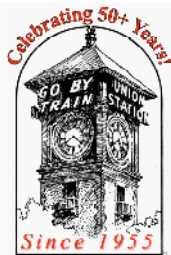


# The



# Trainmaster

April 2010

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



## **PACIFIC NORTHWEST CHAPTER TIMETABLE #573**

Board of Director's meetings: April 8 & May 13, 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 (April 17) and also the following Saturday (April 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:

**April 16 – 7:30 PM – Program:** *Locomotives of the Great Northern Railway*, Rick Piper

**April 24 – Banquet: 5 PM Social Hour, 6 PM dinner**, followed by program: *Trains, Planes, Wobblies and the Western Front* - Steve Hauff, Stockpot Broiler Restaurant, Beaverton

**May 21 – 7:30 PM – Program:** *Union Pacific in the Columbia Gorge*, Jerry Tanquist

**July 28–August 1 – Excursion:** *Glacier Park Centennial*, [www.pnwc-nrhs.org](http://www.pnwc-nrhs.org).

**August 4 – 8 – Excursion:** *Glacier Park Centennial (#2)*, [www.pnwc-nrhs.org](http://www.pnwc-nrhs.org) / 503.236.7826

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

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

April-Sept *Logging Train Rides*, weekends, Noon-4 pm, Point Defiance Park, Tacoma, Wash. [www.camp-6-museum.org](http://www.camp-6-museum.org)

April 30-May 2 *Essexpress Railfan Weekend*, Izaak Walton Inn, Essex, Montana [www.izaakwaltoninn.com](http://www.izaakwaltoninn.com), 406.888.5700

May 1-2 *North Coast Limited Restoration Project*, open house, noon-5, Yardley Yard, Spokane, Washington

May 1-2 *San Diego Steam Special II*, Los Angeles-San Diego, California ATSF 3751, [www.goldenstaterails.com](http://www.goldenstaterails.com)

May 8 *Amtrak's National Train Day*, 10 am-4 pm, Union Station, Portland, Oregon

May 9 *Mother's Day Lunch Excursion*, Garibaldi-Wheeler, Oregon 1 pm, Oregon Coast Scenic RR, [www.ocsr.net](http://www.ocsr.net)

May 29-September 26 *Chehalis-Centralia Railroad*, weekend 2-8-2 steam runs, [www.steamtrainride.com](http://www.steamtrainride.com)

May 31-October *Mt. Rainier Scenic Railroad*, Thursday = diesel, Friday-Saturday-Sunday = steam, [www.mrsr.com](http://www.mrsr.com)

June 5-6 & 12-13 *Day Out With Thomas*, West Coast Railway Museum, Squamish, British Columbia, [www.trainmuseum.org](http://www.trainmuseum.org)

June 11-13 *Dunsmuir Railroad Days*, Dunsmuir, California, [www.dunsmuir.com](http://www.dunsmuir.com)

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

July 4 *Fireworks Spectacular*, Oregon Coast Scenic Railroad, Tillamook, Oregon, [www.ocsr.net](http://www.ocsr.net)

July 9-11 & 16-18 *Day Out With Thomas*, Northwest Railway Museum, Snoqualmie, Washington, [www.wcra.org](http://www.wcra.org)

July 10 *Rails to Ales Brewfest*, Cascade Rail Foundation, South Cle Elum, Washington, [www.railstoalesbrewfest.com](http://www.railstoalesbrewfest.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 24-25 & July 31-August 1 *Great Oregon Steam-Up*, Antique Powerland Museum, [www.antiquepowerland.com](http://www.antiquepowerland.com)

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

August 21-22 *70<sup>th</sup> Annual Snoqualmie Railroad Days*, Northwest Railway Museum, [www.trainmuseum.org](http://www.trainmuseum.org)

September 8-24 *Portland Rose*, Pendleton Roundup Centennial Special, UP Steam, [www.uprr.com](http://www.uprr.com)

September 11-12 *Steamfest & Classic Car Show*, West Coast Railway Assn., Squamish, British Columbia

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, Oregon, [www.railvolution.com](http://www.railvolution.com)

January 2011 Brooklyn Roundhouse, yard vacated

June 9-13, 2011 *White Pass Railfan Week*, White Pass & Yukon Railroad, Skagway, Alaska, [www.extra2200south.com](http://www.extra2200south.com)

June 20-26, 2011 *Cascade Rails 2011*, NRHS Convention, Tacoma, Washington

January 2012 Brooklyn Roundhouse, vacated and steam locomotives moved

# IRVING GILBERT EWEN

*Rest In Peace*

October 12, 1932 – March 4, 2010

PNWC/NRHS Member 1967 – 2010

Irving “Irv” Ewen passed away at home on Thursday March 4 at the age of 77. He had been in declining health for the last few years of his life.

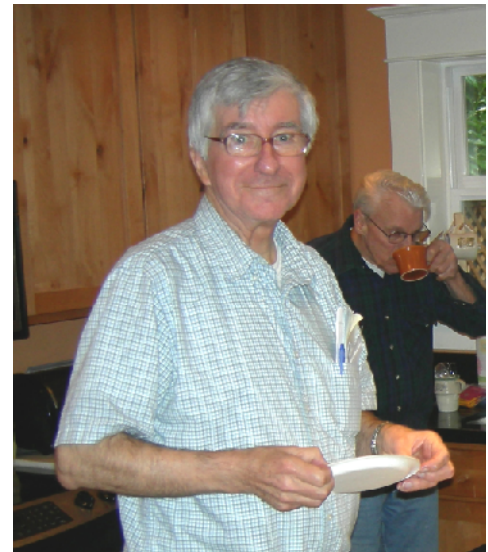
Mr. Ewen attended Gregory Heights Elementary, Grant High and Oregon State University, where he completed a Bachelors degree in Geology. His first job was working for the Oregon State Department of Geology.

Irv was one of the leading members of Portland’s Gay Men’s community, as well as being involved in the larger community. He worked as a Planner for Multnomah County for over 35 years. In addition, he was president of the Oregon Geological Society; president of the Portland Historical Rail Association; a member of Delta Sigma Phi fraternity; a volunteer with the Portland Opera for over 30 years; a member of the Northwest Senior Theater for 20 years; and a member of the Portland Gay Men’s Chorus (PGMC) for almost 20 years.

In addition to numerous service awards and accolades, Mr. Ewen was a well known freelance photographer. He left a collection of over 50,000 photographs of architecture, weddings, social and community events, concerts, theater, opera, as well as views of the Columbia Gorge - one of his favorite passions.

Irv is survived by his life partner of 14 years, Marlo James Dean, also of Portland. A Choral Eucharist to celebrate Irv’s life was held on March 13, 2010 at St. David’s Episcopal Church where he was a life-long member.

*(This information was extracted from [www.mem.com](http://www.mem.com). The picture show on Irv’s page is a nice overview of his life.)*



During Irv’s 40+ years as a member of the Pacific Northwest Chapter, his awards and positions included:

- ◆ 1982 Jack M. Holst Member of the Year award.
- ◆ 1968-1972 *Trainmaster* production manager and layout.
- ◆ 1972-1976 *Trainmaster* Editor.
- ◆ 1981-1983 Board of Directors.
- ◆ 1989-1992 Public Relations Chair.
- ◆ 1993-1998 Excursions Chair.
- ◆ 2001-2007 Lending Library Chair.
- ◆ 2004 Unsung Hero Award (President’s Recognition Award).

The systems Irv designed are still being used in our Lending Library. In addition to the above activities, Irv worked many, many excursions as a Car Host.

Ed Immel relates that in 1973, when he lived in Germany, Irv came over for a visit and they chased trains in Great Britain, going as far as Wales for steam. During Irv’s visit to Germany, Irv went to the factory that was building the pipe organ that is now in his church. The people there treated him as an honored guest, showed him the factory, took him to lunch, etc. He felt honored and said it was as much fun as chasing trains.

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## PNWC – NRHS MISSION

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

## 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).

# PNW SHORT LINES

by Arlen L. Sheldrake

In early February, the *Oregon Coast Scenic Railway* sent J.J. Thompson (Fireman, Conductor, Mechanic & Volunteer) to the Chapter archives on a search for a blueprint of the SP Tillamook Depot. J.J. reports success thanks to Bill Hyde and Bob Weaver and expresses great appreciation from our friends at OCSR as they work to save the depot from the wrecking ball.

On February 12, the 1917-18-constructed Salem *Southern Pacific Railroad* Station was placed on the National Register of Historic Places. The placement includes the 1889 baggage room building from the fire-destroyed former station. Both buildings are owned by the State of Oregon.

A thread on trainorders.com asked about the remaining operational depot clock towers and one of the postings pointed to the National Association of Watch and Clock Collectors. One of the projects of this organization called SpotAClock is to maintain an up-to-date inventory of all publicly accessible clocks in America. More information is available at [www.nawcc.org](http://www.nawcc.org), click on Horology and go to Spot-A-Clock. The inventory is in either pdf or MS-Excel formats and is sorted by state.

A portion of the Bailey Branch out of Corvallis may soon return to life. A Surface Transportation Board (STB) February 22 filing by VFRC, LLC, seeks permission to purchase the physical assets and underlying right-of-way from the *Union Pacific* between Milepost 682.25 near Greenberry, Oregon and Milepost 687.6 near Corvallis (5.35 miles). A further STB filing asks for permission for the *Albany & Eastern Railroad* (AERC) to be the exclusive freight operating railroad for this section of track. AERC will interchange with the *Willamette & Pacific Railroad* in Corvallis. The manager of VFRC is Larry Venell who started farming near Corvallis with 165 acres and now operates just short of 11,000 acres, 8,500 in grass seed. The Bailey Branch runs south from Corvallis to Monroe and Hull Oaks Lumber Company (the steam-operated sawmill) and was embargoed by *Willamette & Pacific* June 16, 2007 due to high maintenance costs and low revenue.

On February 26, the Oregon Department of Transportation announced the purchase of two new passenger trains from Talgo-America. Each 13-car train seats 285 people and the cost for the two is \$36.6 million. Oregon's current *Amtrak Cascades* passenger rail service relies on trains owned by Washington state and *Amtrak*. As Washington State fulfills its plans to increase daily Portland-Seattle service, the trains would no longer be available to Oregon. When delivered in 2012, the Oregon-owned trains will join five older Talgo-America train sets; Washington State owns three, and *Amtrak* owns two. The trains will be assembled at a new Talgo plant in Wisconsin with a majority (60%) of American-made components. The purchase was pooled with the state of Wisconsin's purchase saving Oregon about \$6 million. The purchase is funded with American Recovery and Reinvestment Act stimulus funds.

Kent Hutchens reports that work has begun on dismantling the Chambers Covered Railroad Bridge in Cottage Grove. (See the November 2009 *Trainmaster*.) Kent will provide more updates.

The 100<sup>th</sup> anniversary of the February 28, 1910 Wellington Slide, the nation's worst avalanche disaster, was commemorated by the Skykomish Historical Society on February 27. Bob Kelly organized and hosted a program at Skykomish School attended by 450 people that included authors Martin Burwash and Gary Krist. Disaster information sources include: *The White Cascades* by Gary Krist; *The Iron Goat Trail* by Becky Wandell; *Vis Major* by Martin Burwash; Bob Kelly's Wellington disaster website, [home1.gte.net/mvmmvm/index](http://home1.gte.net/mvmmvm/index).

Wonder what railroading in Tacoma looked like in the 1950's? On the first Saturday of each month, from 11 am to 4 pm, the Puget Sound Model Railroad Engineers club operates trains according to the schedules (using a fast clock) followed by NP, GN, UP and the *Milwaukee Road* in Tacoma in the 1950's. The railroad is located on the fifth floor of the Washington History Museum in Tacoma.

Please give a welcome to Mark Kramer, the new President of the Friends of SP4449. Mark takes over from Dave Brown, who is retiring.

The *Wallowa Chieftain* reported on March 4 that Union Pacific has recalled 600 of the 1,908 center beam flatcars stored on the *Wallowa-Union Railroad*; could the housing market be recovering?

The Oregon Digital Newspaper Program (ODNP) is an initiative that was announced in June 2009 to digitize historic Oregon newspaper content and make it freely available to the public through a keyword-searchable online database. The initial phase of the program will concentrate on newspapers published between 1860 and 1922, with a goal of approximately 150,000 pages freely available online in the first two years (2009-2011). The ODNP was also constructed to help facilitate the digitization of Oregon newspapers by outside organizations and/or individuals. Funding of \$364,042 comes to the University of Oregon from the National Endowment for the Humanities and the Library of Congress, with matching grants totaling \$145,000 from the Oregon State Historic Preservation Office and the Oregon Heritage Commission through the Oregon Cultural Trust. Oregon joins 22 other states (including Washington) involved in the Chronicling America project: [www.chroniclingamerica.loc.gov/](http://www.chroniclingamerica.loc.gov/). For more information on the Oregon project: [www.libweb.uoregon.edu/diglib/odnp/](http://www.libweb.uoregon.edu/diglib/odnp/) Note: a similar project led by the team of Ron McCoy and Christopher Bowers is underway for the PNWC's *Trainmaster*.

During the April 9 Oregon Heritage Regional Roundup, the Oregon Heritage Commission awarded five 2010 Oregon Heritage Excellence Awards. Two railroad-related entities receiving awards were:

- Pacific Railroad Preservation Association, a nonprofit Portland organization that for the past 30 years has promoted Oregon railroad history and restored historic train equipment and facilities.
- Union Street Railroad Bridge Project, which preserved a 1912 bridge over the Willamette River at Salem and converted the span to the transportation of bicycles and pedestrians.

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## VOLUNTEER HOURS - A DRILL DOWN

What were all those hours that were reported in the *Trainmaster* article last month spent upon? The updated volunteer hour total for 2009 is 8,592.25. That is 257 more hours than reported last month. Here are the hours, by category, put in by our 62 hard-working volunteers:

Activities	1,734.75	Meeting Programs	20.
Activity Development	20.	Membership	73.5
Administration	418.75	New Home	3.5
Archives	193.	ORHF	964.
Board Activities	618.	Public Outreach	359.75
Car Hosting	538.	Rail Car Repair	912.5
Concessions	624.	S-2 36 & 39	934.
Flanger Restoration	13.	<i>Trainmaster</i>	655.5
Lending Library	324.		
Total 2009 hours			8,592.25

You are encouraged to report your hours devoted to supporting PNWC by sending them to Jim Hokinson, PO Box 24, Lake Oswego OR 97034 or [jhokinson@comcast.net](mailto:jhokinson@comcast.net). Many thanks to all the PNWC members for spending and reporting all these hours in support of rail history.

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## ARCHIVES AND LIBRARY EMPHASIS

Readers will notice that the majority of the rest of this issue of *Trainmaster* is devoted to projects associated with our Archives and our Library. The Chapter is proud of the work being done in this area and wanted to share information about this important part of historical preservation with the readership.

# **ARCHIVES AND LIBRARY**

## **SP&S Mechanical Department AFE Records Processing**

### **Progress Report No. 5 – March 2, 2010**

#### **Still working at it ...**

With Bill Hyde's support, we continue to process records, repair storage boxes and perform a physical inventory of the Spokane, Portland and Seattle Railway Authority For Expenditure (AFE) files. By the end of February, we completed inventory checks on over 40 percent of the boxes. At the same time, we are expanding Jim Gilmore's and Glen Comstock's great database.

The SP&S AFE collection is one of the Chapter's most important. It gives us a highly detailed and comprehensive sixty-year narrative, the raw materials of the history of railroad from the perspective of the mechanical officers. It documents the day-to-day decisions they made to keep the road in good operating condition. It describes the locomotives, freight and passenger cars, work equipment and machinery they worked with in minute detail. The collection includes letters, telegrams, forms, rough notes, equipment specifications, technical drawings, photographs, maps, and many other kinds of documents.

#### **Physical Inventory**

We've performed the inventory with two levels of completeness. The quick and dirty inventory is just a check to see that the file is where it should be, according to the Gilmore/Comstock database. To do this, we remove all the AFE files from their box and quickly examine each file, one-by-one. We check the Mechanical Department file number, the president's AFE number and the title (also called "description of project") in the paper file. We make corrections to the database if we find any errors. Then we make a note in the database that it checked out okay and the date we checked it.

The more thorough inventory includes all the steps in the quick and dirty inventory, plus a more detailed examination of the paper file. We add, correct or revise information in the database to make it as accurate, complete and informative as possible, keeping in mind the needs of potential users.

We locate the original AFE document in the file and check to see if the AFE date matches the date in the database. We also add to the database any secondary AFE numbers, those assigned by the company department that proposed the AFE project. We read the description of the project on the AFE document and other papers in the file, and we may make additions or changes to the database's title statement so it's accurate and complete, while still keeping the title statement brief.

#### **Inventory of Box 51 (1930)**

John Tucker recently completed a more thorough inventory of the AFE records from 1930 in box 51. One of the records, file 6-1693, didn't have an AFE number listed in the database; it had just the file number. This AFE proposed a project to apply boosters to six class H-1 steam locomotives.

John examined the file and found that there was no documentation that this AFE was ever approved by the Executive Department, hence it had no "president's AFE number." There was no notice of cancellation either, but the lack of a president's number was strong evidence that it was never okayed.

We did find the serial number SMP-1193 assigned by the superintendent of motive power when his office drafted the proposed AFE, and we entered that number into the database, and checked and revised the AFE date (November 13, 1930).

We also checked the locomotive road numbers involved in this project and made corrections and additions to the database. The revised title now reads, *Transfer locomotive boosters from class C-1 locomotives 600, 601, 602, 603, 604 and 605 to class H-1 locomotives 620, 621, 622, 623, 624 and 625* (no indication of approval of this AFE).

We later found other AFEs lacking president's AFE numbers. Most were proposed projects that were not approved for lack of money (this was 1930!). One file, 6-1653, seemed incomplete and may be missing documents, so information about the approval, including the AFE number, may have been lost.

Another AFE, file 6-1666 (AFE 5516, SMP-1168), involved rebuilding a caboose and the authority was provided in July 1930. John discovered that the rebuilding actually took place in 1928 and that this was an after-the-fact authorization. We revised the title to reflect this, so that database users wouldn't be misled or confused: *Rebuild caboose 719, costing \$1,495, work done December 24, 1928.*

Here is the result of our revisions to the database for the AFE records in box 51:

File #	Pres's AFE #	Mech Dept AFE #	AFE Date	Title
6-1647	5473	SMP-1151	March 20, 1930	Transfer original cost of clamshell bucket from account for coaling locomotives to account for work equipment – Note: Original purchase authorized by AFE 3433 (1920).
6-1648		SMP-1152	March 21, 1930	Purchase one new all-steel 70-foot mail and baggage car with 30-foot mail compartment and number 45 (cancelled September 28, 1931, due to lack of money)
6-1649		SMP-1153	March 29, 1930	Purchase four 75-ton jacks for Vancouver Roundhouse (cancelled September 28, 1931, due to lack of money)
6-1650	5478	SMP-1154	April 9, 1930	Retire and dismantle locomotive no. 55, includes photograph of locomotive 55
6-1651	5481	SMP-1155	April 16, 1930	Retire and sell portable top (car body) no. 7 to machinist helper R. Cochran at Wishram, Washington
6-1652		SMP-1156	April 19, 1930	Purchase one Westinghouse 675-cubic-foot air compressor and install an air line through Vancouver Shops and yard (possibly cancelled)
6-1653		SMP-1157	April 28, 1930	Retire present air reservoir and replace with new air reservoir outside the powerhouse at Vancouver Shops – Note: File may be incomplete; lacks AFE and face sheet.
6-1655	5510	SMP-1158	May 3, 1930	Apply battery boxes and wire them to present electrical circuit in car no. 122
6-1656	5511	SMP-1159	May 2, 1930	Equip passenger car no. 277 with battery boxes and wire them in to electrical system now on the car
6-1657	5500	SMP-1160	May 9, 1930	Convert boxcar no. 3002 from commercial to work service and renumber X-107
6-1658	E-2049	SMP E-1161	May 9, 1930	Transfer various supplies and material held for emergency use from the Material and Supplies Account to the Road and Equipment Account
6-1659	E-2050	SMP E-1162	May 14, 1930	Retire Oregon Electric Railway work flatcar X-210
6-1660	5315	SMP-1163	May 30, 1930	Replace present New York Air Brake control with NYAB U-12 B.C. control equipment on passenger cars 270, 271 and 272
6-1661	5498	SMP-1164	May 31, 1930	Convert from commercial to work service flatcar 32004 and renumber X-12 for use with Wishram wrecking outfit
6-1664		SMP-1166	June 28, 1930	Install duplex oil pump on wrecker X-5 (cancelled July 25, 1930, because not considered a betterment)
6-1665	5517	SMP-1167	July 25, 1930	Rebuild caboose 727, including body, underframe and trucks costing \$1,526, work completed April 30, 1930

File #	Pres's AFE #	Mech Dept AFE #	AFE Date	Title
6-1666	5516	SMP-1168	July 24, 1930	Rebuild caboose 719, costing \$1,495, work done December 24, 1928
6-1667	5518	SMP-1169	July 24, 1930	Rebuild caboose 733, costing \$1,535, work done February 11, 1929
6-1668	5514	SMP-1170	July 28, 1930	Retire work boxcar X-138
6-1669		SMP-1171	August 5, 1930	Purchase and install one International time recorder for Vancouver Shop (possibly cancelled; work on this project was "held off")
6-1670	E-2060	SMP E-1172	August 12, 1930	Sell Oregon Electric Railway coach no. 106 to Burke Machinery Company, Portland
6-1671	5524	SMP-1175	August 14, 1930	Retire and sell to Oregon Trunk Railway 200-ton Niles Bemet Pond no. 12887 wheel press no. 203 located at Vancouver Shop
6-1672	5525	SMP-1174	August 15, 1930	Purchase and install by Oregon Trunk Railway at Wishram one secondhand 200-ton Niles Bemet Pond wheel press, formerly located at Vancouver Shop
6-1673		SMP-1175	August 21, 1930	Convert from work to commercial service dirt car no. 1060 to a flatcar and renumber 31517 (possibly cancelled; this work was not completed) – Note: SP&S 1060 was assigned to wood service to J. Neils Lumber Company, Klickitat, and equipped with both end and side racks.
6-1674	5526	SMP-1176	Sept. 2, 1930	Retire from work service tool car X-149
6-1675	E-2118	SMP E-1177	September 5, 1930	Retire and demolish Gales Creek & Wilson River Railroad locomotive no. 2, with pictures of the boiler minus cab and tender on the ground – Note: GC&WR no. 2 was last used on the Goldendale Branch.
6-1678	E-2066	SMP E-1178	September 16, 1930	Purchase by United Railways 105 sets of two (210 total) of secondhand Gerlinger logging bunks from Inman-Poulsen Lumber Company – Note: Includes photograph of log bunks stacked on a flatcar at Rafton on November 1, 1930.
6-1679		SMP-1179	September 23, 1930	Install standard battery boxes on coach 278 (AFE may not have been approved)
6-1680		SMP-1180	September 23 1930	Install standard battery boxes on coach 202 (AFE may not have been approved)
6-1681	E-2067	SMP E-1181	Sept. 24, 1930	Retire and demolish Oregon Electric Railway flatcar 803
6-1682	5534	SMP-1182	Sept. 25, 1930	Retire and demolish SP&S flatcar no. 31064
6-1683	5532	SMP-1183	October 1, 1930	Retire and demolish SP&S boarding outfit work car X-116 – Note: This car was used as part of "Mrs. Wood's boarding outfit"
6-1684	5530	SMP-1184	October 7, 1930	Retire and demolish SP&S work flatcar X-110
6-1685	5531	SMP-1185	October 9, 1930	Retire and demolish tool car X-117
6-1686	E-2065	SMP E-1186	October 9, 1930	Retire and sell Oregon Electric Railway trailer coaches 113, 114, 118 and 119 to Zimmerman-Wells-Brown Company – Note: These cars were renumbered ZWB 1, 2, 3 and 4, and shipped to Eugene, Oregon.
6-1687	5533	SMP-1187	October 9, 1930	Retire and demolish SP&S work car X-121
6-1688	5547	SMP-1188	October 9, 1930	Convert coaches no. 275 and 276 from first-class coaches to combination smoker-first class cars by installing a partition and additional battery boxes
6-1689	E-2078	SMP E-1189	Oct. 23, 1930	Retire and demolish United Railways flatcar no. 107
6-1690	5545	SMP-1190	Oct. 28, 1930	Retire SP&S boxcar no. 3009, destroyed off line

File #	Pres's AFE #	Mech Dept AFE #	AFE Date	Title
6-1692		SMP-1192	November 12, 1930	Build one 40-foot, 80,000-pound capacity steel underframe flatcar from salvage of Chicago, Burlington & Quincy car no. 44351 and number X-11 (cancelled) – Note: Includes pictures of boxcar. This AFE was cancelled and new one issued in 1935; see file 6-1820 (AFE 5951, March 5, 1935), which authorized renumbering to X-144.
6-1693		SMP-1193	November 13, 1930	Transfer locomotive boosters from class C-1 locomotives 600, 601, 602, 603, 604 and 605 to class H-1 locomotives 620, 621, 622, 623, 624 and 625 (no indication of approval of this AFE) – Note: This transfer was proposed to increase tractive force of H-1 locomotives.
6-1694	E-2080	SMP E-1194	Dec. 6, 1930	Retire/demolish Oregon Electric Railway work car X-219
6-1695	5548	SMP-1195	Dec. 6, 1930	Retire and demolish SP&S work flatcar X-87
6-1696	E-2079	SMP E-1196	Dec. 8, 1930	Retire and demolish United Railways work car X-240
6-1697	5597	SMP-1197	Dec. 11, 1930	Retire and demolish SP&S work car X-102
6-1698	5550	SMP-1198	December 16, 1930	Sell 71 poles of power line located on company right-of-way between Walker Street, East Saint Johns and the south end of Oregon Slough Bridge, includes map
6-1699	E-2113	SMP E-1199	December 23, 1930	Convert from commercial to work service Oregon Electric Railway boxcar no. 269 and renumber X-200

This report is prepared by the PNWC Archives Committee, Bill Hyde, chairman, and Bob Weaver and is provided as an in *The Trainmaster* to help inform the PNWC membership about the Archives Committee activities and the holdings in the Archives. A version of this document has also been provided to others actively involved with SP&S Railway research and preservation.

Our phone number is (503) 226-6747 and email is [library@pnwc-nrhs.org](mailto:library@pnwc-nrhs.org). We welcome inquiries about this collection and interest in helping work in the Archives.

## NOTES FROM A MEETING

### Keith Fleschner, President

Good news: the Chapter received a grant for \$2,500.00 from the Autzen Foundation for the S-2 painting project. That puts us very close to the half-way mark. The challenge is that the Autzen Foundation works like most foundations and would like to see their money spent in a year. That means the clock is ticking... We need to either do the project within the year or give the money back. We are applying for other grants, but this is a challenging time for our projects given that many foundations have refocused on basic needs (food, shelter, etc.) due to the economy. It's also a good time to remind everyone that this is a "turn-key" project, unlike other projects where we could spend a little on this, and then a little on that, down the road when we have more funds. For the S-2, we need a professional who will do an environmentally acceptable job. We can't leave lead paint blastings at Antique Powerland. The one contractor approach also gives us the best chance of a long-lasting paint job.

Don't forget the banquet is coming up on April 24.

More to follow next month; I spent the day working on the Mt. Hood and not inside writing...



## FROM THE PNWC ARCHIVES



Above: This 2-6-2t was a product of the Sacramento Shops, carrying shop number 16 when she rolled out in 1882. Previously numbered #1504, the loco was originally the #233 of the Central Pacific, one of a class of seven sisters. She operated until 1912 and after a succession of owners was finally acquired by the Pacific Locomotive Association in 1972.

Below: The #2935 was constructed by Schenectady in June 1892 as their shop number 3762. She originally carried road number 1989 and was a cross-compound. In December 1909, the loco was simplified at Los Angeles. Demoted to branch line and light service by newer engines, the #2935 operated until 1947, when a wreck ended her career. *Photos, Walt Grande collection, PNWC-NRHS*



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Electric Railroads	91	Southern Pacific	77
Great Northern	14	Steam Locomotives	103
Logging Railroads	28	Union Pacific	65
Milwaukee	16	Western Pacific	12
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Nevada	7	Western	43
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The Lending Library is open from 1 to 4 the two Saturdays following membership meetings and on Mondays from 10 to noon.

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## ARCHIVES VOLUNTEERS

The PNWC archives do not maintain themselves, and projects such as the one described earlier in this issue happen as the result of a lot of hard work from many volunteers. Below are photos of a few members who made this important project possible. Left, Bob Weaver. Right, (L to R) John Tucker, Bruce Strange and Bill Hyde.



# S2 #36 Restoration Fund

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**\$17,250  
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as of 3-19-2010



If you'd like to help restore the Chapter's S-2,  
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