

# The

May 2009



# Trainmaster

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



## PACIFIC NORTHWEST CHAPTER TIMETABLE #562

Board of Director's meetings: May 7 & June 11, Thursdays, 9320 SW Barbur Blvd Suite 200, 7:30 pm  
(Note 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 (May 16) and also the following Saturday (May 23). It is also open every Monday morning from 10 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 :

**May 15 7:30 pm – Program:** *German Narrow Gauge in Slovakia*, Ed Immel

**May 16 Excursion:** *Meadows & Lake Kathleen Railroad*, Deadwood, Oregon, [www.pnwc-nrhs.org](http://www.pnwc-nrhs.org) or  
Ron McCoy 503.310.4811 (See insert, April *Trainmaster*)

**June 19th 7:30 PM – Program:** *Oh Shay Can You See, Ephraim's Logging Locomotive*,  
Steve Hauff.

**July 17th 7:30 PM – Program:** *Sumpter Valley Railroad*, author Alfred Mullet

Forward program ideas to Al Baker, 503.645.9079 or [albaker33@comcast.net](mailto:albaker33@comcast.net).

## **NOTABLE NON-CHAPTER EVENTS:**

May 2-3, *Mike Gelhaus Rail Car Open House*, noon to 5, north of BNSF Yardley office, Spokane, Washington

May 2, *Willamette Shore Trolley*, begins weekend runs through the summer, [www.oerhs.org](http://www.oerhs.org) / 503.697.7436

May 3, *San Diego Steam Special*, ex-Santa Fe 3751, LA – San Diego RT, [www.centralcoastnrhs.com](http://www.centralcoastnrhs.com)

May 9, *National Train Day*, Portland, Oregon, [www.nationaltrainday.com](http://www.nationaltrainday.com) & [www.orhf.org](http://www.orhf.org)

May 23 – Sept 27, *Saturday & Sunday Steam Excursions, Chehalis-Centralia Railroad*, [www.steamtrainride.com](http://www.steamtrainride.com),  
360.748.9593

May 23 – Sept 27, *Saturday & Sunday Oregon Coast Scenic Railroad*, Garibaldi – Rockaway, [www.ocsr.net](http://www.ocsr.net),  
503.842.7972

June 12-13, *Depot Days Centennial Celebration*, South Cle Elum, Washington, [www.milwelectric.org](http://www.milwelectric.org)

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

June 18-21, *Milwaukee Road Historical Association Convention*, Butte, Montana, [www.mrha.com](http://www.mrha.com)

June 19-22 & 26-28, *Day Out With Thomas*, Mount Hood RR, [www.ticketweb.com/dowt](http://www.ticketweb.com/dowt), 866.468.7630

June 20, *Steam Locomotive Oregon's 50th Birthday*, Washington Park & Zoo Railway, Oregon Zoo

June 25-27, *SP&S Railway Historical Society Convention*, Klamath Falls, Oregon, [www.spshs.org](http://www.spshs.org)

July – August, *Oregon Coast Scenic Railroad* adds Monday & Friday runs.

July 10-12 & 17-19, *Day Out With Thomas*, Northwest Railway Museum, [www.trainmuseum.org](http://www.trainmuseum.org), 866.468.7630

July 24-26, *Train Festival 2009*, Owosso, Michigan, [www.trainfestival2009.com](http://www.trainfestival2009.com)

July 25-26 & August 1-2, *Great Oregon Steam-Up*, Antique Powerland Museum, Brooks, Oregon,  
[www.antiquepowerland.com](http://www.antiquepowerland.com)

August 10-16, *Steam on the Range*, NRHS Convention, Duluth, Minnesota, [www.nrhs.com](http://www.nrhs.com)

August 29, *Tacoma Rail Train Rides & Open House*, 10 to 2, [www.maritimefest.org](http://www.maritimefest.org) / 253.396.3327

September 12, *GN Day in Skykomish*, Washington, seminar, more info: [skykomishhistoricalsociety@yahoo.com](mailto:skykomishhistoricalsociety@yahoo.com)

October 24, *7th Annual Autumn RR Slide Show*, McMenamins Olympic Club, Centralia, Washington,  
[www.autumnleafslideshow.blogspot.com](http://www.autumnleafslideshow.blogspot.com)

October 28 - November 1, *SP Historical & Technical Society Convention*, San Luis Obispo, California,  
[www.sphts.org](http://www.sphts.org)

October 29, *The West the Railroads Made*, exhibit, Oregon Historical Society Museum, [www.ohs.org](http://www.ohs.org)

December 4-5-6, 11-12-13, *Holiday Express '09*, Oregon Rail Heritage Foundation, [www.orhf.org](http://www.orhf.org)

# NOTES FROM A MEETING

Keith Fleschner, President

We had my favorite kind of meeting this month - one with food. The annual banquet was a rousing success, thanks to the hard work of **Al** and **Judy Hall**. Bruce Carswell's program on his experiences railroading in Australia was very well done and informative. I'm glad our rolling stock collection is all one gauge. Bruce had three to deal with. The banquet is also the venue for the distribution of the twenty-five year pins by our National Director, **Ed Berntsen**. It was heartening to hear some familiar names called. Two who were in attendance, **Gerald** and **Olive Schuler**, have shown great dedication to the Chapter over the years. The banquet is also when the Chapter announces the winner of the Jack Holst Award. This year's winner was **Charles Stevens**. Charles has spent untold hours over the last few years working on the flanger restoration. Charles was also an active member of the board of directors until this year. Thanks for all your work, Charles.

I've received word that the second renewal notices have gone out from National. This means that the hard work of Membership Secretary, **Diana Mack**, should be slacking off. It also means that if you haven't renewed soon, you will lose membership privileges, such as the *Trainmaster*. **Don't let this be your last issue.**

With Spring upon us, at least one day a week, projects are starting. **Ron McCoy** is working on an excursion to a miniature railroad that's not open to the public. This may be your only chance to ride the Meadow & Lake Kathleen Railroad.

A lot of effort is also going toward National Train Day on Saturday, May 9. The *Mt. Hood* will be at Union Station for the day with the 4449 and the X40 Great Northern Caboose. Arlen Sheldrake and Ron McCoy are putting in many hours in what will probably be our best and largest public outreach event of the year.

Month after month (I can say that now), I find myself writing the same names over and over again. Please consider volunteering to help your chapter. Give me a call.



## MOUNT HOOD REPAIR

Keith Fleschner

This is a photo of the trap of the *Mt. Hood*. As you can see, it's a little the worse for wear. We've been working on small projects to clean it up prior to National Train day. Thanks for lots of help from Pete Rodabaugh, Arlen Sheldrake, Ken Peters, Dave VanSickle, George Hickok, Ron McCoy, and Christopher Bowers. Randy Rock has also been busy cleaning the interior of the car.

## MEETING SNACK SIGN-UPS

All months are available. This is one area where the Chapter really needs your help. To volunteer, please contact Keith at 503.516.9272 or email to: keithfleschner@msn.com.

PNWC – NRHS MISSION

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

## 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

**2008 Charles W. Stevens**

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## LOOMING DEADLINES

Keith Fleschner & Arlen Sheldrake

At the March 16 Oregon Rail Heritage Foundation (ORHF) Board of Directors meeting, Kim Knox with Shiels Oblatz Johnsen (SOJ), the ORHF project management consultant, outlined the tentative dates for vacating the Brooklyn Roundhouse.

Kim outlined the following property acquisition required dates:

- All non-steam locomotive rail equipment removed: January 1, 2011.
- Outside ground storage cleared: July 1, 2011.
- Three steam locomotives removed: January 1, 2012
- Roundhouse & Turntable removed: March 31, 2012

While these dates seem far in the future, there is a tremendous amount of work that begins now to meet these dates. For instance, there are many rail cars now at Brooklyn that need to find new homes within the next 20 months as the new ORHF facility is planned to house only the three City of Portland steam locomotives, associated tool cars and the Holiday Express consist. Failure to meet these required dates has steep financial penalties.

The Union Pacific property purchase contract was signed in late March which starts a 90-day due diligence period for environmental assessment and lot line adjustment. The property being purchased is directly east of the Oregon Museum of Science and Industry in SE Portland.

During February, SOJ, on behalf of ORHF, issued a RFP to hire a fund-raising consultant. Four firms were interviewed and the Metropolitan Group was selected as the capital campaign consultant. A similar process will soon be initiated to hire an architectural firm.

This represents the beginning of a very aggressive process to return to Union Pacific the Brooklyn Roundhouse property that has been used to store the City of Portland's three steam locomotives since the mid 1980s.

The original property owner, Southern Pacific, leased the property to the Pacific Northwest Chapter, NRHS at a very reasonable rate. In 1988 this lease was transferred from PNWC to the City of Portland. For the entire period of this lease, both railroads have been very kind and supportive landlords and have maintained the very minimal lease rate.

# PNW SHORT LINES

by Arlen L. Sheldrake

Sources indicate that the ex-*Reading* 2100 T-1 4-8-4, parked in Richland, Washington for nearly two years, is now owned by Charles Allard. The 2100, formally owned by Tom Payne, went to Richland after the failed excursion operation on *Tacoma Rail* and is reported to be currently not operational.

On March 18, 2009 the Oregon Transportation Commission allocated \$14.9 million of Oregon's share of The American Recovery and Reinvestment Act of 2009 (aka "Federal Stimulus package") funds to rail projects. These "shovel ready" projects will have bids opened no later than June 17 to ensure work will occur this summer. The rail projects are:

- Improve crossing safety – OE Yard, *Portland & Western Railroad*, \$1,477,700. (This project will improve the Santiam Lead south of the OE Yard and the street crossing intersecting it in Albany.)
- North Portland Junction, Willbridge Crossovers and North and South Lake Yard Switch Projects, BNSF, \$6,900,000. (This project implements long-identified "Portland Triangle" improvements to help move trains through the Portland area. It will replace the existing #11 crossover turnouts at North Portland Junction with #20 turnouts, raising the current 10 mph restriction to 40 mph for passenger trains and 25 mph for freights.
- Upgrade 7 miles of track, *Albany & Eastern Railroad*, \$2,981,649.
- Coos Bay Rail Rehabilitation, *International Port of Coos Bay*, \$2,500,000.
- Rail Rehabilitation, *City of Prineville Railway*, \$1,034,775

The Association of American Railroads has assigned reporting mark GNPR to GNPRly Inc. which has recently received operating rights on 14 miles of track between Snohomish and Woodinville, Washington. Thomas Payne (see 2100 paragraph) is *GNP Railway* Chief Operating Officer. Operations are scheduled to begin April 1, 2009 with BNSF interchange at Snohomish Junction.

KXLY.com reports that BNSF plans to spend \$23 million in 2009 on rail improvements in Northern Idaho, including installation of 11,500 concrete ties and 1,000 wood ties, with more than half of the funds being spent on the bridge on Lake Pend Oreille at Sandpoint, Idaho.

The winter 2009 issue of *The Transfer* newsletter, published by the *Oregon Electric Railway Historical Society*, reports that work continues on transferring one of Portland's vintage trolleys to the City of Lake Oswego so that it can be used by OERHS on the *Willamette Shore* line. The generator size is being investigated, as is inspection of the trestles, since the vintage trolley is heavier than the historic trolleys previously operated on the line. With no overhead trolley wire, *Willamette Shore* tows a generator behind the trolley.

Hopefully, you enjoyed the April *Trainmaster* issue provided by the excellent talents of our editor, **Steve Hauff**. The MHRP snow pictures provided by member **Leonard Morgan** were, I thought, excellent and provided views only a MHRP engineer could provide. Eddie Salminen's photo first appeared in one of the railroad discussion forums. Eddie lives in the community of Mt. Hood, near Parkdale, and agreed to let us publish the photo. Member **J. Dean Sheldrake**'s grandfather (& my father) was born in a still-standing house in that same community. Small world and a real small community. (The cost of upgrading some pages to color for the April issue was donated.)

The Oregon Zoo concessionaire, Cascade Outfitters, has another line of Washington Park and Zoo Railway merchandise for sale. This time it is a "retro-style" 9"x12" poster in brilliant color showing the *Oregon* steam locomotive. In addition to the poster, the same image is available on a refrigerator magnet, note cards, a great 15 oz. coffee mug and other items. Still available is the coffee mug featuring the *Oregon* in Zoolights garb. Stop by and do some shopping. Zoo admission isn't needed unless you want to say hello to members **Jeff Honeyman** and **Jim Abney** while riding the train or see an animal or two.

In late March, the Washington Department of Transportation rolled out a new AmtrakCascades.com website in celebration of the 10th anniversary of *Amtrak Cascades* service. Thanks to Vickie Sheehan, Marketing & Communications Manager, WSDOT Rail and Marine Office for providing the high resolution logo for *Train*

master printing.

On March 25, King5.com covered Washington Senator Patty Murray's announcement that two new *Amtrak* facilities will be built in Seattle using \$35 million in funding from the American Recovery and Reinvestment Act of 2009. The two new buildings will be constructed at the Seattle King Street Maintenance Yard and will be used for train maintenance, inspections, storage, and employee welfare facilities. The service and inspection building will be 75,000 square feet; the second 60,000 square foot building will contain material control facilities and employee welfare activities. Murray is Chairman of the Senate Transportation Appropriations Subcommittee.

The City of Tacoma released on March 27 the long-awaited request for bids to repair the Nisqually River railroad trestle at Park Junction, just east of Elbe. During the November 2006 flood event, both trestle approaches were washed out. The existing three-span trestle will be expanded to five to give the Nisqually River some more room. Bid proposals are due on April 21; estimated cost is approximately \$3 million. The winning contractor will have 200 days for completion. *Mount Rainier Scenic* may be running out of Elbe again in 2010.

Some of you will remember that *Northwest Rail Museum* and PNWC hired Historic Preservation Northwest (HPNW) to do a preservation study on the Perrydale depot a couple of years ago. David Pinyerd, a principal with HPNW, is on the board of the U.S. Life-Saving Service Heritage Association where he focuses on preserving the artifacts and stories of the early Coast Guard on the West Coast. Expect a *Trainmaster* article in the near future about Oregon's only remaining Life-Saving Station and its role as a train station.

On April 27, the American Short Line and Regional Railroad Association (ASLRRA) awarded *Willamette & Pacific Railroad, Inc.* (WPRR) two President's Awards, only the second time in the award's history that this has occurred. WPRR earned awards for achieving the lowest Frequency/Severity Index (FSI) in the 250,000-plus manhours category and for logging the most manhours while maintaining a zero FSI.

The Federal Transit Administration on April 1 approved TriMet's entry into preliminary engineering for the Portland–Milwaukie Light Rail Project. With this approval, TriMet will move ahead with bringing project design from 10 to 30 percent and project activities including: securing experienced project construction management staff; entering the design phase for the new Willamette River transit bridge; and development of a utility relocation plan. The preliminary timeline calls for operations on the 7.3 mile line between Portland State University and Oak Grove (just south of Milwaukie) to begin in 2015. This will be TriMet's sixth MAX light rail line.

The *Vancouver Sun* reported on March 31 that *Amtrak* discussions with the British Columbia government to run a second *Amtrak Cascades* passenger train into Vancouver are continuing with approval to run the trains during the 2010 Winter Games. This new train would arrive in Vancouver at 10:45 p.m. and depart Vancouver at about 7:30 a.m. The main hurdle to operating the second train is the Canada Border Services Agency which wants to be compensated for having to bring in extra customs officials to provide border clearance in the evening. *Amtrak* doesn't pay anything extra now to run the current service because the train arrives during business hours in Vancouver. We are pleased that some progress is being made after many months of discussions.

What appears to be a comprehensive roster of steam train events in the US and Canada is called the Steam Train Diary and is located at: [www.diary.svsfilm.com](http://www.diary.svsfilm.com).

On January 28, Cascade Grain Products LLC, located in Clatskanie, Oregon filed a voluntary Chapter 11 petition after being unable to secure debtor-in-possession financing. Company President Charles Carlson said several factors caused the bankruptcy, including problems with the new 113-million gallon plant, complaints from a primary customer, and an overall weak ethanol market. Cascade began commercial operations in June 2008 and was receiving 100-car grain shipments via BNSF and *Portland & Western Railroad* on the A-Line.

Interesting coincidence: the Washington Park & Zoo Railway's steam locomotive *Oregon* and METRO Council President David Bragdon both turn 50 this year. The Oregon Zoo is run by METRO and David is a big-time rail fan.



# MARCH MINUTES

## Pacific Northwest Chapter – National Railway Historical Society Membership Meeting – March 20, 2009

President, Keith Fleschner called meeting to order at 7:40 pm

No new visitors tonight.

It was a good productive day at the Saturday Board Retreat meeting.

Reminder to sign up for the Banquet, April 11th. Contact Al Hall.

S2 scrapping update – Moved the front truck to the roundhouse. The bill came in below the \$500 estimate. Next step, remove rest of scrap between trucks. Evaluating to determine how to remove scrap. This project now in red, ~\$175 with some outstanding bills, estimated at ~\$1000 in the black. Moving ahead with the project.

Treasurer's Report – George reported for February 2009. Paid the normal and usual bills for the month. Working on 2008 taxes. Will work with auditor to do 2007 & 2008 audit.

We have a new member – David Parsons. Welcome to David.

Dues 2nd notice – Diana Mack – 2nd notices may have been mailed by National.

Ron McCoy designed a new letterhead logo. Check with Keith for the new Membership Meeting Snacks information sheet with the new logo.

National Train Day – 2nd annual – May 09 – This year Amtrak is supporting National Train Day event. On display at Union Station will be the 4449, The Mt Hood and a caboose. Poster in trainmaster.

PNWC Booth – Ron changed the signage on the booth promotional for PNWC until the end of the summer at the Amtrak station. The booth will be at Amtrak for National Train Day with concessions set up next to the booth and display that was used at the WES event with expanded display. Asking for volunteers to host at the booth and car hosts for the consist to take people on a tour, small groups at a time. National Train Day event is from 10am to 3pm on Saturday May 09th. Contact Ron McCoy if you wish to volunteer.

Excursion – One day excursion to the Meadows & Lake Kathleen Railroad, May 16, 2009. For only \$69 each, includes a deluxe motorcoach from Portland and lunch along with admission to this private railroad. This is a rare opportunity on this privately owned railroad. Check the Trainmaster and our website for information. Ron is working on other ideas for the future

S2 Restoration – Continuing to work on painting estimate. There were no new donations for project yet. Current donation is at \$7,526.30. Our goal is \$40,000. Send your tax-deductible donations

2009 Great Oregon Steam-up is coming, July 25, 26 and August 1 and 2, 2009. Need volunteers.

Programs through and including July: March 20, 2009, Bill Hyde – "Mining the Jewels in the PNWC Archives", April-video about passenger trains "America & the Passenger Train, 1830s to 2008". May – Ed Immel-narrow gauge railroad in Slovakia. June – Steve Hauff – Shay locomotives. July – Al Baker - Alfred Mullett - Sumpter Valley Railroad. Keep ideas coming in to Al Baker.

Inventory – Al Baker – surveyed inventory of what we have and where. Some of these things will be thinned out. Old propane tanks, ~30, have a company that will take them instead of charging which is usual. But waiting for ground to dry out. Old technology type tanks that can't be refilled. We're carefully trying to determine what inventory is useable or not.

Bill Hyde regarding a recent donation of ashtray drink stand, a SP&S ashtray drink stand, a couple of parlor car chairs and large photo of UP & gorge photo, donated by a son of a UP dining car foreman.

Bob Weaver – Library Committee – brought some books. Committee meeting next Saturday at St Mark's Lutheran Church.

Thanks to Ron and Christopher for this evening's snacks. Need people to sign up for next month and afterward.

Meeting adjourned – 8:30pm.

Respectfully submitted, Jean Hickok, Secretary.

## ANNUAL BANQUET

Bruce Carswell was caught chatting with President Fleschner prior to the Chapter's Annual Banquet. Bruce's program about his adventures in Australia was both entertaining and informative. Many of us rushed home to pack our suitcases. G'day, mate!



## DON'T FORGET!

**PNWC CHAPTER EXCURSION  
TO THE  
*Meadows & Lake Kathleen RR*  
May 16, 2009**

### Contact:

[www.pnwc-nrhs.org](http://www.pnwc-nrhs.org) or Ron McCoy  
503.310.4811

# I'M NOT CRAZY AFTER ALL

by Gorden Zimmerman

It was with a great deal of interest that I read about the moving of the Monroe Depot (May 2007 *Trainmaster*) to near a place across the street from the Monroe High School. These are the memories I have of Monroe.

My sister, Nona, graduated from Oregon State in 1943, I graduated in 1949. Both of us had been voted as the graduating senior that had contributed the most to performing music during our college years. Nona taught at Monroe High School from 1943 until 1948. In 1946, my father gave me a new car with the understanding that I would bring Nona home to Yamhill once in a while on weekends.

A number of times during 1947 and 1948, Nona and I sang duets and solos at special functions at Monroe High School. A number of times I sang at a local church on Sunday.

One Saturday we drove up to Santiam Pass for the day. I took a few pictures with my 620 box camera. The next day I had a few frames left over and I took some pictures of the Monroe Depot. It was a mirror image of the station in Carlton. In Carlton the tracks were on the east side of the station and in Monroe they were on the west side. At that time, the portico, passenger waiting room, and the agents room were still attached. I believe that it was sometime after 1952 that this portion of the Monroe Depot was removed.

Later, I very proudly showed my pictures of our trip to my sister. She liked the pictures of the mountains but took one look at the station pictures and said, "You must be crazy to have taken pictures of that old station." and then quickly tore them into little pieces.

This was not the first time that I had been told that I was crazy to be interested in railroads and their buildings. In July of 1942, I overheard that one could now drive from Fairdale up the Carlton & Coast Railroad grade to the area of the four burned large trestles. The trestles had been built in 1931 and burned in a huge forest fire in 1939. The rail was being removed and the roadbed converted to log truck use to salvage the still good timber in the burn. I had a load of feed to deliver to Fairdale on Saturday. This was only a mile to the railroad grade and four miles to the trestle sites. I was told that one could drive up there on Sunday only. Late Saturday afternoon, I called my customer and advised that I could not get there until Sunday after church.

After the delivery was made, I drove up to the site. It was awesome. All four trestle sites could be seen. One trestle had been 200 feet high. While I was gazing at the site, Harry Williams drove up; he was a customer of my father's feed store. I pointed out where the trestles had been and asked how much further up the mountain one could drive? Like me, Harry had no business being in the area. He had nothing to do with the rail removal.

The next day, Harry saw my father and told him where he had seen me. He advised that he felt I had an unnatural interest in railroads and that he felt I should be examined by a doctor at the State Mental Hospital in Salem. Dad thanked him and told me not to let anyone know that I was interested in railroads.



And so it went all during the 1940's and 1950's. There were many trips on branch lines I would like to have taken, but I could never think up a good reason to explain why I should take the trip. One very good example of this happened in 1944. My other sister had just had a baby and her husband was overseas. It was decided that during the slow season on the farm I should go to Seattle and help my sister with the new baby. Yes, she did need my help. It was okay for me to take a day and ride a ship to Victoria, however, when I suggested that I would like to take an all-day trip on the train from Seattle to Olympia and on to Aberdeen-Hoquiam and back, she exploded. "You have to get over this desire of yours to ride trains when you have no good reason to be riding a train. I am only trying to help you." So I stayed home and watched the baby while she spent the day with church friends.

During 1953 I moved to San Francisco. In August of 1955, while driving home from work, I heard an announcement on the radio about a special train from San Francisco to Santa Cruz and on up to Big Trees State Park where no passenger trains had operated for years. I went to the SP station and bought a ticket right then.

On Sunday I found a train 22 cars long with 1,000 people on board. Soon Francis Guido was passing through the train selling subscriptions to the *Western Railroader*, a monthly magazine, and saying "all copies have a schedule of all future trips." I thought that I had died and gone to heaven. It was here that I found that I was not alone and over 1,000 people were using a train to an out-of-the-way place. That day I also found out that there were four clubs of people interested in railroads that met every month. I immediately joined the San Francisco Chapter of the Railway & Locomotive Historical Society. From then on out, I was on every major fan trip in California. I was even on a trip from Portland Union Station to Junction City via Oregon Electric. I once read an article by Jack Pffifer about a railfan trip that he took at age 16. I was sad, I wished that I had known that it was okay to ride trains at that age. "I was not crazy after all."

And ride trains I did. I have ridden trains in all 50 states. I rode a train in many states in the five years just before Amtrak. Arthur Lloyd, then at Cliff Travel, arranged ticketing for three circle trips all around the United States. I have ridden a High Iron Company special north to the end of standard gauge track at Great Slave Lake, Northwest Territories. On another trip we went from Denver to El Paso, then criss-crossed across Mexico to as far south as we could go on standard gauge rails in Guatemala. I have ridden trains in over 30 countries. It was now okay to be a railfan.



The SP station in Carlton is currently owned by Ken Wright Winery. They have restored the building in a very tasteful manner and it is presently a tasting room for their Tyrus-Evan wine division. It is worth a trip to Carlton to see this beautiful building.

(Gordon Zimmerman has been a member of NRHS since 1967 and is a member of the Pacific Northwest and Central Coast (Calif.) NRHS Chapters. Gordon is the author of the book "A Song of Yamhill" and has an extensive history as the concessions crew member on all the SP4449 excursions. The beautifully restored Friends of SP 4449 baggage car, former UP 5659, is named in his honor.)





## JOHN DRAPER ARTICLES DONATED

In February, Richard Draper, the son of John Draper, donated to the PNWC three articles from his father's estate. PNWC member Bill Hyde worked with Richard to facilitate and acknowledge the donation. Here is some information about Richard's father:

"My sister sent me a folder with a CD of an interview she had with our father several years ago where he shared his memories of his career with the Union Pacific Railroad, spanning 35 years from 1938 until he was retired when Amtrak eliminated passenger service and the dining car in 1973. It began when he was hired as a temporary dining car assistant steward on the *City of Denver* followed with tours on the *City of Los Angeles*, the *Los Angeles Challenger* and ultimately to Portland on the *City of Portland* in 1941. He recalled how in 1948, on the return trip from Chicago, the train became snowbound in Wyoming and that between an adjacent freight train that had food in boxcars and a small town store, the crew was able to keep some 300 passengers fed for three days. A snowplow equipped engine was finally able to reach them, pulling them back to Omaha where they were re-outfitted before finally making it to Portland a week late.



He was later promoted to terminal inspector and finally superintendent of the dining car department in Portland before retiring.

Our family traveled often by train visiting relatives in Kansas City, Missouri via the *Portland Rose*. As a child, I remember dining while seeing spectacular scenery. The memory of white linen, silver service and wonderful food will stay with me.

As for the lounge car ash tray and chairs, they were from his office in the UP Commissary on NW 9th in Portland and most likely came from the *City of Portland*."

Richard donated two upholstered arm chairs and a lounge car ashtray/drink holder with UP logo. Many thanks to Richard for the donation and for sharing this wonderful family history.

(This article assembled by Arlen Sheldrake from material received from Bill Hyde and Richard Draper.)

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## MAX PROGRESS

The testing of Portland's TriMet MAX Green Line (I-205 - Portland Mall), for a September 2009 opening, continues. One of the new Siemens S70 type light rail cars is pictured on April 8 in front of Union Station.



## FROM THE PNWC ARCHIVES



Above: The Salem, Falls City and Western car shop. McKean motor car #1 (left) posed with wood-burning Consolidation #8 for this photo. *Walt Grande collection, PNWC-NRHS Archives*



Left: SP #1200. The locomotive is believed to be a McKay and Aldus product, outshopped in 1868 for the Central Pacific as their #66. She was relatively long-lived, lasting until 1909. *Walt Grande collection, PNWC-NRHS Archives*



## S2 #36 Restoration Fund

### DONORS

**GOAL \$40,000**

#### Golden Spike level: \$1000 and up

John L. & Lois E. Sheldrake♥, Rita & Arlen Sheldrake, Jim Hokinson

#### Rail level: \$500 to \$999

#### Cross-Tie level: \$100 to \$499

Roberta Ballard\*, Al Baker, Chuck McGaffey, Anonymous\*

#### Tie Plate level: \$50 to \$99

Phil Barney, Robert Wenzel, Thomas Barrett

#### Steel spike: \$1 to \$49

Gerald Schuler, Doug Auburg, Thomas Vandegrift\*

(♥= In Memoriam \* = non-member)

**\$7,627**  
raised  
as of 4-9-09



Two Romans were visiting Powerland. One asked the other, "What model Alco is that, Caesar?" The rapid reply, "S-2, Brutus."\*

If you'd like to help restore the Chapter's S-2, and stop these really bad one-liners, then make a donation to the restoration fund.

\* With sincerest apologies to William Shakespeare, *Julius Caesar, Act 3, Scene 1*

Add your support to this worthwhile project.

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](http://www.culturaltrust.org)

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Cultural  
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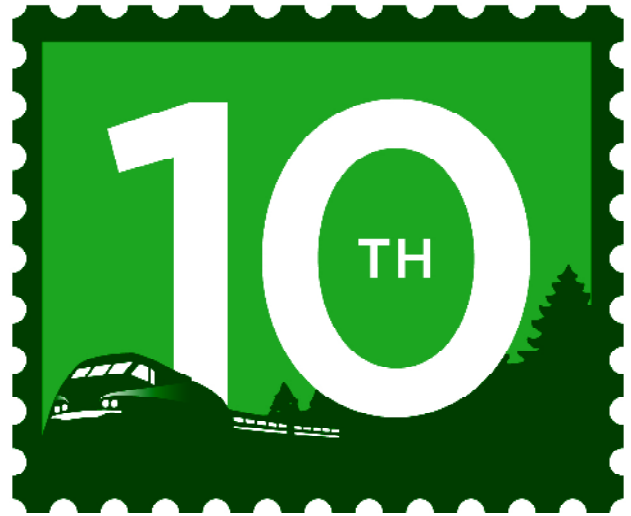
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**Excursion: Meadows & Lake Kathleen Railroad, See calendar or page 6**

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