

# The

January 2010



# Trainmaster

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



## PACIFIC NORTHWEST CHAPTER TIMETABLE #570

Board of Director's meetings: January 7 & February 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 (January 16) and also the following Saturday (January 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:

**January 15 7:30 PM – Program:** Video: *Glacier Park Lodges and Related Great Northern RR History*, Jim Long

**February 19 7:30 PM – Program:** *TrainFestival 2009*, the official souvenir video, Steam Railroading Institute

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

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

October 30 – January 31, *The West the Railroads Made* Exhibit, Oregon Historical Society Museum, Portland, Oregon, [www.ohs.org](http://www.ohs.org)

January 23, *SP&S Historical Society* Swapmeet, 10 – 3, Holiday Inn, 8439 NE Columbia Blvd., Portland, Oregon

May 8, *Amtrak's National Train Day*, 10 – 4, Portland Union Station

June 22 – 26, *Endless Mountain Rails*, NRHS 2010 Convention, Scranton, Pennsylvania, [www.endlessmountainrails.com](http://www.endlessmountainrails.com)

July 13 – 17, *Northern Pacific Railway Historical Association* Convention, Spokane, Washington, [www.nprha.org](http://www.nprha.org)

July 14, *SP&S Railway Historical Society* convention, Spokane, Washington, [www.spsrhs.org](http://www.spsrhs.org)

July 28-31, *Union Pacific Historical Society* convention, Boise, Idaho, [www.uphs.org](http://www.uphs.org)

September 30 – October 2, *SP Historical & Technical Society* Convention, Sacramento, California, [www.sphts.org](http://www.sphts.org)

October 19-21, *Rail~Volution 2010*, Portland, [www.railvolution.com](http://www.railvolution.com)

January 2011, Brooklyn Roundhouse, yard vacated

June 2011, *Cascade Rails 2011*, NRHS Convention, Tacoma, Washington

January 2012, Brooklyn Roundhouse, vacated and steam locomotives moved

### PNWC – NRHS MISSION

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

# Ex-Pat Yanks

by Steve Hauff

Over the past several years, Mary and I have had the opportunity to visit exciting and interesting countries throughout the world. In our travels, we have been surprised to see the influence that American railroad manufacturers and railroad builders have had on railroads well beyond our borders. On almost every continent, the American influence in rail technology is evident and in many museums American contributions are preserved or noted. Over the next several months, we'll be sharing examples of ex-patriot American rail equipment that we have stumbled upon.



An exquisite example of nineteenth century locomotive construction, this Porter 2-6-0 has been lovingly restored at the Otaru Transportation Museum on the island of Hokaido. The original railroads on Hokaido were designed by American engineers who populated the early lines with H.K. Porter products.

Jordan Spreaders are readily identifiable, regardless of location or gauge. Despite a complete rebuild by Japanese National Railways, this pair of Jordans look as ugly as the day they were manufactured. Also at the Otaru museum is an Alco rotary snowplow.



This beautifully-maintained Porter Mogul was originally built for plantation service in Central America. After a stint on a tourist line in the Midwest, the locomotive was purchased by the Otaru Museum and now operates on several hundred feet of track. The Coca-Cola symbol on the tender credits the company that provided the restoration funds.

# PNW SHORT LINES

by Arlen L. Sheldrake

Seattle is home to an interesting volunteer organization called the Metro Employees Historic Vehicle Association (MEHVA). MEHVA was formed in 1981 by a group of Metro employees interested in preserving a bit of the region's history when a group of 1940's vintage electric trolley buses were slated for scrapping. Under an agreement, *Metro Transit* owns and stores the historic collection and the volunteers maintain and operate the buses. A total of 19 vehicles are in the collection, including a 1919 American Car Company #210 Birney Safety Car from the *Seattle Municipal Street Railway* and five trolley buses, including one built in 1944 by Pullman Standard. Special excursions are scheduled along with an annual car show. More information: [www.mehva.org](http://www.mehva.org).

Correction: TriMet on November 14 received former *Alaska Railroad* AAR 702 (RDC3) and former AAR 711 (RDC2); I incorrectly reported in November that AAR 712 was purchased. Both were originally owned by *New York, New Haven & Hartford Railroad* 129 (702) and 121 (711). Both units are in Wilsonville being prepped for their back-up duties on the *Westside Express Service*. From the September/October WES Project Report: "Vehicles will be stored and modified at the Wilsonville maintenance facility. Cars are in relatively good condition. Major modifications include cab signal, radio and TWC installation, resolution of platform interface, and some minor interior and exterior upgrades. Work will be performed in-house."

More *Westside Express Service* info: Estimated ridership for the month of October was 25,779; estimated average monthly ridership for August through October was 25,068 passengers. On-time performance for October was 96.8% with four mechanical failures and two late trains.

The Steam Railroading Institute has produced an excellent 55-minute DVD covering *TrainFestival 2009*. Cost is \$19.95 plus \$2.50 shipping and handling. More info: [www.michigansteamtrain.com](http://www.michigansteamtrain.com) or 989-725-9464. Preview this video at the February membership meeting.

O&NW #2, a Baldwin AS-616, parked for many years in Tigard, was cut up for scrap by Pacific Recycling in November. Manufacturer number 74916 was built in September 1950 as SP 5239. It was purchased by PNWC in 1991 from *Oregon and Northwestern Railroad* and moved to Portland. The AS-616 was sold to the Museum of Transportation of St. Louis, Missouri in 1998; due to changing priorities the Museum was unable to move the locomotive to St. Louis.

On November 20, *Oregon Rail Heritage Foundation* President Doyle McCormack signed the final papers on the closing of the property purchase from *Union Pacific Railroad*.

McCloud-based *Shasta Dinner Train* will discontinue service effective January 1, 2010. The dinner train, tracks, and gift shop are available for sale at \$5 million. The dinner train began operations June 1, 1996.

The cities of Weed and Montague, with support from the City of Ashland, have formed the *Siskiyou Regional Railroad Authority* to buy the 90-mile line between Weed and Ashland. A \$16 million *ConnectOregon III* grant proposal has been submitted and will be decided August 2010. *Central Oregon & Pacific Railroad* shut down service on the line in May 2008.

During 2010, the North Clackamas Park & Recreation District will begin construction of the six-mile Trolley Trail that follows the former *Portland Traction Company* right-of-way between Milwaukie and Gladstone. Streetcar service between Portland and Oregon City ran on this right-of-way between 1893 and 1958 with freight service continuing until 1968. The construction of the northern portion of the Trolley Trail awaits final design of the southern portion of the planned Milwaukie Light Rail line that will use a portion of the former rail line. More information: [www.hhpr.com/trolleytrail](http://www.hhpr.com/trolleytrail).

After a 38-year absence, passenger rail service returned to Stanwood, Washington on November 21. Stanwood is located between Everett and Mount Vernon and is the 18<sup>th</sup> station on the *Amtrak Cascades* service between Eugene and Vancouver, British Columbia.



With applications closing November 20, *ConnectOregon* III has received 97 applications requesting more than \$251 million for the available \$100 million. Included in these totals are 38 rail projects requesting \$114.2 million. The Oregon Transportation Commission will make the awards August 2010 after an extensive evaluation process. Funds are available for rail, marine, aviation and transit projects. More information: [www.oregon.gov/odot/co/index](http://www.oregon.gov/odot/co/index).

The *Port of Tillamook Bay Railroad* gave notice and published in the December 2 *Oregonian* newspaper that it intends to file with the Surface Transportation Board a notice of exemption pursuant to the provisions of 49 CFR 1152 Subpart F – Exempt Abandonments, permitting the discontinuance of service of the 59.3-mile segment of the line of railroad which runs from milepost 800 near Cochran, Washington County, Oregon through to milepost 859.3 near Tillamook, Tillamook County, Oregon. The proceedings will be docketed as STB Docket No. AB-1055 (Sub-No. X). The line has been out of service since major flood damage in 2007. A couple of notes: 1) The *Oregon Coast Scenic Railroad* does not expect this filing to affect their service along the Oregon coast between Rockaway and Garibaldi; 2) Excluded from the filing is the segment milepost 774.0 (near Banks) to milepost 800 Cochran (this segment includes Banks, Buxton, and Timber); 3) Milepost 859.3 is located deep within the Port's industrial park (former WW II Navy blimp base) south of Tillamook.

An indicator of time running out at the Brooklyn Roundhouse: 2009 is the last year ORHF's *Holiday Express* consist will be returned to storage at the Brooklyn Roundhouse yard as the yard must be vacated by January 2011.

The Issaquah History Museum has received an \$18,000 grant from 4Culture to help fund the restoration of their 1942 *Southern Pacific*-built caboose (#1206), later purchased by Weyerhaeuser. The caboose is located at the Issaquah Train Depot; Northwest Railway Museum has been hired to do the restoration. More information: [www.issaquahhistory.org](http://www.issaquahhistory.org).

Northwest Railway Museum in Snoqualmie received on December 9 a \$180,000 Save America's Treasures grant to rehabilitate Chapel Car 5, the *Messenger of Peace*. This grant will match funding from the Washington State Historical Society's Capital Projects for Washington's Heritage program grant of \$125,000, a 4Culture's Landmark Rehabilitation and Landmark Challenge grant of \$37,000, a 4Culture Collection care grant of \$4,000 and a variety of private contributions. Work is slated to begin on the car the second quarter of 2010 and take between 18 and 24 months. Chapel Car 5 was built by Barney and Smith in 1898 for the American Baptist Publication Society and for 50 years traveled through Washington and 10 other states bringing modern evangelism to the frontier. The *Messenger of Peace* was placed on the National Register of Historic Places January 21, 2009. More information: [www.trainmuseum.org](http://www.trainmuseum.org) and [www.chapelcars.com](http://www.chapelcars.com).

PNWC member Gordon Zimmerman reports via his Christmas letter that he is selling his San Francisco residence (850 Steiner Street) and returning to full-time residency on the family farm in Yamhill, Oregon. For fifty-two years, Gordon and his partner owned the 1899-built Victorian house sitting directly across the street from Alamo Square Park. Gordon also reports that in spite of all the time needed to get the San Francisco property ready for sale, he was able to participate on the 4449's east- and west-bound trips this summer/fall and helped fund the work needed to make his namesake car, the Friends of SP4449 baggage/tool car and originally UP 5659, Amtrak-certified in time for the westbound trip. The McMinnville *News-Register* on October 24 featured an extensive article on Gordon: "Well trained, Yamhill's Renaissance Man takes a noteworthy trip on the iron highway". This article included two Chris Fussell photos. This active 86-year old also attended the NRHS convention in Duluth, MN!

## 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](mailto:keithfleschner@msn.com).



# GERALD AUGUST SCHULER

February 4, 1924 - November 8, 2009



A complete obituary will appear in the February 2010 *NRHS News*.



# THE LAST DES CHUTES RAILROAD BRIDGEWORK

by Ron McCoy

Thanks to Jerry Tanquist, who invited us to see the Harris Canyon water tank on October 18, Christopher Bowers and I also got to see the only remaining bridgework from the Des Chutes Railroad along the abandoned right-of-way on the eastern bank of the Deschutes River. This trestle is located at approximately MP 8, a bit past Freebridge, which is MP 7. Once there were 24 timber trestles on this OWR&N line but this is the only one to survive. Another, the Gordon Canyon Trestle at MP 5, was very tall and survived for many years until it was deliberately destroyed by fire in 1987 after being branded an “attractive nuisance”.

Things don't rot on the east side of the mountains quite like they do on the wet west slopes of the Cascades. You can see the railroad ties lying beside the remaining trestle where they landed during the scrapping of the line in the mid-1930's. Just upriver along the old grade, is one of the two wood boxcars that were first used as housing for railroad construction crews. Later, this car became a dwelling for a Des Chutes Railroad employee who was stationed at that site for a time. After this, both boxcars served as shelters for the fishermen who used the Des Chutes Railroad to fish in this otherwise inaccessible section of the canyon. The boxcar, like another a few miles away, is clearly from the late 1800's. Let's hope that none of these remaining structures fall victim to fire, intentional or otherwise.





# MOUNT HOOD RAILROAD FULL DOME CAR

On December 4, Mount Hood Railroad added a second dome car with the arrival from Alaska of the former ATSF 513 full dome. Manufactured in 1954 by Budd, the 513 is one of four dome cars purchased by Permian Basin Railroad, owner of the MHRR. These photos and information were provided by Leonard Morgan.





# SALEM UNION STREET RAILROAD BRIDGE UPDATE

by Arlen L. Sheldrake

Last Spring, the City of Salem was awarded \$3.5 million in stimulus funds from the Oregon Department of Transportation's Transportation Enhance Program for the second phase restoration of the Union Street Railroad Pedestrian and Bicycle Bridge. After a competitive process, S&K Painting, Inc. of Clackamas, Oregon was awarded the contract to encapsulate the lead-based paint, paint the bridge and install security cameras. The Bridge will close temporarily November 9 and re-open mid-May 2010.

The Union Street Railroad Bridge (historic name: Salem, Falls City and Western Railway Willamette River Bridge and Trestle) was built across the Willamette River in 1912-13 by Southern Pacific Railway to connect Salem to the West Willamette Valley. The bridge was acquired by Union Pacific Railroad in 1996 and was purchased by the City of Salem for one dollar in 2004. The bridge was put on the National Register of Historic Places in January of 2006.

In April of 2008, Carter & Company, Inc., a Salem contractor, began reconstructing the historic landmark. As part of the initial \$3.2 million project, railroad ties and tracks were removed and decks, railing, and lighting were installed. The HDR engineering firm designed the conversion and performed project management. The grand opening of the bridge to pedestrians and bicycles was on April 18, 2009 after the one-year initial reconstruction project.

In 1980, the lift span, with Coast Guard approval, was permanently closed. The bridge now connects two large urban parks: Wallace Marine (114 acres) on the west side and Riverfront (23 acres) on the east side of the Willamette River in downtown Salem. This 5-span steel truss bridge is 722 feet long with an 850-foot long timber trestle on the west end.

Thanks to Todd Klocke, Project Coordinator, City of Salem Urban Development Department, Ed Austin, Tom Green, and Virginia Green as well as the City of Salem Web site: [www.cityofsalem.net/unionbridge](http://www.cityofsalem.net/unionbridge) for help with this article and for providing the photos.





# Thank you!



All your hard work made this one of the most successful Holiday Expresses ever.

See you in 2010!

Keith Fleschner, event coordinator

Jim Long, Volunteer coordinator

Karl Westcott, Car host Manager



*Holiday Express photos by Jim Hokinson*

## DECEMBER MEMBERSHIP MEETING AND POTLUCK



The December meeting/potluck was very well attended and included the presentation of the Chapter's Toys-For-Tots contributions. *Photos by Jim Hokinson*



# NOVEMBER MINUTES

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

Meeting called to order at 7:44 PM by President, Keith Fleschner.

Welcome to our guests: David Cautley, new member; Walter Bruebaker, new member; and welcome to Hans Kaplick.

We recently had two of our members pass away recently – Gerald Shuler and Vivian Grail. Membership observed a moment of silence to show our respects for Gerald and Vivian. Olive asked that memorial donations be made in the name of Gerald Shuler to be used for the new foam for seats in the 6800.

Membership meeting minutes for September and October – Motion made to approve minutes by Bryan Ackler. Motion 2nd by Lila Stephens. Approved by membership present.

Family Day at Oregon History Museum on November 21, 2009. The chapter will have an outreach booth at the event. Our archives provided some SP prints for this event.

S2 Restoration – We are making progress. We have broken the \$12k level. Thank you to those that have made donations. Your continued support for this project is appreciated.

Holiday Potluck – next month, December 18, 2009 at 6:30pm. Sign up for what you will bring by contacting Ron McCoy. Darel and Diana Mack will be bringing the ham, punch & coffee. Ron will be bringing his infamous butter, sour cream and chives mashed potatoes. We will be voting on proposed Bi-Laws change.

December meeting – potluck, elections-info in November Trainmaster and Marine Train Toy for Tots program. Bring your new unwrapped Train toy to the December 18, 2009 membership meeting.

Antique Powerland 's annual meeting is Saturday, November 21.

The December program is a presentation of the Chapter, the year in review.

Membership renewals have been sent out and we are seeing some come in.

Holiday Express 2009 is coming. The Chapter staffs the Car Men & Car Hosts. Jim Long is ORHF Volunteer Coordinator for ORHF volunteer positions. Go to ORHF website for volunteer sign-up sheet.

Treasurers report – In September we did not have any unusual bills. October – paid insurance and outstanding expenses for S2 Scrapping project, ending in a positive note.

Board approved replacing air conditioner in room 1A. Budget approved for \$2000. Installed electronic heating and humidity monitoring system collecting over 1400 data points per day.

Readying train set for Holiday Express. One thing running an air test to find and fix leaks. Leakage on the pipes this year was zero. 6200 held brakes for over 16 hours. Next, testing of steam heat in the system.

Other –

Ron – Union Station Display at Union Station with drumhead for Holiday Express. Harris Canyon water tower article in Trainmaster next month. Deschutes railway article.

Jim Hokinson – send in your volunteer hours for 2009, including hours for ORHF.

Keith has some Holiday Express Posters.

Al Hall – Holiday Express – doing radio and TV ads, starting tomorrow.

ORHF property paperwork should be closed for site 1.

Adjourned 8:38pm.

Respectfully submitted by Jean Hickok, Secretary.

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## DECEMBER 18 ELECTION RESULTS

The following officers were elected for 2010:

President – Keith Fleschner

Vice-President – Mark Reynolds

Secretary – Jean Hickok

Treasurer – George Hickok

Director-At-Large (2010-2012) – Al Baker

Director-At-Large (2010-2012) – Randy Rock

National Director – Ed Berntsen

The following By-law amendment was approved:

Section 3.05 Quorum. Chapter members in good standing, present shall constitute a quorum for business meetings.

Submitted on behalf of Jim Loomis, Elections Chair by Arlen Sheldrake.



# 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,  
Anonymous

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

Darel & Diana Mack, Al & Judy Hall,  
Steve & Mimi Cogswell

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

Roberta Ballard\*, Al Baker, Todd Landwehr,  
Chuck McGaffey, Friends of SP 4449\*  
Misc. Public Donations

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

Phil Barney, Robert Wenzel, Thomas Barrett, Ron McCoy &  
Christopher Bowers, Mark Whitson

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

Ted Ahlberg♥, Doug Auburg, Thomas Vandegrift\*,  
Tammy Auburg, Jim Long, George & Jean Hickok,  
Anonymous, Gerald & Olive Schuler  
(♥= In Memoriam \* = non-member)

**\$12,003  
raised!**

as of 11-13-2009



If you'd like to help restore the Chapter's S-2,  
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](http://www.culturaltrust.org)

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(503) 986-0088  
CULTURAL.TRUST@STATE.OR.US

## Chapter Officers

President	Keith Fleschner	503.516.9272
Vice President	Mark Reynolds	503.638.7411
Treasurer	George Hickok	503.649.5762
Secretary	Jean Hickok	503.649.5762
National Director	Edward M. Berntsen	253.383.2626

## Chapter Directors-at-Large

Eileen Brazil	2008-2010	503.647.5667
Jim Hokinson	2008-2010	503.635.4826
Ron McCoy	2009-2011	503.310.4811
Christopher Bowers	2009-2011	503.577.0063
Randy Rock	2010-2012	360.574.9083
Al Baker	2010-2012	503.645.9079

## Committee Chairs

Activities	Ron McCoy	503.310.4811
Archives	William Hyde	503.666.5530
Auditor	Bob McCoy	360.459.3251
Concessions	Al Hall	503.699.5042
Chapter Rep., Oregon Rail Heritage Foundation		

Chapter Home	Keith Fleschner	503.516.9272
Elections	George Hickok	503.649.5762
Membership	Jim Loomis	503.253.3926
Flanger Restoration	Diana Mack	503.723.3345
S-2 Restoration	Charles Stevens	503.692.6611
Meeting Programs	Mark Reynolds	503.638.7411
Rolling Stock	Al Baker	503.645.9079
	George Hickok	503.649.5762
	Keith Fleschner	503.516.9272
Chief Mech. Officer	Peter Rodabaugh	503.771.8545
Car Rental Agt	Bob Jackson	503.231.4808
Library	Bob Weaver	503.654.4274
Excursions	Jim Long	503.313.7382
Car Host	Karl Westcott	503.658.4943
Safety Officer	Keith Fleschner	503.516.9272
Webmaster	Jim Long	503.313.7382

**The Trainmaster** is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members. Articles which appear in *The Trainmaster* does not express the official position of the organization on any subject unless specifically noted as such.

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