

The

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Trainmaster

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National Railway Historical Society
Portland, Oregon



Rayonier #45, A Baldwin 2-6-2



by Martin E. Hansen

Logging railroads date back to the 1870's. By the turn of the century, a variety of geared logging locomotives were available to loggers to bring in timber to the mills. Geared power worked well in the early years because the logging sites were relatively near the mills and the slow speed of the geared locomotives was not a problem. The rough and twisting track required special locomotives and geared power filled the bill. As the cutting areas moved further back into the woods and away from the mills, the slow geared engines began to delay production and a solution was needed.

In 1896, Baldwin began marketing a selection of small-drivered 2-6-2 (Prairie) type locomotives to loggers. The small drivers were necessary to handle the steep grades found on logging railroads. The rod-type 2-6-2 had a much greater speed which enabled it to pick up the log loads that the geared power had brought in from the steep, twisting track that was at the cutting site and move the loads to the mill on the better-built track that led from camp to mill.

By 1900 the Polson Brothers of Hoquiam, Washington had been cutting timber in that region for a

number of years.

In the early years, the geared Shays and Climax engines used by Polson Brothers Logging Co. did a good job of keeping the mill supplied with logs. By 1900, however, the cutting areas had moved far enough into the woods that a faster locomotive was needed to bring the logs from the log camp to the mill.

Polson Brothers took delivery of #45 in January 1906. She was built as a wood burner with tall racks on her tender to hold several cords of wood. Her small 44" drivers gave her good traction on the grades but

also allowed her to travel twice the speed at which the geared power could operate. In the 1920's, Polson Brothers converted #45 to burn oil to reduce the danger of her starting track side fires that would burn the very timber Polson was trying to harvest.

In the 1930's when her smoke box was wearing thin, the master mechanic at the shops at Railroad Camp used a section of old donkey boiler to make a new smokebox for #45. The unique donkey boiler smokebox is still on #45 today. In 1945, Polson Brothers sold their holdings and railroad to Rayonier Incorporated. By this time, larger rod-type 2-8-2 and 2-6-6-2 mallet engines had replaced little #45 on the mainline log-haul.

#45 continued in service around Railroad Camp and in work train service until she was retired in 1960 and donated to the city of Hoquiam and put on display at a park in Hoquiam. By 1998, #45 was deteriorating badly from the salt air at her display site. The city of Hoquiam donated #45 to the Mount Rainier Scenic Railroad in 1998 and she was shipped to the shops at Mineral.

In July 2010, #45 was sold to Chris Baldo of Wil-lits, California. Baldo has arranged with Oregon Coast Scenic Railway to restore the #45 to operation. Mount Rainier Scenic Railroad determined that the #45, due to its limited tractive effort, was not suitable for their operations.

Specifications:

This 44-ton Prairie was built by the Baldwin Locomotive Works in Philadelphia, PA for the Polson Logging Company of Hoquiam, WA;

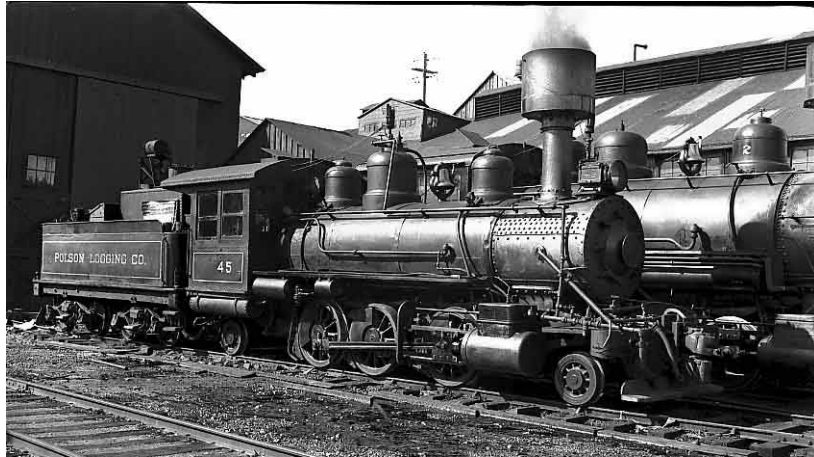
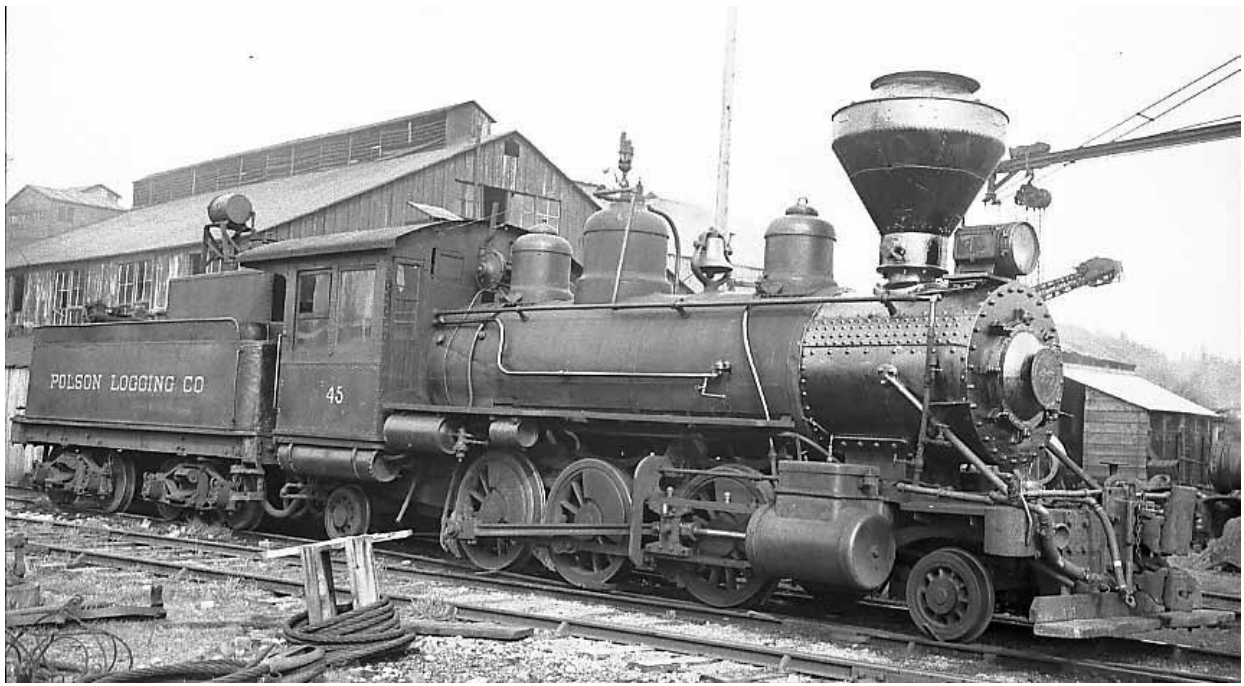
- Construction Number 2311
- Date: January 1906
- Weight: 44 tons
- Cylinders: 15" X 24"
- Drivers: 44"
- Boiler Pressure: 180 lbs.
- Tractive Effort: 16,700 lbs.

Ownership History:

- Polson Logging Company, 1906-1945
- Rayonier Inc., 1945-1960
- City of Hoquiam, 1960-1998
- Mount Rainier Scenic Railway, 1998-2010
- Chris Baldo, 7/2010-

Photos provided by Martin E. Hansen





ORHF Building Track

by Brian McCamish and Arlen Sheldrake

Photos by John Frazee & Brian McCamish

On October 22, ORHF President, Doyle McCormack, broke ground on a new spur that is being constructed by Railworks Track Systems Inc. of Chehalis, Washington for the Oregon Rail Heritage Foundation near the Oregon Pacific Railroad's (OPR) East Portland Yards. This new spur will be the location for storing the *Holiday Express* consist after the conclusion of the 2010 event.

With the expansion of the Brooklyn Intermodal Yard, Union Pacific has asked that the yard around the Brooklyn Roundhouse be vacated in January 2011 thus necessitating finding rail car storage space at other locations. The

Oregon Rail Heritage Foundation has determined that it is critical to their mission to keep the *Holiday Express* consist together in a location convenient to the Oregon Pacific Railroad.

This spur will eventually become a part of the Oregon Pacific Railroad's new East Portland Yards as the Milwaukie Light Rail project relocates their track and ORHF's new facility is built nearby.

The *Holiday Express* consist includes the PNWC cars 6200, 6800 and *Mount Hood* (the only PNWC cars at



Brooklyn); the Northwest Rail Museum 2955 *James Gilmore* round end observation; and Friends of SP4449 baggage car *Gordon Zimmerman* and lounge *Plum Creek*.

Brian McCamish provided a late October photograph showing a UP southbound freight moving slowly while an Amtrak southbound *Coast Starlight* overtakes it on the other main. The center track is part of the current OPR interchange/yard with three refrigerator empties waiting for UP to pick them up. In the foreground is the new ORHF spur being constructed with oversight from Dick Samuels, Oregon Pacific Railroad. In addition to putting in the track, a security fence will also be added.



The Oregon Pacific Railroad's Milwaukie branch runs from the East Portland yard south along the Willamette River to the industrial park in North Milwaukie, where they also have their repair shop. OPR also has a branch that runs from Canby to Molalla.

Last Time at Brooklyn



Above: Here is a picture of the *Holiday Express* consist departing the Brooklyn Yard for the last time at 11:10 am on December 10. While the 4449 will return to the Brooklyn Roundhouse, the *Holiday Express* consist, including PNWC cars 6800, 6200 and *Mount Hood*, will be stored elsewhere.

Right: On December 1, PNWC's *Mount Hood* takes one last turn on the Brooklyn turntable in preparation for *Holiday Express* 2010. At the close of this year's event, the *Holiday Express* consist will be stored near OMSI. Pictured: Doyle McCormack & John Pohlpetter.



Armrest Rehabilitation

by Arlen Sheldrake, with Jean & George Hickok
Photos by Jean & George Hickok

Last year, our tireless Jean Hickok replaced some of the seats in the Chapter's 6800 *Red River* coach. As reported at the time, under some of the seats one could find a fine sawdust-looking material. Well, the foam had finally reached the age where it was disintegrating. Now Jean has launched a project to replace the naugahyde covers on the armrests.

The armrests covers are also past their life expectancy with significant cracking and splitting; nothing nice about trying to rest your arms on a cracked or split armrest. Jean and husband George are replacing each and every one of the 68 armrest covers.

In dealing with just under 3,000 staples, a Harbor Freight \$4 staple removal tool proved very helpful as did a \$20 pneumatic staple gun. The now-completed project was done in multiple phases over a two-month period:

1. Acquire new naugahyde
2. Remove all armrests
3. Remove the old covers by pulling the staples, garbage old covers
4. Cut new naugahyde covers
5. Attach new covers
6. Re-install rehabilitated armrests

While 68 armrests may sound like a light load, they are actually quite heavy and needed to be handled in grocery bag size quantities for easier transportation between the fabrication facility and the 6800.



The 6800 *Red River* was built by American Car and Foundry in 1950 for Great Northern Railroad as car 1147. It was originally an observation lunch counter/lounge car and was converted into a 68-seat coach in 1963 with most seats reversible. It was the first of the International train cars delivered and used in service between St. Paul, Minnesota and Grand Forks, North Dakota. It had seating for 20 in the lounge and 21 in the diner. After conversion to a coach, it was sold to Amtrak in 1974 and then in 1980 acquired by Great Western Tours. It was purchased by the Chapter in 1986.

The 6800 body is lightweight carbon steel construction with cast pedestal trucks equipped with single equalizers and coil suspension and roller bearings. It is currently painted in Southern Pacific Daylight livery. The vinyl tile floor makes for easy cleaning. The car has one operational toilet with holding tank.

The 6800 is one of the two Chapter operational coach rail cars and is used yearly by the Oregon Rail Heritage Foundation in their *Holiday Express* consist; it is also available for other short line operations.

The continued maintenance of items such as armrests will insure the 6800 is both presentable and operational into the future. Thanks Jean and crew! (And to those wondering about 68 armrests and the car number 6800, yes that is where PNWC came up with the car number, 68 seats.)



PNW SHORT LINES

by Arlen L. Sheldrake

The recent release of the movie *Unstoppable* has prompted a lot of chatter in the railfan community. PNWC member Joe Harper provides this candid review: "I enjoy any movie Denzel Washington is in and he was not disappointing in this one. The story is taken from a real incident in Ohio from 2001 where an unmanned CSX freight train got out of the yard and traveled about 65 miles before being run down just prior to a potential major rail incident. This is not an Academy Award-winning movie BUT it is entertaining and the story and action plus the characters fit in pretty well and there are a few subliminal messages one can catch but all in all it is entertaining and if you have nothing else to do on a winter afternoon or evening then sitting in a warm movie theatre with some popcorn "ain't" all that bad. All in all, I would give the movie a B+."

The November 21 *Seattle Times* reports that Waste Management is proposing a \$15 million facility near Maltby in unincorporated Snohomish County, Washington to process construction debris that would otherwise be dumped in regional landfills. The proposal estimates the generation of 413 new vehicle trips and twice-per-week 35-car trains.

Washington State Department of Transportation recently signed an agreement to release about \$2 million in state funds to the Port of Moses Lake to begin construction on Segment 2 of the Northern Columbia Basin Railroad project. The project calls for extending the existing *Columbia Basin Railroad Company* tracks in Moses Lake by three miles to industrial property and businesses located on the east side of the Port's industrial park. The line would provide a rail link to customers located at the Grant County International Airport (formerly Larson Air Force Base, 1942-1966). The construction is to be completed by June 2012. (As reported by *Progressive Railroading* 11/22/2010.)

From a United States Securities and Exchange Commission Form 8-K filing: On November 12, 2010, the Board of Directors of US Railcar Company, LLC ("USRC"), a joint venture that was formed to manufacture diesel multiple units ("DMU"), voted unanimously to dissolve USRC. The Board of Directors of USRC is composed of representatives of American Railcar Industries, Inc. and Ohio Railcar Group, LLC (formerly US Railcar, LLC). The decision to dissolve the joint venture was the result of current market conditions for DMU orders.

The *Statesman Journal* of November 26 reported that a special *Portland & Western Railroad* train delivered Santa, Mrs. Claus and two elves to the Riverfront Carousel in downtown Salem. Santa's arrival signaled the start of the Christmas holiday season in Salem.

Thanks to Kent Hutchens for forwarding the November 24 *Cottage Grove Sentinel* article announcing the Oregon Department of Transportation's allocating \$490,000 of American Recovery and Reinvestment Act funds to help restore the Chambers Railroad Bridge in Cottage Grove. The City has also received a \$1.3 million grant from the National Historic Covered Bridge Preservation Program. The bridge was dismantled in early 2010. The bridge will be rebuilt by Wildish Standard Paving with completion by November 2011; bridge installation is expected in July 2011 when the Coast Fork of the Willamette is deemed safe. This is the oldest known covered railroad bridge west of the Mississippi River.

With the Roberts Bank coal terminal in Delta, British Columbia, Canada projected to run out of capacity, the Port of Longview, Washington will be the site for developing additional coal export facilities. The Cowlitz County Commissioners approved the request from a subsidiary of Australia-based Ambre Energy, Millennium Bulk Logistics, to redevelop a port near Longview to handle 5 million tons of coal annually. Coal shipments are expected to begin by the end of 2011 or early 2012. China and India are major new sources of demand per the *Vancouver Sun's* November 27 article.

Have you been voting for your hometown on *Union Pacific's* great "Excursion Adventure, You Route the Steam"? City voting ended December 6 but excursion route voting opens January 4, 2011. Go to www.upsteam.com for more information.

Interested in vintage railroad advertisements? Go to: www.waidephoto.smugmug.com/trains/vintage-railroad. Just under 2,000 images of old railroad advertising.

PNWC – NRHS MISSION

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

CASCADE RAILS 2011

Advance Mailing Deadline is January 15

The NRHS convention, *Cascade Rails 2011*, set for June 20-26 in Tacoma, Washington is going to be one for the memory books. For those of us living here in the Pacific Northwest, this is a rare opportunity to attend a NRHS convention in our own backyard. NRHS conventions rarely get to the West Coast, let alone the Pacific Northwest.

Once in a lifetime excursions are being planned as well as in-depth visits to some of Washington's premiere rail institutions such as Mount Rainier Scenic Railroad, Northwest Railway Museum, and Centralia-Chehalis Railroad. The Seattle Traction Tour event will be another show-stopper. Tacoma is a reasonable travel distance for most of us and when you add an evening dinner cruise on Puget Sound, a Western Barbeque at Camp 6 Logging Museum, and all the other attractions within walking distance of the host Hotel Murano in downtown Tacoma, we think you will agree that this is a Convention not to be missed.



By mailing the Advance Mailing Request form on or before January 15, you will get first shot at all of the events and all of the classes of service. Those submitting the form will receive the Convention information booklet by First Class mail. The booklet will describe in detail all of the Convention events and contain the event order form. Those not submitting Advance Mailing Requests will be given an opportunity to receive Convention information about a month later.

Copies of the Advance Mailing Request form have been in the last few issues of the NRHS News, including the December issue you received early last month. This form is also available at the Convention website: www.cascaderails2011.com.

So go ahead, spend \$25 to get a first shot at tickets for some of the exciting events of Cascade Rails 2011, to be held June 20-26 in Tacoma, Washington.



Above: Seen at King Street Station in Seattle on her way to Leavenworth for holiday service, was the Silver Lariat, one of the cars expected to be used during Cascade Rails 2011.

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.

NOTES FROM A MEETING

Keith Fleschner, President

The busy holiday season is winding down. My thanks to all the members who attended the December Potluck, the food and company was wonderful. At the December meeting we presented 70 toys to our two guests from the US Marine Corps' Toys for Tots program. Thanks to everyone who contributed and helped to create the next generation of railfans.

Thanks also to all of the Chapter members who assisted on another successful *Holiday Express*. We had members serving as car hosts, carmen, and volunteering directly for ORHF in a variety of roles. Thanks go to: new Board member Trent Stetz who is also helping with the planning for Cascade Rails 2011; all of the returning officers, Mark Reynolds, George Hickok, and Ed Berntsen; to Jim Hokinson and Jean Hickok who continue to serve in different roles, Jim as our new secretary and Jean as a Board member.

Special thanks to Eileen Brazil for her years of service to the Board. She assures me that she will continue to be active in Chapter affairs.

And thanks to all of you who maintain the Chapter as members and who are active in so many ways.

Election Results

The Annual PNWC elections were held on Friday, December 17, 2010. The results are:

Keith Fleschner – President

Edward Bernsten – National Director

Mark Reynolds – Vice President

Jean Hickok – Director*

Jim Hokinson – Secretary

Trent Stetz –Director*

George Hickok – Treasurer

The Board welcomes new member Trent Stetz and thanks Eileen Brazil for her years of service to the Board.

* The PNWC Board consists of six directors, elected to staggered three year terms, two terms end each year, and directors are limited to two consecutive terms.

Boeing Swap Meet



The concession staff was at the Boeing Swap Meet in November. Many thanks to Al and Judy Hall, Joe Harper, Henry Larose and Bruce Strange for many hours of hard work on behalf of the Chapter.



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

**Oregon
Cultural
Trust**

775 Summer Street NE, Suite 200
Salem, OR 97301
(503) 986-0088
CULTURAL.TRUST@STATE.OR.US

S2 #36 Restoration Fund

DONORS

Golden Spike level: \$1000 and up

John & Lois Sheldrake♥, James & Valinda Hokinson, Autzen Foundation, George & Jean Hickok, Arlen & Rita Sheldrake, Gordon Zimmerman, Tom Steeves, Bill & Doris Field♥, Misc. Anonymous

Rail level: \$500 to \$999

Al & Judy Hall, Darel & Diana Mack, Steve & Mimi Cogswell, Mark & Carolyn Reynolds

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

Friends of SP 4449, Judson Parsons, Todd Landwehr, Al Baker, Thomas Barrett, Kent Hutchens, Ron McCoy & Christopher Bowers, Chuck McGaffey, Bill & Teresa Hyde, Roberta Ballard, Michael Bryans, Kenneth Vannice, Roger Sackett, Jerry Tanquist

Tie Plate level: \$50 to \$99

Doug & Tammy Ansbury, Robert Wenzel, Mark Whitson, Phil Barney

Steel spike: \$1 to \$49

Brian & Laurie Heeter, Monica Watkey, Thomas Vendegriff, George Mickelson, Gerald & Olive Schuler, Trent Seta, Ted Aliberg*, Jim Long, Dennis Seaton

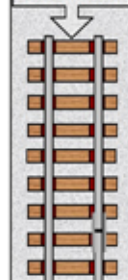
♥= In Memoriam

Target
\$40,000

\$22,110

raised!

as of 12-02-2010



Chapter Officers

President	Keith Fleschner	503.516.9272
Vice President	Mark Reynolds	503.638.7411
Treasurer	George Hickok	503.649.5762
Secretary	Jim Hokinson	503.635.4826
National Director	Edward M. Berntsen	253.383.2626

Chapter Directors-at-Large

Randy Rock	2010-2012	360.574.9083
Al Baker	2010-2012	503.645.9079
Ron McCoy	2009-2011	503.310.4811
Christopher Bowers	2009-2011	503.577.0063
Jean Hickok	2011-2013	503.649.5762
Trent Stetz	2011-2013	503.582.6406

Committee Chairs

Activities	Ron McCoy	503.310.4811
Archives	William Hyde	503.666.5530
Auditor	Bob McCoy	360.459.3251
Car Host	Karl Westcott	503.658.4943
Concessions	Al Hall	503.699.5042
Chapter Rep., Oregon Rail Heritage Foundation		

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Chapter Home	George Hickok	503.649.5762
Elections	Jim Loomis	503.253.3926
Excursions	Jim Long	503.313.7382
Flanger Restoration	Ron McCoy	503.310.4811

	Eileen Brazil	503.647.5667
Library	Bob Weaver	503.654.4274
Meeting Programs	Al Baker	503.645.9079
Membership	Diana Mack	503.723.3345
Rolling Stock	George Hickok	503.649.5762

	Keith Fleschner	503.516.9272
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Safety Officer	Keith Fleschner	503.516.9272
S-2 Restoration	Mark Reynolds	503.638.7411
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PACIFIC NORTHWEST CHAPTER TIMETABLE #582

Board of Director's meetings: January 13 and February 10, Thursdays, 9320 SW Barbur Blvd Suite 200, 7:30 pm
(Note address for Board meetings; follow instructions posted on the door for entry.)

Membership Meetings: St. Mark's Lutheran Church, 5415 SE Powell Blvd:

- January 21:** *America and the Passenger Train*, Video
- February 18:** *Chelatchie Prairie Railroad Update*, Doug Auburg
- March 18:** TBA
- April 15:** *Locomotive Classification Systems*, Steve Hauff

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

NOTABLE NON-CHAPTER EVENTS:

- January 2011, Brooklyn Roundhouse, yard vacated
- January 15, Advance Mailing Request deadline, *Cascade Rails 2011* NRHS Convention, Tacoma, Washington, www.CascadeRails2011.com
- January 22, *SP&S Historical Society Swapmeet*, 10 am-3 pm, Holiday Inn-Portland Airport
- March 12, *Winterail 2011*, Stockton, California, www.winterail.com
- May 7, *Amtrak's National Train Day*, Portland, Oregon, stay tuned
- May 21, *Gorge Rail 2011*, Columbia Gorge Discover Center, 9 am-5 pm, The Dalles, Oregon, www.gorgerail.com
- June 9-13, *White Pass Railfan Week*, White Pass & Yukon Railroad, Skagway, Alaska, www.extra2200south.com
- June 10-12, *Dunsmuir Railroad Days*, www.dunsmuir.com
- June 20-26, *Cascade Rails 2011*, NRHS Convention, Tacoma, Washington, www.cascaderails2011.com
- July 7-10, *Milwaukee Road Historical Association Annual Convention*, Austin, Minnesota, www.mrha.com
- July 13-16, *Northern Pacific Railway Historical Association Convention*, Carlton, Minnesota, www.nprha.org
- July 15-17, *SP&S Historical Society Convention*, Spokane, Washington, www.spsps.org
- July 16-20, *Great Northern Railway Historical Society Annual Convention*, St. Cloud, Minnesota, www.gnrhs.org
- July 21-24, *Train Festival 2011*, Rock Island, Illinois, www.trainfestival2011.com
- July 27-30, *27th Annual Convention*, *Union Pacific Historical Society*, Spokane, Washington, www.uphs.org
- Sept. 8-10, *Southern Pacific Historical & Technical Society Annual Meeting*, Portland, Oregon, www.sphts07.org
- January 2012, Brooklyn Roundhouse, vacated and steam locomotives moved

Pacific Northwest Chapter - Lending Library

OPEN

January 22 and 29 (Saturdays), 1 to 4 pm & Mondays 10 am to Noon

Union Station Annex, 503 NW Irving

library@pnwc-nrhs.org

503-226-NRHS

Bill of Lading

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