 12:30 instead. Welcome to Texas and the Lone Star Rails 2008 convention. Thank you very much for extending me a very nice service to accommodate a problem not of your making!



Each day I attended one or more events that were well planned, well executed, and very interesting. Each day the convention published *The Daily Semaphore* color brochure describing that day's events. All convention attendees received the nice logo on a lapel pin and patch, for additional dollars other items could be purchased and I acquired a nice polo shirt.



You will see highlights of convention events in NRHS publications such as the *NRHS News* and the Annual Report so I won't be redundant; and don't forget to order Joe Harper's excellent convention video. Usually the seminars don't receive much notice so I will describe a couple.

This convention had two seminar tracks, History and Preservation. I very much enjoyed the T&P 610 and '76 American Freedom Train seminar put on by Todd

Both photos: *Trinity Railway Express*, RDC charter, June 19.
(Arlen Sheldrake photos)

Schannuth, Bob Skillman and Stephen Brown. This was my first opportunity to meet Todd, the producer of the excellent American Freedom Train DVD, with whom I had worked via email on information about the PNWC #76 for the www.freedomtrain.org web site. Then there was the Preservation track. Absolutely outstanding information from library and other experts on how to preserve all this *stuff* we collect either personally or as organizations. I am hopeful that these preservation seminars will promote more of the same in the future.

For me one event deserves some highlighting. No it wasn't mainline steam, no it wasn't primarily a train ride; it was primarily a bus ride. The Dallas Historic Rail Tour event on Thursday was a most interesting and enjoyable collection of events making for a great day. The event began with a chartered Trinity Railway Express Budd Rail Diesel Car trip from Ft. Worth to Dallas which included a photo runby. Also included was a slide presentation on the Dallas Union Station history and preservation efforts, a trip to the Museum of the American Railroad and a all day transit pass for the return trip whenever you wanted to return to Ft. Worth. One of the highlights of this event was the bus tour of downtown Dallas historic rail sites. This bus tour was very well researched and organized; two volunteers on each bus, one directing the driver on where to turn and the other reading the history as we passed or stopped at the historic site. We saw and learned about Dallas railroad history that you would never, never find on your own.

I enjoyed all the events and very much appreciated the efforts put out by all the convention organizers and volunteers. Everyone was helpful, everyone was focused on the attendees having a good experience; Texas hospitality was outstanding!



Both photos: Museum of the American Railroad, Dallas. The museum will soon be moved to Frisco, Texas. (Arlen Sheldrake photos)

5,527 Volunteer Hours in 2007

Last year 25 Pacific Northwest Chapter volunteers reported logging 5,527 hours in support of Chapter and NRHS activities. **Jim Hokinson** reports that for 2007 our big month was December with 760 hours logged in support of the *Oregon Rail Heritage Foundation's Holiday Express* operation. The Flanger restoration project logged 678 hours for the year.

As PNWC moves forward with developing a new home and other grant opportunities, logging volunteer hours shows granting institutions that the PNWC has a committed and active membership. Please contact Jim Hokinson, PO Box 24, Lake Oswego OR 97034-0003; 503.635.4826 or jhokinson@msn.com for forms or any questions. Forms may also be obtained at any membership meeting.

Are you reporting your volunteer hours?

Scenes from the WP&Z Railway 50th Anniversary



(Photos from Ron McCoy and Jim Hokinson)

MAY MINUTES

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

President Arlen Sheldrake called the meeting to order at 7:35 PM

Welcome guests and members, please remember to sign in. Thanks to John Magnusson from ORHF for doing the snacks tonight.

The May Trainmaster included membership meeting minutes from March and April, approved as published.

Treasurers report, Jean Hickok – see Treasurer for detail report. Motion to accept by Doug Auburg, seconded by Ron McCoy, passed.

To accommodate tonight's speaker, Chris Novotny – TriMet Commuter Rail, the program is being presented first with the business meeting last.

Vote on change in Chapter dues as published in the Trainmaster - Proposal \$20 for regular and \$5 for family memberships effective 2009, motion by Al Hall, seconded by Jim Hokinson. Passed.

Track work at Antique Powerland May 24, May 31, and June 7 so we can get the S-2 #36 to the MofW exhibit, starts at 9:00 AM, contact Eileen Brazil for questions.

39 Scrapping Update – Work continues. Majority of body has been removed, fuel tank almost gone, continuing to work as quickly as possible. We will publish a list of everyone who has helped.

Membership - The cutoff has been reached, anyone who has not renewed will be removed from the roster and the Trainmaster mailing list.

Train Mountain Excursion - Sales have closed and final passenger list has gone in. Thanks to Jim Long for all the work to make this work.

#36 Cosmetic Restoration – Mark Reynolds is chairing the project. Pat Tracy has loaned the Chapter a model of an S-2 painted in original colors. We are working on getting bids to have the locomotive sandblasted and painted, intent is to seek grant to cover the expense.

Washington Park and Zoo Railway 50th Anniversary – Special Edition of the Trainmaster is in the works, event will be June 14th. (Next year there will be a celebration for the 50th anniversary for the steam locomotive Oregon.)

National Train Day May 10th at Union Station – We were at the event and thanks to Scott Hurd for his help in organizing this event. Thanks to Al Hall and his volunteers for their help.

Membership Survey – Al Hall has started calling. We have a lot of members that we don't know a lot about, collecting data for a member profile.

Steam locomotive outings - 4449 to Sherwood for the Crusin June 14. 700 operating out of Oaks Park June 26 – 29. 4449 Stampede Pass trip in October, TicketsWest will start selling tickets in June.

Adjourned 9:30 PM

Respectfully submitted, George Hickok, Secretary

JUNE MINUTES

Pacific Northwest Chapter – National Railway Historical Society Regular Membership Meeting – June 20, 2008

Vice President Keith Fleschner called the meeting to order at 7:35 PM

.New member Glenn Riddervold of Walnut Creek California was announced.

No Minutes to approve due to Trainmaster publication deadline

Treasurer's Report, Jean Hickok – See Treasurer for report details.

2008 Membership Renewals – 37 members did not renew before the deadline this year, personalized letters have been sent. As of June 11, 4 renewals in 6 replies.

S-2 # 39 Scrapping Project, Keith Fleschner/George Hickok – Continue to cut, down to engine block and base plate, and the material below the deck. Next work party will be on Sunday.

Track Laying Project at Antique Powerland, Keith Fleschner – Work continues on the track laying project, only about 40 feet left to go.

Train Mountain Excursion Review, Jim Long – 35 on the train + 3 more, total of 38 participants. Special thanks to the folks at Train Mountain for their support. Special thanks to Jim Long and all the folks that helped make this a success.

Washington Park & Zoo Railway 50th Anniversary Review, Ron McCoy – The PNWC was invited to participate in this event celebrating the 50th year of operation of the railway. The Chapter has been involved in this railway since its inception. There was a huge turnout for the event. Ron showed a

slide show of pictures taken at the event. Thanks to Ron McCoy and all the folks that helped make this a success.

Family Fun Multnomah Falls weekend, Al Hall – This is our 4th year at this event, we are pleased to have been invited back again this year. Weekend of June 21 & 22 this year. Thanks to the volunteers who help make this event a success.

WES – Ron McCoy – Tri-Met has received the first two cars (one power car and one trailer) that have arrived from Colorado Railcar. Jean Hickok and Ron McCoy went down to the maintenance facility at Wilsonville and toured the two cars. Ron presented a slide show of pictures taken of the new cars.

Great Oregon Steamup – Last weekend in July and first weekend in August – Looking for volunteers, contact Al or Judy Hall if you are interested.

Snacks tonight by Jean Hickok, \$2 minimum contribution suggested, please feed the kitty so the kitty can continue to feed you. Need people to volunteer for snacks.

Adjourned at 8:15 PM

Respectfully submitted, George Hickok, Secretary

JULY MINUTES

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

President Arlen Sheldrake called the meeting to order at 7:32 PM; Kyle Denbrook, grandson, NRHS member at large and guest of Olive and Gerald Schuler was welcomed.

Minutes – None to approve tonight, Two months will be published in August Trainmaster.

Treasurers report – Jean Hickok – reported no unusual expense or income (other than excursion and scrapping) this month. Report details are available from Jean. Darel Mack, Al Baker - Motion to Accept Treasurers report- passed

S-2 # 39 Scrapping Update – George Hickok – progress continues, scrap continues to pay for supplies. Have opened an account at Maverick Welding in Oregon City, gets us discounted pricing on supplies.

S-2 # 36 Display at APMA – Arlen – Track is complete except for ballasting, locomotive is at the head of the track and off main line waiting for ballast to be completed before being positioned for display.

Family Fun Days at Multnomah Falls June 21-22 – Al Hall – Event was a success again this year, thanks to everyone who helped. Concessions did well.

Steam Up at APMA- Al Hall/Arlen – Have many volunteers who will be helping at our Concessions and Outreach booths. We will be participating in the Youth Passport program again this year with our Outreach booth at the Flanger/Spreader/S-2; looking forward to another successful event.

ORHF Spring newsletters – Arlen – Mailed in late June, available here at the meeting.

Friends of SP 4449 2009 Calendars are available for purchase, \$15/each, see Arlen if interested. There are two pictures of the PNWC 76 on the February and the March pages.

Lending Library Update – Arlen – Storage shelves are being updated by Bob Weaver to make better use of the space.

Archive Update – Bill Hyde – We are receiving three boxes of grade crossing inspection records from the State of Oregon Transportation Department thanks to a reference from Bob Melbo, ODOT Rail Division.

Flanger Restoration – Charles Stevens – Bay window restoration is complete and the windows have been installed, Flanger has been given a sponge bath to remove bird poop in preparation for Steam Up this year. Work continues on restoration of the side windows; expected to be ready for installation later this year.

Volunteer Hour Reporting – Forms are available, please use them and return to Jim Hokinson. Jim reports 5,527 volunteer hours for 2007.

Snacks tonight by Jean Hickok, Please feed the kitty so we may continue to have snacks. Suggested contribution; \$2 please. Please sign up if you are interested.

Congratulations to Al Baker who has volunteered for Program Chair for next year. Please contact Al if you have ideas for membership programs.

Looking for members to serve on the Nominations Committee, contact Arlen if interested.

Union Station Update: Spotlights on the flags and accent lights around Wilfs as well.

Program tonight: The History of the O&C or Saving Oregon's Future – Informational video from Jackson County and Jackson County Board of Commissioners and the 30-minute orientation video from the Antique Powerland Museum. Also being shown are pictures by Ron McCoy from a recent trip to the POTB Railroad tunnel #1 and George Hickok showing of #39 scrapping pictures.

Adjourned 8:20 PM for snacks and program to follow.

Respectfully submitted, George Hickok, Secretary

TRAIN MOUNTAIN EXPRESS

by Jim Long

On May 30, 2008, the Chapter's "Train Mountain Express" excursion carried 35 passengers aged 5 to 94 on Amtrak's Coast Starlight to Klamath Falls, Oregon, to enjoy a fun-filled day at Train Mountain, the world's longest miniature railroad. Three more local passengers joined us in Klamath Falls, and our total group of 38 had a trainload of fun riding, photographing, and even chasing trains.

The Chapter owes a heartfelt thank you to many individuals and organizations that made our trip possible. First, the invaluable assistance and courtesy of Ross Perrin and Cheryl Hensley at Train Mountain. A very special thank you goes to Fred and Tom Vertel of Timberlake Railroad. Everyone enjoyed a walking tour of the Train Mountain Central Station and shop areas, followed by two lengthy train rides around the Train Mountain layout, covering a substantial amount of their mainline track. Fred made all the arrangements to assemble two large passenger trains (with two units each) to haul all 38 of us, and Fred and Tom even rolled out their "0-4-0 locomotive" barbecue to serve lunch to a hungry group of train passengers, engineers and conductors. And of course, we thank our train crew volunteers: engineers Russ Wood and Lee Pirtle, and conductors Bill Dwyer and Jim Rickman. Thank you, all!

Thank you also to Chapter members Charles Stevens and Ron McCoy, and Amtrak Stationmaster Scott Hurd. Charles spent lots of time organizing and handing out the excursion trip guide, informational brochures and some special souvenirs to each excursion party. Ron did most of the organizing of the on-board snack service that each passenger received on the southbound trip, managed the bulk of the group that stayed at the main motel, and



graciously donated his personal vehicle's mileage for a "scouting trip" to Chiloquin in early May to firm up locations and arrangements. Scott Hurd gave the Chapter a quantity of the excellent "Window To The Past" booklet produced by the Northwest Rail Museum, which details the history of Portland Union Station. Each party also received one 1984 SP timetable.

Twenty-nine of us boarded in Portland, and our car host Mario was very courteous to allow us to occupy the rear half of the last coach in the consist, giving us excellent views as our train curved ahead of us. Once we departed Portland, the passengers got to enjoy a snack of lunchmeat, cheese and crackers, plus chips, cookies, peanuts and a bottle of water. Meanwhile, the dining car steward gave me a block of dinner reservations to dole out to our group. Not surprisingly, it was hard to find anyone who wanted the earliest dinner seatings after such a substantial snack!

Traveling down the Willamette Valley, we gained three more passengers in Salem, and three more in Eugene, where our Coast Starlight party of 35 became complete. The anticipation on board increased noticeably as we departed Eugene, rode past the Siskiyou Line wye near Judkins and traveled through Springfield and over the Natron cutoff toward Cascade Summit via Oakridge and the Salt Creek valley.

South of Oakridge, not long after crossing the Salt Creek trestle at Heather, our train traveled directly past the Frazier Slide, giving passengers a picture-window view of this huge landslide area. On January 18th, a massive slide of rain-saturated soil and rock blocked the Union Pacific main line, halting or detouring all rail traffic for nearly three months while crews worked around the clock to remove millions of cubic yards of rock, mud, timber and debris. The "Train Mountain Express" trip guide informed passengers that Union Pacific estimated that 20 acres of soil and forest vegetation to a depth of 200 feet simply slid off the mountain, and came to rest covering 40 acres of the slopes below with water-soaked muck, rock and shattered timber. The line re-opened to passenger trains just two or three weeks prior to our trip, and some clean-up work was still in progress, judging from the men and equipment seen working in some locations. I was intrigued to see some of the techniques used in twenty-first century railroad engineering, especially how sources of runoff were channeled and baffled to reduce their potential impact on the roadbed. Although the news reports of the slide would lead one to believe that the damage was primarily in two locations, several other significant slides were evident during our trip.

A couple of miles north of Wicopee, a sizeable herd of 10 or 12 Roosevelt Elk was spotted within 100 yards of the train. At Wicopee, Ron McCoy said he didn't notice any obvious damage to the historic water column and holding tank, although it was impossible to tell whether the water intake to the tank was affected by the slide.



After Chemult, twilight began to descend, and we completed our trip nearly on-time, arriving at Klamath Falls just a few minutes past ten. With three shuttle vans awaiting, soon we were all snug in our motel rooms and looking forward to a busy day.

Although weather forecasts had been “iffy,” Saturday morning found our group arriving at Train Mountain under mostly blue skies. Klamath County had received around 1.5 inches of rain in the previous three days, a substantial amount for a region that is normally fairly arid. The group received a nice welcome by Train Mountain General Manager Ross Perrin, and then enjoyed a walking tour of the main station and shop areas. By 10:30, two lengthy trains had pulled up at the station, and as soon as everyone was aboard, we departed for our morning train ride.

We rode for approximately 75 minutes, from Central Station through the “Panama Canal” area over and under some bridges, before working back south, running downhill through part of the “serpentine” hill. We then took a route northwest onto the Dog Walk Hi-line, through the culvert underneath the road, out through North Portal and into the Caboose Ridge area. Even for the several passengers who had previously been to Train Mountain on the Chapter’s 2005 trip, lots of fresh mileage was had riding through the newly-constructed Aspen Grove Loop on the northern end of the layout. Several new homesites appeared to be in progress in that area.

At about 11:45, our two trains came to a stop within a few minutes of each other on the grounds of Fred Vertel’s home. Fred has a homesite adjacent to Train Mountain, and his railroad, Timberlake Railroad LLC, shares trackage rights with Train Mountain, similar to the way 12-inch-scale railroads do. After everyone got a chance to stretch their legs and visit with fellow passengers, Fred and his son Tom treated us all to a fine picnic lunch, which they wisely served indoors! What little rain we had that day fell mostly at lunchtime, while we were under cover.

After we enjoyed our lunch, Chapter member Joe Mayer arranged a group photo of the passengers, the two train crews, and the Vertels. Prints of these photos were displayed at the June 20 membership meeting. Thanks for a fine memento, Joe!

After we re-boarded our trains, and traveled past the logging camp, we went past the Santa Maria Valley caboose at North Portal, back underneath Chiloquin Road, and then down to the Rio Grande and South Meadow loops, which cover the far southern end of the Train Mountain layout. On several occasions, passengers on the two trains got to wave at each other as one went over a bridge while the other went under, or when we met each other on adjacent curvatures of the track.

After a nearly end-to-end run of the layout, two trainloads of happy passengers detrained at Central Station. For the rest of the afternoon, everyone followed their own pursuits, such as riding trains, photographing trains in the service bays or passing through the station, and exploring the numerous static display pieces at Train Mountain.

As the afternoon wound to a close, we migrated indoors to gather in the meeting hall at Central Station, and seated ourselves at the tables in preparation for the evening’s program and buffet dinner. Quentin Breen, founder and benefactor of Train Mountain, opened the program, and graciously recognized “the group from the Pacific Northwest Chapter of the National Railway Historical Society.” After some thank you’s and acknowledgments of the Train Mountain staff and volunteers that made the meet week possible, we enjoyed a fine dinner of chicken or roast beef catered by Norm and Virginia Small from Yummy’s Cowboy Cuisine of Merrill, Oregon.

On our return to Klamath Falls, our bus driver, Bob Baker of Pelican Charters, treated us to an extra bonus: a stop to view and photograph the excellent static display of Southern Pacific steam engine 2579 at Veterans Park on the north shore of Lake Ewauna in downtown Klamath Falls. We arrived a little before dusk, and just as though it was happy to greet us, the locomotive’s running lights and headlamp lit up only moments after our group stepped off the bus to view this fine display of a 1906 Baldwin-built 2-8-0 class C-9 Consolidation.



(Photos from Ron McCoy and Joe Mayer)

But that was just one of the special treats our group enjoyed. On Saturday morning, our day began with another fine bonus. Just as our charter bus departed the motel and passed under the historically lettered “Southern Pacific” truss span that carries the main line over the Main Street underpass, the Coast Starlight departed northbound from the Klamath Falls depot, crossing nearly directly over us. The train quickly gained speed on its way out of town, but roughly between Wocus and Algoma, our driver was able to catch up to it. We paced the Starlight for several miles along Upper Klamath Lake, and passengers were able to get good shots of the train through the bus windows.

As with many excursions, it can be debated whether it is more fun to ride the train, or photograph it. We got to do both!

CONNECT OREGON II GRANTS AWARDED

On June 20, the Oregon Transportation Commission announced the awarding of 30 Connect Oregon II grants totaling \$99,584,690. A total of 70 projects totaling \$178.5 million were proposed. The 30 include 10 aviation, two marine, 13 rail and five transit projects. This is an Oregon lottery bond backed program.

Over the past six months, committees made up of representatives from air, rail freight, marine and public transit advisory committees, regional transportation advisory committees, industry groups, transportation stakeholders, ODOT staff and members of the public reviewed the applications. In April, a 25-member Final Review Committee ranked the original list of 70 projects.

The following are summaries of the 13 approved rail-related projects with the project ranking:

Columbia River Rail Corridor Improvement, **Portland & Western Railroad**, \$6,300,000 (rank 1): Portland and Western Railroad will upgrade 23 miles of deteriorated 100-year-old rail along the Columbia River to reduce congestion and improve safety. The rail line will better connect several industries and will reduce emergency egress at highway-rail crossings.

South Rivergate Yard Expansion, **Port of Portland**, \$8,942,200 (rank 4): This project will expand South Rivergate Yard in the Northwest's busy shipping terminal to include one additional lead track and five additional storage tracks and will install a critical crossover in Bonneville Yard. These improvements will enable the yard to provide competitive rail access and help reduce congestion.

East St. Johns Siding Extension, **BNSF Railway**, \$5,221,405 (rank 5): BNSF's East St. Johns siding extension project will create a controlled siding with 7,700 feet of clear length by constructing 2,950 feet of new siding (a short railroad track used for unloading or bypassing a main track) and rehabilitating the existing 4,900 foot siding. This will provide more opportunities for trains to meet and pass in the heavily congested "Portland Rail Triangle."

St. Johns Lead Improvements, **Union Pacific Railroad Company**, \$6,995,221 (rank 11): This project will provide additional track capacity to support the busy Port of Portland and its customers, reducing congestion, improving connectivity and supporting a highly efficient directional flow of rail traffic moving through Portland.

Astoria Wye, **BNSF Railway**, \$2,040,158 (rank 21): This project will provide powering switches between the BNSF and Portland & Western Railroad, enabling trains to move more quickly throughout the busy rail system. This improvement will support more than 10,000 carloads annually and reduce wait times for Amtrak and other trains, while increasing the rail's ability to handle traffic from the Port of Portland.

Port Westward Railroad System Wye, **Port of St. Helens**, \$840,000 (rank 24): These rail improvements will allow locomotives to turn around at this vital port for the return trip to Portland and beyond. It will also enhance intermodal transportation connections, providing attractive incentives for new businesses to support the local economy.

Repair Flood Damaged Track, **Mt. Hood Railroad**, \$700,000 (rank 30): Repairing 22 miles of this rail line will bring back a long-established freight line as well as a tourism draw that has been missing since 2006. By relocating the river channel and rebuilding sections of the line, businesses that have since closed may reopen and freight haulers will have restored connections.

Albany Rail Corridor Improvement Project, **Portland & Western Railroad**, \$6,990,515 (rank 6): P&W will rehabilitate the Millersburg Yard and add or extend several tracks within the facility. This will allow trains direct access to the Millersburg yard, enhancing connectivity, reducing transportation costs, eliminating a corridor bottleneck and improving safety.

Mill City Branch Bridge Rehab and 286k Rail Upgrade, **Albany and Eastern RR**, \$3,777,280 (rank 18): Bridges on the critical Mill City Branch will be rehabilitated in this project, supporting several key industries and improving

safety along the line. The new bridges will better accommodate today's heavy rail loads and enhance the area's economic appeal to businesses.

Prineville Railroad / Freight Depot, City of Prineville, \$3,520,000 (rank 13): The Prineville Freight Depot serves as a multi-modal distribution center to bring rail traffic to the city's short line railway, offering freight options for central and eastern Oregon. This project will expand the depot's capabilities by building additional warehouse space and bulk transload facility.

Lakeview Branch Improvement, **Modoc Northern Railroad Company**, \$648,000 (rank 15): This project will provide new rail infrastructure in four key areas to accommodate growing shipping needs while allowing increased speed and handling efficiency. It will also improve economic opportunities and reduce transportation costs in the area.

Alicel Intermodal Transportation Project, **Union County Economic Development Corp. and Pendleton Grain Growers**, \$2,723,688 (rank 12): Improving the ability to move agricultural goods is the main goal of this project. It will allow the purchase of land, the construction of a one-quarter mile rail spur extension and the addition of a 755,000 bushel grain storage facility, improving safety on I-84 and supporting the local and regional economies.

Morrow Multimodal Rail Logistics Center, **Port of Morrow**, \$7,926,626 (rank 16): This project will create a multi-modal rail logistics facility that will provide alternative shipping options, support the local economy and increase mainline capacity by building a new siding (short track for unloading or bypassing), purchasing lift equipment, adding control switches and more.

(Source: ODOT, 6.25.2008)



Phillip Marceau, Industrial Hygienist for the FRA, was the program at the June, 2008 Chapter meeting. (Jim Hokinson photo)

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Bill of Lading

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CHAPTER HELP NEEDED

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- RAIL CAR REPAIR
- FLANGER AND S-2 RESTORATION
- LENDING LIBRARY
- MEETING SNACKS
- ACTIVITIES COMMITTEE CHAIR
- CAR HOSTS

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