

The

October 2009



Trainmaster

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



PACIFIC NORTHWEST CHAPTER TIMETABLE #567

Board of Director's meetings: October 8 & November 12, 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 (October 17) and also the following Saturday (October 24). 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 :

October 16 7:30 PM – Program: *NRHS Adult RailCamp, June 2009*, Al Baker

October 24th 10:00 AM to Noon - Tour: *PNWC Members & Guests Tour the Brooklyn Roundhouse*. Contact Jean Hickok for directions & signup:
pnwc.secretary@gmail.com or 503.649.6602

November 20 7:30 PM – Program: *A Virtual Tour of PNWC's Rolling Stock*, Keith Fleschner

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

NOTABLE NON-CHAPTER EVENTS:

October 13 – 20, *SP 4449 Comes Home*, Minneapolis to Portland, www.sp4449.com

October 24, *7th Annual Autumn RR Slide Show*, McMenamins Olympic Club, Centralia, Washington,
www.autumnleafslideshow.blogspot.com

October 28 - November 1, *SP Historical & Technical Society Convention*, San Luis Obispo, California,
www.sphts.org

October 30 – January 31, *The West the Railroads Made exhibit*, Oregon Historical Society Museum,
Portland, Oregon, www.ohs.org

See article and opening weekend discount coupon in this *Trainmaster*

December 4-5-6, *Holiday Express '09 (SP&S 700)*, Oregon Rail Heritage Foundation, www.orhf.org

December 11-12-13, *Holiday Express 09 (SP4449)*, Oregon Rail Heritage Foundation, www.orhf.org

June 22 – 26, 2010, *Endless Mountain Rails*, NRHS 2010 Convention, Scranton, Pennsylvania,
www.endlessmountainrails.com

January 2011, Brooklyn Roundhouse yard vacated

January 2012, Brooklyn Roundhouse vacated & steam locomotives moved

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.

2010 Officer/Director Nominations

As has been the practice in recent years, your current Board of Directors has taken on the task of acting as the Nominating Committee for the upcoming 2010 Chapter elections. The following nominations were presented at the September Board of Directors' meeting:

For President	Keith Fleschner
For Vice President	Mark Reynolds
For Treasurer	George Hickok
For Secretary	Jean Hickok
For National Director	Ed Berntsen
Board Position 1	Al Baker
Board Position 2	Randy Rock

Nominations will also be accepted from the floor at the October membership meeting. If you are interested in serving the Chapter as an Officer or Director, please contact a current Officer / Director. The election takes place at the December membership meeting. More information on the candidates and the election will follow.

Officers serve a one-year term, starting in January, 2010. The Chapter has six Directors, each of whom serve a three-year term, staggered so that two terms end each year. Directors are limited to two, consecutive terms while Officers do not have term limits.

The Committee notes the ending of service of Bill Hyde, who has served two terms as Director and Arlen Sheldrake, whose Past President position is for one year. Thank you for your many years of service, Bill and Arlen.

Correction: The photos of the banquet on the bottom of page 8 of the August *Trainmaster* were taken by Judy Hall. Editor's fault. Sorry about that, Judy!

ROUNDHOUSE & ROLLING STOCK OPEN HOUSE, ONE DAY ONLY!

PNWC members and their guests are invited to a private tour of Portland's Brooklyn Roundhouse and the Chapter rolling stock located there on Saturday, October 24.

Tour Hours are between 10 AM to Noon with arrival requested between 9:30 and 10:00 AM. Cider, coffee and freshly baked cookies will be served in the lounge of the Chapter's famous railcar *Mount Hood*. The Chapter's *Red River* and *6200* will also be open for tours along with other equipment.

You must register to attend.

This may be the last time that members are invited to tour the Brooklyn Roundhouse before the city of Portland's lease expires. The "roundhouse stable" will be full and busy as the SP4449 undergoes its annual inspection beginning immediately upon its return October 20. It is also likely to be your last opportunity to see the many pieces of historical equipment that must find new homes before the January 2011 deadline to vacate the yard.

The Brooklyn Roundhouse is not open to the public so directions are not being published. Children are welcome but must be accompanied by a responsible adult at all times. Dress for a working machine shop; no open-toed shoes; please leave your pets at home.

To register and for information and directions, contact Jean Hickok: 503.649.6602 or pnwc.secretary@gmail.com.

PNW SHORT LINES

by Arlen L. Sheldrake

On July 23, the Oregon Transportation Commission allocated \$35 million of stimulus funds to the purchase of two Talgo trainsets currently owned by WSDOT and used for service between Eugene and Portland.

Sad news: Reed Jackson, longtime *Union Pacific Railroad* employee and conductor on UP steam trips, died August 15 following brain tumor surgery. Many of us got to know Reed on the May 2007 *Puget Sound Steam Special* (4449/844) trip that used cars from the UP business car fleet. A Reed Jackson Memorial Fund has been set up in care of: Unified Peoples Federal Credit Union, 414 E 18th Street, Cheyenne WY 82001. *Union Pacific* has renamed the business car UP 5818 (baggage car) *Sherman Hill*, the *Reed Jackson*, to honor Reed's years of service to the program.

The Tacoma Chapter received approval at the August 14 NRHS Board meeting to host the 2011 NRHS Convention in Tacoma. Tentative dates are June 20-26. The 2010 Convention is in Scranton, Pennsylvania.

Cascades Amtrak train 516 departs PDX 2:50 PM, arrives VAC 10:45 PM; train 513 departs VAC 6:40 AM, arrives PDX 2:55 PM. Same day service between Vancouver, British Columbia & Portland began August 18. Hopefully, this excellent service will continue after the 2010 Winter Olympics in Vancouver.

WSDOT submitted the following Track 1 projects for High Speed Intercity Passenger Rail funding under the American Recovery and Reinvestment Act (ARRA) that includes \$8 billion federal funding for High Speed Rail:

Track 1A = Final Design and/or Construction:

- *Amtrak Cascades* – New Train Sets design = \$1.1 million.
- Blaine-Swift Customs Facility Siding = \$5.13 million.
- Cascades Corridor Reliability Upgrades – South (Nisqually to Vancouver, Washington) = \$94.10 million.
- Cascades Corridor Reliability Upgrades – North (Everett to Blaine) = \$58.44.
- Everett – Storage Track = \$3.61 million.
- Kelso Martins Bluff – Phase 1 – New Siding = \$35.61 million.
- Seattle - King Street Station – Seismic Retrofit = \$13.6 million.
- Tacoma – D to M Street Connection = \$34.4 million.
- Tacoma – Point Defiance Bypass = \$91.27 million.
- Vancouver – West Side Associated Trackage = \$21.7 million.
- Vancouver – Yard Bypass New Middle Lead = \$10.24 million.
- Vancouver – Yard Bypass Track = \$29.18 million.

Track 1B = Preliminary Engineering and NEPA (National Environment Policy Act); these projects are intended to be included in Track 2 for the construction element:

- Bellingham Main Line Relocation = \$1.8 million
- Centralia – Station Modifications = \$0.4 million.
- Everett – Curve Realignment = \$5.3 million.
- Kelso Martins Bluff – Phase 2 – Toteff Extension = \$2.7 million.
- Kelso Martins Bluff – Phase 3 – Kelso to Longview Junction = \$7.7 million.
- Kelso Martins Bluff – Phase 4 – Kalama New Main Line = \$4.5 million.
- Seattle – King Street Station Track Upgrades = \$8.4 million.
- Tacoma – Trestle Replacement = \$4.4 million.

The Pacific Northwest Rail Corridor (PNWRC) is one of the 11 federally-designated, high-speed rail corridors. It spans the Interstate 5 corridor from Eugene, Oregon to Vancouver, British Columbia. Track 1 projects must be ready to go and be completed within two years of funding. Funding awards are expected by February 7, 2010. More information can be found at: www.wsdot.wa.gov/Funding/stimulus/passengerrail.htm.

The city of Ellensburg, Washington now owns the historic, former NP depot. After the city weatherproofs the building, it will be turned over to the non-profit group Historic Ellensburg. The 9,800 square foot brick building was placed on the Historic Register in 1991. See more at: www.historicellensburg.org

PASSPORT BOOTH, 2009 GREAT OREGON STEAM-UP

by Arlen L. Sheldrake

During the weekends of July 25-26 and August 1-2 (always the last weekend of July, first weekend of August), the PNWC staffed one of the many Passport booths on the Antique Powerland Museum grounds at Brooks. The Antique Powerland Museum sponsors the Passport program to encourage children to learn about the many exhibits during Steam-Up and gives them a chance to win one of several donated bicycles.



As many of us know, kids like to do things, get trinkets and some even like learning stuff. Since the inception of the program, the PNWC has participated with a booth near our MOW (Flanger, Spreader, and Alco S-2) exhibit. Each child is asked a question that requires them to read our interpretive signs, they then get their Passport stamped, receive one of our past excursion lapel pins, and a surplus train magazine (with the neat Ron- & Chris-made “compliments of” label).

The Passport program runs from 9 AM to 4:30 PM each day. This year our staffing volunteers included: Ken Peters, Charles & Carol Stevens, Dave

Van Sickle, Arlen Sheldrake, Ron McCoy, Christopher Bowers, Clyde Kellay, Tom Steeves, and Glenn Laubaugh; set-up and tear down helpers included Ron McCoy, Christopher Bowers, Al & Judy Hall, and Eileen Brazil.



For three of the four days, we really appreciated the use of the Northwest Vintage Car & Motorcycle Museum’s gazebo - nice shade and a nice breeze.

On one of the days, we appreciated the loan of the Hickok’s portable canopy. Eileen loaned us the use of chairs and a table.

In addition to the Passport process, our booth included many outreach handout materials, including the Trent Stetz-developed brochures: S-2 #36

facts, the *Columbia River Railroads*, the *PGE Flume Railroad*, and the *Oregon & Washington Railroad*



Attractions. You will see some of these as *Trainmaster* inserts over the coming months. Other materials included sample *Trainmaster* newsletters, PNWC membership brochures, Oregon Rail Heritage Foundation newsletters, ORHF rack cards, and the ORHF Holiday Express rack cards. During the first weekend, Ron McCoy and Christopher Bowers set up the PNWC display in a box.


My thanks to all who contributed to making our 2009 Passport booth a success!

Photos from Jim Hokinson

INTERPRETIVE SIGNS DEBUT DURING STEAM-UP

Beautiful, professional, informative, descriptive, and durable are just some of the words used to describe the Spreader and Flanger interpretive signs that first greeted *Steam-Up* visitors on July 25.

The new metal signs were developed by Ron McCoy, with assistance from Christopher Bowers. The metal signs are covered by plastic to protect the sign surface and are designed to remain in place year-round, through all weather conditions.



FLANGER

"It cleans between the rails"

Built in 1945

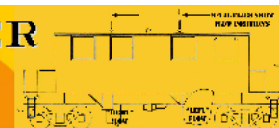
How a Flanger is operated:
A flanger removes snow and ice from between the rails. Its rollers, never pushed, by one or more locomotives, preferably equipped with a pilot plow or Jordan Scarifier on the front. The locomotive pushes a steel, but a slightly heavier or even passes beneath the engine. The flanger scrapes the snow down 2.5 inches below the top of the rails. Beneath the flanger are two funnel-shaped chutes to which cutting blades are affixed with hose-away hoists. The plows alternately are lowered and raised by compressed air in a control which may be remote. When approaching road crossings, switches and trestle bridges, the plow is raised to prevent crossing of the chutes. The flanger was modified allowing the plow to be raised and lowered remotely from the cab of the locomotive pulling the flanger. Nevertheless, a railroad employee usually rode inside the flanger to place and remove safety blocks that insure the plow stayed up when not removing snow and to be available to replace broken blades. Replacing broken blades requires an employee to climb in snow beneath the flanger to pull on new blades, insuring the crew to be very careful to prevent damage. A snow block the flanger warned workers when they rode from their outside cabs.

Technical Data
-SP Railroad # SPMW 328 / SPMW 7328
-Friction bearings, aka: "plain bearings"
-The base of bearing last used in the 1940s at
-Locomotive coupler to coupler is 37.5 feet
-Height 44,000 lbs. (22 tons)
-Height from rail: 13 feet 2 inches
-Width: 8 feet 4 1/2 inches
-Usual crew: 1

History of this Flanger:
Harbor #36 (359) was completed on November 6, 1945 by Southern Pacific, Inc. It is in their Sacramento, California shops where they built freight cars. Like this one, many flangers were "home made". It is likely that a combination of new and used parts were used in its assembly. While some flangers have all steel bodies, this flanger was a wood frame body resting on top of a steel frame.

Although it is possible it was also used elsewhere in the west SP system, this flanger was primarily used in Oregon and California.

Southern Pacific donated it to the Pacific Northwest Chapter of the National Railway Historical Society in 1989. In November 2005 it was a special loan to the Oregon Historical Society for preservation. Jeffrey PNWC-NRHS member Charles Stevens built the multi-year restoration effort, which includes all new body, window frames and repair to the wood frame under the siding.



Restoration lead by Charles Stevens with the support of the following individuals and organizations:

- Oregon Electric Railway Historical Society
- Woodward & Lothrop Architects
- Jonathan Pacific Transportation Company
- NW Railway Historical Society
- Meyer Memorial Trust
- Oregon Chapter, National Railway Historical Society
- Oregon State Historical Society
- Meyer Memorial Trust

Visit the Chapter website at WWW.PNWC-NRHS.ORG

Thanks to the *Oregon Electric Railway Historical Society*, the PNWC's Spreader, Flanger, and S-2 #36 reside on a spur off the main trolley line at Antique Powerland Museum in Brooks, Oregon. Once cosmetic restoration of the S-2 is completed, the 36 will receive similar signage.



JORDAN SPREADER

"A bulldozer on rail"

Built in 1925

How a Jordan Spreader is operated:
The Jordan Spreader has no motive power of its own; it moves along the track and is pushed by one or more locomotives. The front has a V-shaped base to clear debris, rock, and snow from the track. The sides have wings that can be positioned to further remove snow or debris beside the track, on sidings and at crossings. The wings are raised by the locomotive, and the sides are raised by the locomotive. Spreaders are also used to spread ballast (rock) evenly along the trackbed. Massive air cylinders independently move each wing to the desired position using compressed air from the large tank mounted on the rear platform. The wings are then locked in place manually. When working, spreaders move slowly, only at more than 10 MPH, to allow sufficient time for wing adjustments in concert with clearing the track and in close consultation with flag protectors. Spreads are usually operated by four people, one controlling the front body, one operating each wing, and one communicating with the locomotive engineer. Typically, employees who possessed an intimate knowledge of the territory were paired to operate the wings.

Technical Data
-Builder's plate #582 / SP Railroad # SPMW 4057
-Friction bearings, aka: "plain bearings"
-The spreader was used between 1919-1929
-Length coupler to coupler is 33 feet
-Weight 12,500 lbs. (6.25 tons)
-Height from rail: 11 feet
-Width at 10 1/2 feet
-Usual crew: 4

Jordan Spreader history:
The machine bears its name from the man who designed it, Mr. Gordon S. Jordan, division administrator (and later manager) General Sutherland Hallway's Ontario in 1900. He invented his first spreader, later known as the Jordan Spreader. He began his own business, G. F. Jordan Co., in Hood River, Oregon in 1908. The wing mechanism required by Jackson Witches, maker of tamping equipment, which later merged into Harrow Tread Technology. Many Jordan Spreader are still in use today.

Jordan Spreader #582 left the G. F. Jordan Company plant in Keizer in 1925. Its destination is uncertain but it is believed to have been sent to Astoria, Oregon, where it was used during early work on the Astoria Branch. It was later moved to the Sekelou Mountains until it was raised from Southern Pacific in the late 1980s and donated to the PNWC-NRHS. Now owned and used by the Pacific Northwest Chapter of the National Railway Historical Society. It was last used by Portland & Western Railroad to clear debris and brush from the Astoria line in 1953, 46 years after its first use in 1907.



Restoration made possible with support by the following businesses and organizations:

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- Woodward & Lothrop Architects
- Jonathan Pacific Transportation Company
- NW Railway Historical Society
- Meyer Memorial Trust
- Oregon Chapter, National Railway Historical Society
- Oregon State Historical Society
- Meyer Memorial Trust

Visit the Chapter website at WWW.PNWC-NRHS.ORG



GREAT NORTHERN X-40 CABOOSE

by Arlen L. Sheldrake



You've seen the X-40 in Vancouver, in Salem, behind various Willamette & Pacific and Portland & Western Railroad trains, with Santa at Union Station and at Amtrak's 2009 National Train Day in Portland. This beautifully restored piece of rolling history in its distinctive red GN livery has an interesting history.

In preparation for the second annual *Amtrak National Train Day*, the history of the consist became an important factor. The history of the SP4449 and SP&S 600 *Mount Hood* are well-documented but the history of the GN X-40 caboose is less well-known.

An excellent resource of information is the Internet. A Google search for GN X-40 quickly brings up the *Great Northern Railway Historical Society* website (www.gnrhs.com) and a roster of GN equipment, including the X-40. With this gathered information, a message was sent to the caboose owner, Bruce Carswell, for confirmation. Surprisingly, the information on the GNRHS website about who built the X-40 was incorrect.



Right: The X-40 was resting at Portland's Union Station during *Railfair 1996*, with Sumpter Valley 2-8-2 #19 in the background. *Photo from Bruce Carswell*



Below: In 1997, the X-40 found herself in wreck train duty on the Willamette and Pacific at Wrens, Oregon. *Photo from Bruce Carswell*



Opposite above: Portland and Western continuous-welded rail train on the Oregon Electric line dropping rail for the Morse Brothers Gravel Spur near Hopmere in 1995. Opposite below: Allan Carswell, former GN carman and Bruce's father, who helped restore X40. *Photos from Bruce Carswell*

Bruce provided the following information about the history of X-40:

- Built in 1960 by Morrison-International (International Car Division) for the *Great Northern Railway*.
- Series X32 – X40, first GN cabooses built by an external builder. Previously GN built their cabooses at the St. Cloud, Minnesota car shops. Type: steel, 31 foot, cupola.
- Originally GN X-40, then BN 10330, retired in 1985 due to a broken cushioning spring.
- 1986 sold to Standard Rail Services (SRS), a Bruce Carswell and Bruce Moore corporation, along with seven other cabooses for dismantling. X-40 retained as offices and others disposed of with only one being scrapped.
- 1988 sold by SRS to Great Northern Rail Ventures (Bruce Carswell is the majority shareholder) and moved to Boise, Idaho.
- 1988-1989 X-40 was restored by Bruce Carswell, Joe Beaver, Bill Hermann, Alan Stone, and Allan Carswell, former GN Carman and Bruce's father. X-40 was painted by Doyle McCormack and lettered by Rod Cox.
- 1991-1994 leased to Morrison-Knudsen and used as a test car.
- 1994 moved back to Oregon and used occasionally by *Willamette & Pacific* and *Portland & Western Railroads* until 2001.

The X-40 is currently stored at Portland's Brooklyn Roundhouse under the care of the Pacific Railroad Preservation Association.

Many thanks to Bruce for making available to the public this wonderful piece of restored railroad history and for his assistance in developing this *Trainmaster* article.



Left: In 1989, the X-40 owners and car restorers gathered for this photo: r-l onboard, Alan Stone, Joe Beaver, Bill Hermann; r-l on ground, Grant Goodwell, Bruce Carswell. *Photo from Bruce Carswell*

Below: For the May 1989 National Transportation Week display, the X-40 was posed on the Boise Depot house track. *Photo from Bruce Carswell*



RAILROAD HISTORY EXHIBIT OPENS

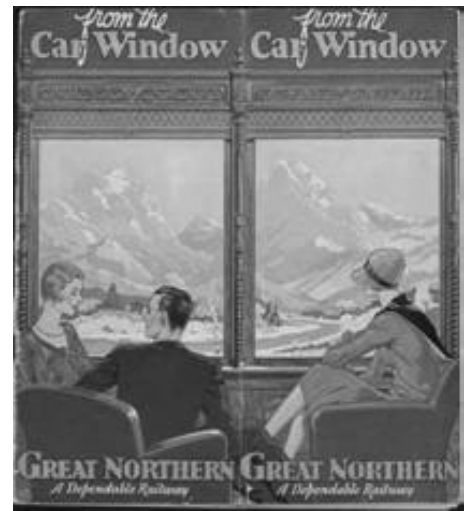
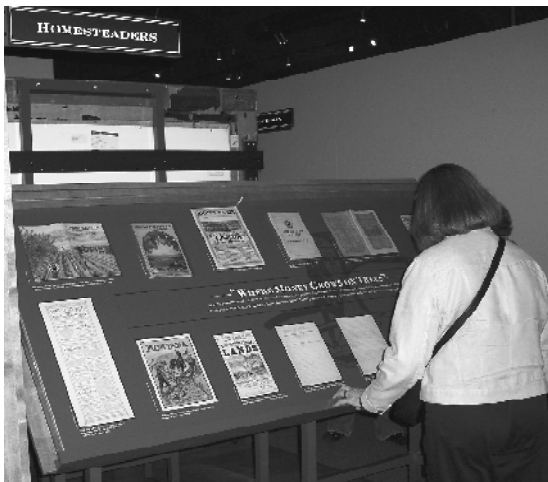
The Oregon History Museum announces that the traveling exhibit *The West the Railroads Made* opens October 30 at the Portland museum.

Take a fresh look at what the iron road created in *The West the Railroads Made*. Learn how this one form of transportation reshaped the West and helped create a truly continental nation.

The exhibit focuses on the battleground between the river cities of St. Louis and Portland, and the railroad cities of Chicago and Seattle/Tacoma. It features more than 80 artifacts, including rare railroad ephemera, photographs, paintings and other three-dimensional pieces.

The exhibit opens October 30, 2009 and runs through January 31, 2010 at the Oregon History Museum, 1200 SW Park Avenue, Portland, Oregon. Museum hours are 10 AM to 5 PM Tuesday – Saturday and noon to 5 PM on Sunday. More information is at: www.ohs.org or 503.222.1741.

Using the coupon or a photocopy of the coupon on this page,



PNWC members and their guests, by special arrangement, can get tickets at a 2-for-1 price during the October 30– November 1 opening weekend. Don't miss the opportunity to see this nationally renowned, traveling exhibit.



Special Offer for PNWC Members

The West the Railroads Made

Two for One Admission
on opening weekend


OREGON HISTORY MUSEUM
AT THE OREGON HISTORICAL SOCIETY

Offer Valid ONLY October 30th to November 1st

 **THE PACIFIC NORTHWEST CHAPTER NATIONAL RAILWAY HISTORICAL SOCIETY**

Clip this coupon and present at the OHS admissions to receive your discount

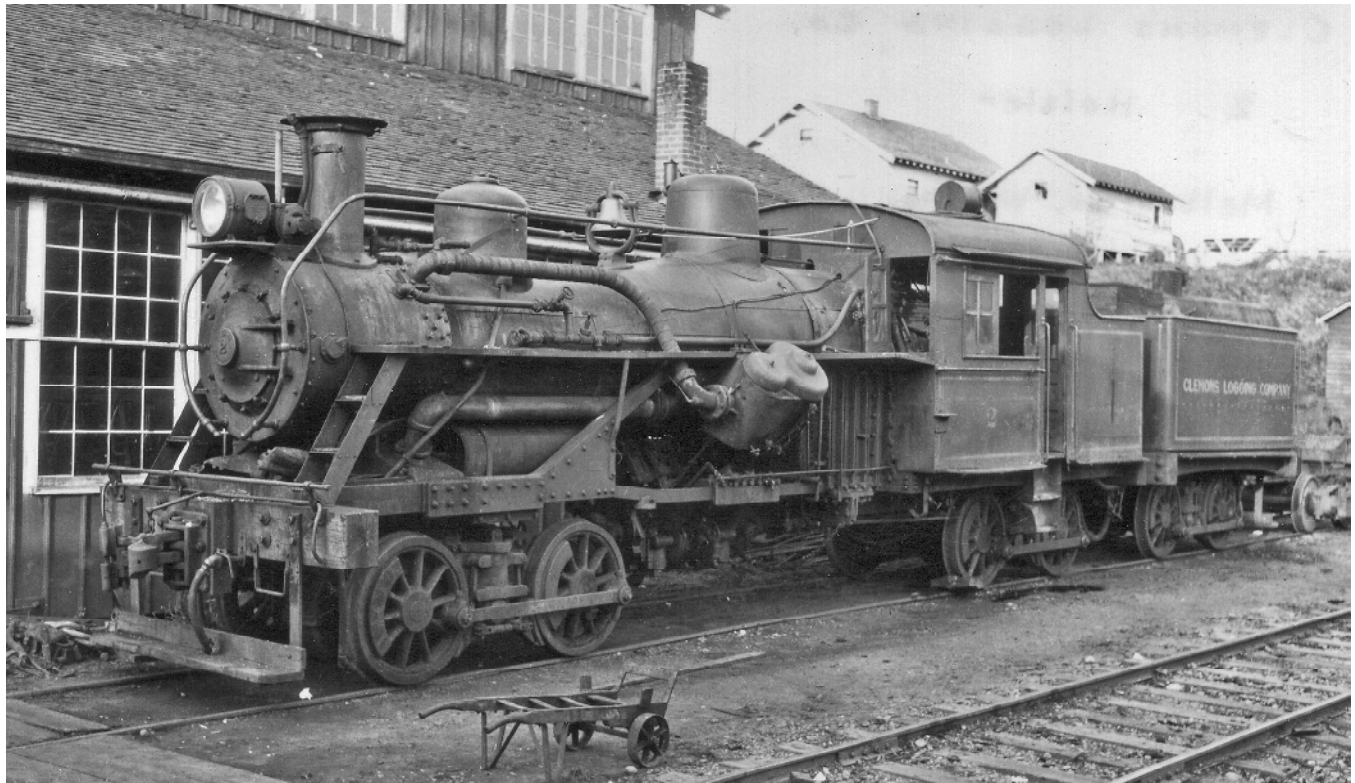


FROM THE PNWC ARCHIVES



Above: This 1881 Hinkley product (C/N 1470) is the #1 of the Columbia River and Northern. Her detailed history is cloudy, but it is likely that she also carried the numbers OR&N 23 and 44, UP 383 and possibly SP&S 51. Some sources even suggest that she's a Manchester product. Can any readers help clear this up?

Below: Clemons Logging Company #2 was photographed at Melbourne, Washington in 1938 by Emory Roberts. Photos, George Abdill collection, PNWC-NRHS Archives



S2 #36 Restoration Fund

DONORS **GOAL \$40,000**

Golden Spike level: \$1000 and up
 John & Lois Sheldrake♥, Rita & Arlen Sheldrake,
 Jim & Valinda Hokinson, Gordon Zimmerman

Rail level: \$500 to \$999
 Darel & Diana Mack, Al & Judy Hall

Cross-Tie level: \$100 to \$499
 Roberta Ballard*, Al Baker,
 Chuck McGaffey, APMA '08 Anony.*
 Todd Landwehr

Tie Plate level: \$50 to \$99
 Phil Barney, Robert Wenzel, Thomas Barrett,
 APMA '09 Anony.*, Ron McCoy & Christopher Bowers

Steel spike: \$1 to \$49
 Ted Ahlberg♥, Doug Auburg, NTD Anonymous
 Thomas Vandegrift*, Tammy Auburg, Jim Long
 Multn. Falls '09 Anonymous*, George & Jean Hickok
 (♥= In Memoriam * = non-member)

\$10,085
raised
 as of 9-11-09



“S-2!”
 “Gesundheit!”

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

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

**Oregon
 Cultural
 Trust**

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Jim Hokinson	2008-2010	503.635.4826
Ron McCoy	2009-2011	503.310.4811
Christopher Bowers	2009-2011	503.577.0063
William D. Hyde	2007-2009	503.666.5530
Al Baker	2007-2009	503.645.9079

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