

The

January 2009



Trainmaster

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



PACIFIC NORTHWEST CHAPTER TIMETABLE #558

Board of Director's meetings: January 9 & February 13, 9320 SW Barbur Blvd Suite 200, 7:30 pm

(Note new address for Board meetings; follow instructions posted on the door for entry.)

Lending Library is open two Saturday afternoons from 1:00 to 4:00 pm: the Saturday following the membership meeting and also the following Saturday. It is also open every Monday morning from 10:00 am to 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 :

January 16 6:30 pm – Potluck, 2009 Board & Officer election, 2009 budget adoption

February 20 7:30 pm – Program: *What Happened to the MagLev High Speed Rail Dream?*,
Mark Reynolds

Forward program ideas to Al Baker, 503.645.9079 or albaker33@comcast.net.

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

January 30, 2009 *Westside Express Service (WES)*, Grand opening, Tigard, Oregon

January 31, 2009 *SP&S Historical Society Swapmeet*, 10-3, Holiday Inn-Portland Airport, www.sps.shs.org

February 2-6, 2009 *Westside Express Service* week celebration, Tigard Transit Center

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

June 13-14, 2009 *Dunsmuir Railroad Days*, Dunsmuir, California (train focus returns)

June 25-27, 2009 *SP&S Railway Historical Society Convention*, Klamath Falls, Oregon, www.sps.shs.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:

January = potluck

February = Jim Hokinson

March = available

April = 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.

PNW SHORT LINES

by Arlen L. Sheldrake

HAPPY NEW YEAR! With 2009 comes a bit of a different monthly column where I will attempt to share brief updates on rail-related happenings and/or history focused on the Pacific Northwest. I will try to avoid giving you information that you have already seen in the general media. If you have items for inclusion, please shoot them to me or if you have comments and/or suggestions about this column: asheldrake@comcast.net or 503.223.7006.

Todd Schannuth rolled out a new website on December 17: www.themetrains.com. Todd is the fellow who developed the American Freedom Train model decals and the excellent two DVD *American Freedom Train* video. This new website is evolving and is well worth a visit. Currently, Todd has information on the following theme trains on his website: American Freedom Train (1975-76), Preamble Express (1974), Golden Spike Centennial Limited (1969), Freedom Train (1947-49), Auto-Train 1971-81), Merci Train (1949), Discovery Train (1978-80), The Rexall Train of 1936, and the Royal Train of 1939. Todd is also soliciting additional information about all of these trains.

TriMet's November monthly WES report included: cab signal system was fully activated the first weekend in November; DMUs are now traveling at speeds up to 60 mph and freight trains are traveling up to 40 mph; DMU 1001 is 100% complete; 2001 is 100% complete; 1002 is 91% complete; 1003 is 86% complete; simulated revenue runs scheduled for January 19-29.

Genesee & Wyoming (GWI) appointed Billy C. Eason as the new (probably temporary), Senior Vice President for the Oregon Region (*Portland & Western/Willamette & Pacific* Railroads) replacing Bruce Carswell. From the *Genesee & Wyoming* website: Billy Eason currently is leading the Oregon Region. He has previously served as Senior VP of the Southern Region and of the Rail Link Region. Mr. Eason joined the company in 2001, and his 40-year railroad career includes positions in operations, sales and marketing, customer service and car management with the *Atlantic Coast Line*, *Seaboard Coast Line* and *CSX Transportation*. He was Vice President, Network Operations, and Vice President, Service Lanes, before leaving *CSX Transportation* in 1997. He then performed consulting work in the transportation field before returning to railroading full time with GWI.

The Port of Moses Lake is proposing to build 11 miles of new track to provide the *Columbia Basin Railway* a more direct route to Moses Lake. The new plan would provide a 4.5-mile shortcut route directly from Wheeler to the north side of Moses Lake. It would also extend the line that ends at the Moses Lake Industrial Park to land designated for industrial development near the Grant County Airport. The current circuitous loop south of town uses former *Northern Pacific* rails to reach a former *Milwaukee Road* line near Sieler, Washington, then the ex-*Milwaukee* route to enter Moses Lake from the south.

On November 13, *BNSF* honored three shortline railroads for Partnership Excellence at their 13th Annual Shortline Conference in Fort Worth. One of the three is the *Columbia Basin Railroad* (CBRW). The award honors shortline railroads for their ability to provide intense customer focus, resourcefulness, operational flexibility, and a local presence in their communities. The award noted that CBRW is utilizing its unique location next to one of the largest airports (former B-36 base) in the U.S. to develop new markets and increase rail traffic overall.

A warm welcome to Marina Cresswell who was hired by the City of Portland in October as a Project Manager in the Facilities Services Division. One of Marina's buildings is our Union Station. Marina comes to the City from the Oregon Parks and Recreation Department where she worked on historic structures such as Vista House, Coquille River Lighthouse and Thompson's Mills. Following up a welcome letter from PNWC, Marina responded, "I am happy to be here and happy to be working on this lovely old building (Union Station)." Marina commutes to work from Salem using the *Amtrak* Cascades service.

After sitting in Chiloquin for seven years, the ex-*SPMW* rotary snow plow was moved to Train Mountain on November 16. The move of the 1925 plow cost \$47,000 and was featured in the December 2008 edition of *Inside ODOT* (ODOT's employee newsletter) as the move went over an ODOT steel stringer bridge built in 1934, the article was titled *The Little Bridge That Could*. The bridge survived the move with flying colors. The Discovery Channel documented the move for an upcoming *Monster Moves* show.

WSDOT – Cascades Trainsets Overhaul: December 2008 – Phase I overhaul work began in the fall of 2007. Four of the five trainsets have been completed. The Mt. Rainier trainset was the first to be refurbished and was

completed on March 31, 2008. The Mt. Olympus was the second trainset to be refurbished and was completed at the end of June. The Mt. Hood trainset was completed and rotated back into service on August 30. The Mt. Adams trainset was completed and placed back into service on October 27. The Mt. Baker trainset is currently being refurbished and is expected to be completed by mid-January. Work includes improvements to paint, seating, tables, carpet, toilets, windows, wall coverings, and video and audio systems. Phase II work is now beginning. This will include new onboard computers, new battery chargers, refurbished vestibules, refurbished suspension valves, and axle housings inspections. Next biennium is bistro and lounge car rebuild and then the generator rebuild and painting the next biennium. Three main Phases are planned that include sub-phases. After the improvements, the Cascades Talgo trainsets service life will be extended to approximately 2029. The first three Talgo trainsets went into service in 1999. Information from: www.wsdot.wa.gov/projects/rail/cascadetrainsets: 12.18.2008.

While one can take exception to the host, I am finding the History Channel's series *Extreme Trains* to be pretty well done and informative. The show featuring the "produce express" that hauls produce from Wallula, Washington to Rotterdam, New York grabbed my interest.

In late November, British Columbia transportation minister Kevin Falcon announced plans to commission a \$500,000 (C\$) study on a Vancouver Island commuter service. The study would also study freight options on the former *Esquimalt & Nanaimo* rail line on the Island. One daily *VIA Rail Canada* train currently operates on the Island; however, the train is slow due to track conditions on the community-owned line.

The Oregon Zoo's Cascade Outfitters concessionaire is selling some neat items featuring the Oregon steam locomotive in Zoolights festive garb. Available items include: coffee mugs, postcards, and mouse pads. Maybe if we all purchase these items more items will be forthcoming for the *Oregon's* 50th birthday this summer.

NEW STAMP TO HONOR OREGON STATEHOOD

The United States Postal Service, along with Oregon 150, the nonprofit organization behind Oregon's sesquicentennial celebration, will release the Oregon Statehood commemorative stamp on Wednesday, January 14, at more than 300 Oregon Post Offices statewide.

The official First Day of Issue ceremony for the stamp will take place January 14, 2009 at 11 a.m. hosted by the World Forestry Center, in Portland Oregon.

"We are proud to have this stamp represent our state. It truly captures the beauty of Oregon," said Governor Ted Kulongoski. "The stamp shows the landscape Oregon is renowned for, and is an Oregon sesquicentennial treasure that families can pass down to their children for years to come."

The stamp, which depicts an Oregon coastline, was created by Oregon artist Greg Manchess, whose art has been featured on covers for *Time*, *National Geographic*, *Atlantic Monthly*, and the Major League Baseball World Series program. He has also created spreads for *Omni*, *Newsweek*, *National Geographic*, *Smithsonian* and countless advertising campaigns and book covers.

As part of the celebration, a special commemorative postmark will be available at 327 post offices across Oregon on the day of the stamp's release. The postmark will also be available for collectors for 30 days after the event.

Please come join us at the Toledo Post Office or at Oregon's only restored Railway Post Office (RPO) car located just behind the Post Office at the Yaquina Pacific Railroad Historical Society (YPRHS) for this unique celebration. This is a rare opportunity to purchase our statehood stamp with a First Day of Sale postmark here in Toledo.

This pictorial postmark can be received at the Post Office Monday through Friday 8:30am to 4:30pm or at the YPRHS Tuesday through Friday 10:00am to 2:00pm for 30 days starting January 14, 2009.

Come out and support the YPRHS and receive this special postmark right inside Oregon's only restored RPO car. Also, send letters to friends and family all over the state with Toledo's postmark or send letters to other Oregon towns and receive their unique postmark. Don't miss this wonderful opportunity to celebrate Oregon's sesquicentennial and have a keepsake to remember.

From USPS, Contact: Kerry Jeffrey (503) 294-2240, kerry.j.jeffrey@usps.com, www.usps.com/news

SP&S 601 MOUNT SAINT HELENS

by Arlen L. Sheldrake

The sister car to our PNWC (former SP&S) #600 Mt. Hood is surviving well in Spokane. Owner Mike Gelhaus held an open house for interested folk to tour his rail car collection in May 2008. Information about this open house was posted on the Altamont Press Discussion Board (www.altamontpress.com) by Bruce Butler who lives in Otis Orchards, Washington.

Bruce was very kind and forwarded some great pictures he obtained during the open house. His note included: "...the Mt. St. Helens is parked VERY closely on both sides by other equipment so it is almost impossible to get a decent exterior picture."

The Gelhaus collection also includes: NP 328 slumbercoach *Loch Ness*, NP 309 dome sleeper, NP 313 dome sleeper, NP 496 *Travelers Rest* lounge car, CB&Q 557 dome coach, and the NP 581 *Holiday* coach.

For those familiar with the Mt. Hood, these pictures show that the cars are identical sisters. Both are 6 roomette, 3 bedroom buffet/lounge cars built February 1950 by Pullman Standard; the 601 is in NP livery, the 600 is in SP&S livery.



\$645,000 ASKED FOR YWRR #19

The October 31 *Trains* magazine *Newswire* reported that *Yreka Western* 2-8-2 No. 19 is in operating condition, ready for service and is for sale with an asking price of \$645,000.

Built in April 1915 for the Caddo River Lumber Company as No. 4. It was then sold to the *Caddo & Choctaw Railroad*, and then resold to *Ferrocarril Mexicano* as their No. 105. In 1953, it was sold to the *McCloud River Railroad* and eventually was sold to the current owner, *Yreka Western*. The locomotive is being offered for sale on the website of Ozark Mountain Railcar: www.ozarkmountainrailcar.com.

#19 starred in the 1973 film *Emperor Of The North*, a movie many believe to be the greatest train movie yet made.

For more information about *Yreka Western Railroad*: www.yrekawesternrr.com.

Photos by Jim Fitzgerald



MCCLLOUD'S FINAL STEAM DAYS

by Joe Harper

Slowly but surely some old steam engines are being saved but their home railroads are disappearing.

A case in point is the *McCloud River Railroad* which first operated in 1901. Principally a timber railroad the line prospered for many years but now has abandoned much of its original line. Some of the track is currently being taken up and sold for scrap. The last operating steam engine, #25, was recently put back together for a movie that wasn't made so the owner returned the engine to its original paint job and allowed us to charter it for two days before it is sold.

Over the years I have visited this location many times to enjoy steam running at the foot of Mt. Shasta so I didn't want to miss this "final chapter of steam" running October 11 & 12 on the *McCloud River Railroad*.

The attached pictures were taken during the two days of great weather.

Diesel-pulled excursions and dinner trains still run from McCloud. For more information: 800.733.2141 or www.shastasunset.com.





DRUMHEADS



These drumhead inserts were developed by Ron McCoy for use in the replica, illuminated drumhead that adorns the newly upgraded and rehabilitated PNWC Observation Platform Display. Early in January, the display went from the OMSII-Max theater lobby to Portland's Union Station. While located at Union Station the Display will alternate between promoting PNWC and ORHF. Thanks to Ron's efforts, we now have three drumhead inserts: PNWC-NRHS, ORHF, and Holiday Express.

ANNUAL HOLIDAY POTLUCK
RESCHEDULED TO
JANUARY 16th <> St. Mark's Lutheran Church
Membership meeting and Annual Elections to follow immediately thereafter.
Main dish Honey Ham provided by Darel & Diana Mack
Potato side dishes by Ron McCoy & Christopher Bowers
**BRING YOUR HOT DISHES, SIDE DISHES,
SALADS, SECRET RECIPIES, PIES, CAKES,
COOKIES AND APPETITES.**
★ ★ ★ Potluck Dinner Starts at 6:30PM ★ ★ ★

EMPRESS COMPLETES BC150 VISITS

by Arlen Shel Drake

This past summer (June 12-July 6, 2008), the *CP Spirit of 150 Rail Tour* visited 33 communities in British Columbia as part of the year-long BC150 celebrations.

The *CP Spirit of 150 Rail Tour* included the CP 2816 *Empress* steam locomotive and support cars, two vintage passenger coaches, a vintage business car, a heritage baggage car converted into a traveling museum, and a vintage stage car. As part of the project, the Royal BC Museum transformed a 1958 former *Union Pacific* baggage car into a rolling museum, a traveling version of “Free Spirit: Stories of You, Me and B.C.,” a major exhibition about British Columbia on display at the museum in Victoria until January 11, 2009.

Visitors were able to climb aboard the train and enjoy a walkthrough tour of the Museum Car, listen to live music with the Spirit of 150 Band and enjoy historical vignettes performed by the BC150 Players.

Steaming out of the past comes the CP 2816 *Empress*. The resurrected locomotive 2816 re-entered active service in 2001 as a roving ambassador for *Canadian Pacific*. The *Empress* is now a significant component of the CP Community Connect program.

The 2816 is a class H1b Hudson type locomotive built by Montreal Locomotive Works in December 1930. The *Empress* is now the only surviving H1b Hudson and is one of only a handful of preserved and operating CPR steam locomotives in North America.

Initially the locomotive ran westward out of Winnipeg, Saskatchewan to Calgary, Alberta and eastward to Fort William, Ontario (now part of Thunder Bay). Locomotive 2816 then moved into service on the Windsor-to-Quebec City corridor. Its last assignment was at the front of a Montreal-Rigaud Commuter train, making its final revenue run on May 26, 1960. Having logged more than two million miles in active service, 2816's fires were extinguished.

Today, after a three-year rebuild, the locomotive has been restored to its original specifications with external details from the 1940/50s. The CP steam program is managed by Bill Stetler, who has roots in Portland working with Doyle McCormack and having worked on the *OR&N 197*.

(The majority of this article was extracted from the Canadian Pacific website, www.cpr.ca, October 2008.)



PORTLAND

Celebrates

*A
holiday
events guide*

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Santa Claus rides on one of Portland's historic steam locomotives, the *Southern Pacific* No. 4449, courtesy of the Oregon Rail Heritage Foundation. Photo credit: Katie Hartley/Portland Tribune. Pictured is the PNWC #600 Mt. Hood immediately behind the 4449 with member Eileen Brazil enjoying the sights and sounds. The Portland Tribune is a weekly Portland area newspaper published by the Pamplin Media Group. The Tribune's primary focus is local news and is available for free at newsstands.

HISTORIC S-2 NEEDS YOUR HELP

Is your check in the mail?

This workhorse spent its life since 1943 working the docks and warehouses of Portland for the Northern Pacific Terminal Company and its successor, Portland Terminal Railroad. This Alco-built S-2 has been preserved by the Pacific Northwest Chapter, National Railway Historical Society (PNWC), since its 1993 acquisition.

After considerable effort, the diesel-electric switcher locomotive is now safely stored on newly built tracks at Antique Powerland Museum in Brooks, Oregon. The Oregon Electric Railway Historical Society has graciously agreed to be our landlord, with the S-2 joining the PNWC's Jordan Spreader and flanger at our maintenance-of-way exhibit.

The PNWC is asking you to donate to a dedicated fund that will be used to hire a contractor to restore (sand blast and repaint) the S-2 to its former Northern Pacific Terminal Company livery paint scheme. PNWC wants to preserve the locomotive with a "mainline railroad quality" paint job we can all be proud of and that will protect this legacy for the next 20 to 25 years. Our fundraising goal is \$50,000. All funds raised in excess of the amount needed for S-2 restoration will be used for other restoration projects, such as painting our Jordan Spreader.

The PNWC is a 501(C)3 tax exempt, non-profit organization headquartered in Portland, Oregon and is an Oregon Cultural Trust partner organization.

Please send your tax deductible donations to: PNWC-NRHS, S-2 Restoration, 800 NW 6th Avenue Room 1, Portland OR 97209.

Every gift counts. Yours can count twice.

Add your support for Oregon's culture. Make a gift to the Pacific Northwest Chapter. Then make a matching gift to the Oregon Cultural Trust and claim 100% tax credit. It's that simple. Learn more or donate online at: www.culturaltrust.org

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Bill of Lading

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- CAR HOSTS

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