

# The

June  
2007



# Trainmaster

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



## Pacific Northwest Chapter Timetable #539

Membership Meetings: Jun 15, Jul 20 7:30 PM,  
St. Mark's Lutheran Church, 5415 SE Powell Blvd.

!!>>> Note Date Change Director's Meetings<<<!!

- June 15<sup>th</sup> 7:30 pm – Program: *An Introduction to Railroad Safety*, Keith Fleschner.
- June 30<sup>th</sup> Member Activity: *Chelatchie Prairie RR – Photo Charter*, signup by April 30<sup>th</sup>.
- July 20<sup>th</sup> 7:30 pm – Program: *A Life Time of Railfanning* (slide show) by Gerald Schuler.

**Board of Directors Meetings:** June 8 Room 208, Union Station, 7:30 PM

**Lending Library:** June 21 & 28, 1:30 to 4 pm, check-out subject to loan agreement.

## **June 30<sup>th</sup> Member Activity: *Chelatchie Prairie RR***

### **Notable Non-Chapter Events:**

- June 3 – Sept 2 *Willow Creek Railroad*, Sunday 11 AM to 3 PM, Antique Powerland Museum [www.willowcreekrr.org](http://www.willowcreekrr.org)
- June 9 *Cruisin' Sherwood*, SP 4449 visits downtown Sherwood Oregon for live static display.
- June 16-17 *Family Fun Days In The Gorge!*, 9 AM – 5 PM, Multnomah Falls, US Forest Service.
- June 22-24 & June 29-July 1 *Thomas the Tank Engine*, Mount Hood Railroad, Hood River 541.386.3556 or [www.mthoodrr.com](http://www.mthoodrr.com)
- July 13-15 & July 20-22 *Thomas the Tank Engine*, Northwest Railway Museum, Snoqualmie WA, 425.888.3030 or [www.trainmuseum.org](http://www.trainmuseum.org).
- July 28-29 & Aug 4-5 *Great Oregon Steam-Up* featuring John Deere equipment, 7 AM to 6 PM, Admission \$8, 12 and under free, [www.antiquepowerland.com](http://www.antiquepowerland.com), Brooks Oregon
- June 16-17 *Family Fun Days In The Gorge!*, 9 AM – 5 PM, Multnomah Falls, US Forest Service.
- August 2-4 *SP&S Historical Society Convention*, Vancouver WA, [www.sps.shs.org](http://www.sps.shs.org)

### **2007 Meeting Snack Sign-Ups**

The following members have graciously volunteered to prepare the monthly (3<sup>rd</sup> Friday) membership meeting snacks funded by attendee contributions:

June = available	October = available
July = available	November = available
August = available	December = Potluck
September = available	

To volunteer for **available** months, please contact Arlen at 503.223.7006 or email to: [ASheldrake@comcast.net](mailto:ASheldrake@comcast.net).

(Compiled by Arlen L. Sheldrake, President)

## **PRESIDENT'S UPDATE ~ June 2007 by Arlen L. Sheldrake**

As I start each month's **Update** I always wonder if there will be anything new to include.....this Update is starting on April 22<sup>nd</sup>.

The April 22<sup>nd</sup> Albany *Democrat-Herald* had an interesting article, *The drive to save Scroggins site* by Patrick Lair. This article talks about the need to save the **1881 Scroggins Feed and Seed Warehouse** next to the Santiam Travel Depot in Lebanon, Oregon. Seems tucked inside this large facility are two former **Pacific Fruit Express** box cars built in 1910 and 1913. Seems the boxcars were moved via flat bed trailer from Albany in 1937 to be used within the warehouse to refrigerate dressed turkeys. Anyone with pictures of this move is urged to contact the Mayor of Lebanon. These boxcars are made of finely hewn fir with walls six

inches thick but are currently without trucks. A local group is working to obtain tax exempt status and save the warehouse. The group has received interest from the Southern California Chapter of the Railway and Locomotive Historical Society to obtain the boxcars for their museum at the Los Angeles County Fairgrounds. The warehouse was acquired by Linn County through tax foreclosure in 2001 and sits on Union Pacific Railroad owned property.

Thanks again to **Al Hall** and wife **Judy** for organizing an excellent Banquet on April 28<sup>th</sup> at the Stockpot Resturant. Good attendance, good service, good food and plenty of parking. Our featured speaker, Leon Speroff, provided some very interesting insights about his research for writing *The Deschutes River Railroad War* book. Such insights as what was discovered in the Bend Depot time capsule and the disposition of the abandoned tunnels were very interesting. And congratulations to our 2006 Jack M. Holst Award winner Keith Fleschner!

The May 5<sup>th</sup> Statesman Journal newspaper announced the May 4<sup>th</sup> groundbreaking by Portland & Western Railroad on two major track improvement projects. The **Willamina Branch** (Whiteson to Willamina) and **Seghers Branch** (Hillsboro to the Hagg Lake area) projects when completed will no longer have any 75 pound jointed rail. The two projects will complete the installation of 113 pound seamless welded track for the remaining miles. Major funding for both projects comes from *Connect Oregon* funds.

A May 4<sup>th</sup> WSDOT press release announced the selection of US Rail Partners Ltd and the Washington and Idaho Railway Inc. as operators of two branches of the **Palouse River Coulee City (PCC)** railroad. US Rail Partners Ltd, headquartered in Illinois, was selected to operate the Coulee City to Cheney and Spokane line under the name of Eastern Washington Gateway Railroad. Washington and Idaho Railway Inc., Located in Lewiston, Idaho, currently operates the Marshall to Pullman line and will continue to operate that branch. Watco will continue to operate the PV Hooper Line from Hooper to Thorton and Pullman. Rail operations are expected to begin in June.

Thanks to member **Jerry Tanquist** for his work in getting the word out in The Dalles about the visit of the UP 844 on May 11<sup>th</sup>. In some cases it was like pulling teeth to get information from UP but once we got connected to the right people, the information flowed quite nicely. UP chose a nice spot to park the 844 and concessions car right in downtown The Dalles which made for easy access. Jerry is a noted historian living in The Dalles and is well connected.

The May 3<sup>rd</sup> collapse of the trestle under a train carrying NASA rocket booster components near Myrtlewood Alabama on the **Meridian & Bigbee Railroad**, a Genesee & Wyoming (GWI) subsidiary, was bad news for the five members of the Piedmont Carolinas NRHS Chapter working the train in their passenger car. While not life threatening, all required hospitalization.

Union Pacific Railroad's Public Relations Department was working overtime to get UP 1996 to Fife to join the UP 844 and SP 4449 on display during the **Pacific Northwest Portland Rose Tour** which started May 3<sup>rd</sup> from Cheyenne and will end on May 31<sup>st</sup> back in Cheyenne. The 4449 went north with the 844 on May 12<sup>th</sup> and returned on May 22<sup>nd</sup> as the 844 headed home. The 844 and 4449 were in Fife from May 13<sup>th</sup> through May 21<sup>st</sup> with a special VIP run for the John W. Barriger III National Railroad Library on May 18<sup>th</sup> and a public run on May 19<sup>th</sup>. Both trips were roundtrips from Tacoma to Everett. This is the first time the 844 has operated north of Portland and the first time the 844 and 4449 have pulled a passenger train. Doyle McCormack provided the picture for the back cover of the Trip Guide showing the 844 with the 4449 which was in Freedom Train colors. The Oregon Rail Heritage Foundation organized and staffed the May 19<sup>th</sup> passenger trip with proceeds benefiting the Barriger National Railroad Library and ORHF. Many thanks to Union Pacific and BNSF Railway for providing this opportunity to show these historic locomotives to thousands of people in the Pacific Northwest! Seeing these two locomotives running at track speed pulling 16 Armour Yellow passenger cars just flat took my breath away..... Be looking in the Steam-Up time frame for a roll out of a Joe Harper video covering much of this historic trip.

Excerpts from the April **Washington County Commuter Rail** project update:

- April 16<sup>th</sup> Notice to Proceed issued to RailComm to provide centralized train control system.
- City of Beaverton, ODOT and TriMet agreed upon construction of telescoping gates on Canyon Boulevard at the northwest and southwest corners of the Lombard intersection.

- TriMet staff are performing weekly inspections at the Colorado Rail Manufacturing facility. In May, TriMet expects confirmation that the CRM financing plan is in place. First DMU delivery is targeted for shipment in late December 2007.

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## **Route of the Portland & Oregon City Railroad, the *Carver Line***

by Kenn Lantz, February 2006

The rails connected to the SP&S at Third and Hawthorne, south to Market, east to 9<sup>th</sup>, south to Caruthers, east to 12<sup>th</sup>, SE one block to Division at 13<sup>th</sup>, east to 22<sup>nd</sup>, south to Gladstone, east to 24<sup>th</sup>, south to the Southern Pacific which it followed to just north of Milwaukie. (Oregon Journal 7-8-17 page 8 and John Labbe "Fares Please" map.)

North of Milwaukie at Balfour Street it drops down as it swings away from the SP for about 50' before diving under the SP in a concrete underpass at Harvey Street. (This construction is well documented in "Free Land for Free Men" by Vera Lynch on page 376.) The concrete is still visible, as is the wide cut for the curve. The line continued south through the old Crystal Springs Park to Washington Street where it turned SE to parallel the Milwaukie Expressway Highway 224. Before construction of Highway 224, it was visible on the hillside and where it crossed Harmony and Lake to go south on what is now Rusk Road. This descent required a 600' trestle over Mt. Scott Creek (Vera Lynch page 375 called it Kellogg Creek, but the trestle is east of the confluence of Mt. Scott Creek and Kellogg Creek.) It then went into the only large cut on the line immediately west of the old Clackamas High School ball fields, the cut recently was filled for housing construction. (This school is now Alder Creek Middle School.) A straight line took it south along Parmenter Street, where a cut is still evident into a garage at Parmenter and Willow, to just north of Thiessen Road. It then turned slightly SE onto an alignment now called Aldercrest Court, Shown as Railway Avenue on the 1948 Clackamas County maps. Notice on maps and on the ground the odd curve Aldercrest makes just north of Thiessen where it avoided the railroad curve. Another slight left at Mabel aligns it to cross Webster and along the south property line of Johnson City. It was in a shallow cut (I picked up a piece of rail there) before going onto a low fill to cross what is now I-205. The cut was evident until Johnson City expanded to the south, and the fill is still extant behind the houses on Jennings to the I-205 fence.

At Dedman curve on 82<sup>nd</sup> Drive, a change from SE to NE put it over the SP on the lines second notable trestle. It was then on the west side of Evelyn Street to Highway 212, and along the south side of 212 to 142<sup>nd</sup>. The fill was evident along Evelyn and 212 until the sewer was constructed on the grade about 1970. A widening of the highway now puts the manholes indicating the sewer and grade under the south shoulder of 212. The road jogged across the rails at 142<sup>nd</sup>, a slight jog is still evident, and the railroad turned south just west of 152<sup>nd</sup>. It crossed the highway at grade at a right angle and onto a high trestle over Rock Creek and south to Carver.

When SP bought the line, they abandoned from Portland to Clackamas, renamed the railroad Clackamas Eastern, and connected to their own rails across from the old Clackamas depot site on what became the Lumberman's Building Supply spur which was recently removed. This spur lines up with the right shoulder of 212, the spur into the Fred Meyer distribution complex is south of the Carver connection and relates in no way.

The bridge at Carver was completed and the line extended by SP. It followed Clear Creek through Fishers Mill and West Viola to Fellows Road, and there connected with the Molalla Lumber Company Railroad at Swift.

Clackamas Eastern (SP) tracks were removed and line taken off the county tax rolls on March 1, 1940.

*Comments or additions solicited: [kennlantz@yahoo.com](mailto:kennlantz@yahoo.com) or 503.653.6766*

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## **HISTORIC PRESERVATION by LUCK** by Ted Ahlberg & Arlen Sheldrake

Our story begins back in 1968 with an 18 year-old Douglas Ahlberg as a young college student earning money by cleaning out the old SP&S Railroad building in north Portland. Douglas was fully aware that his father was a rail fan and when he found an Empire Builder Drumhead and Tail Sign Bracket, he knew that his father would much prefer that he took them home rather than put them in the dumpster along with all the other materials being cleaned out of the building.

A fast forward almost 40 years....January 20<sup>th</sup>, Ted Ahlberg is helping staff the Chapter's concessions sales tables during the SP&S Historical Society Swapmeet at the Portland Airport Holiday Inn. Off in the distance Ted spots the glass panel that goes in his Tail Sign bracket for the SP&S Mount Hood #600 sleeper/lounge. This glass panel is housed in a home made case since the owner didn't have the Tail Sign bracket. The seller has a sign on this item, "make me an offer".

Ted goes over and talks to the fellow about the sign and gave him information on the Chapter's ownership of the Mount Hood and the fact that in regular service the Mount Hood carried this Tail Sign along with the Empire Builder drumhead. (We understand this is somewhat unique for the tail end car to carry both a drumhead and tail sign.) Ted has already donated the original Empire Builder drumhead to the Chapter. John Lindblom, the owner of this sign, is very interested in Ted's story and tells Ted that if he doesn't get any offers for his sign, he will donate it to the Chapter.



Around 2:30 that afternoon here comes John with his sign. The Chapter is now the proud owner of this original glass plate from the Tail Sign that hung from the Mount Hood in revenue service between Spokane and Portland. While the glass has some severe cracks, this gives us the exact letter size and style so that we can have one reproduced.

Many thanks to Ted for pursuing the marriage of his Tail Sign bracket with the proper sign lettering. Thanks also to John Lindblom for donating his sign and helping us to more accurately display

the Mount Hood. And finally thanks to Douglas Ahlberg for making this all possible some 39 years ago.

## ***Connect Oregon 2005-2006, an Approved Project***

This is yet another installment in an occasional series describing those railway related projects funded under the Connect Oregon 2005-2006 bill.

**Project Name:** Willamina Branch 286K Pound Rail Upgrade Project

**Applicant:** Willamette & Pacific Railroad

**Project ID:** #077-06 **Approved Amount:** \$2,208,492 **Match:** \$700,000 in Federal SAFETEA-LU funds plus \$185,000 in W&P funds.

**Location:** MP 730.65 to MP 742.8 between Whitson and Willamina Oregon

**Ownership:** This property is currently under a long-term lease agreement between the Willamette & Pacific Railroad and the Union Pacific Railroad. Union Pacific is supportive of this project.

**Project Description:** The rapid advent of heavier railcars is creating the need for major upgrades on our rail network. Customers located on the Willamina branch do not enjoy the benefits or advantages that are afforded customers located on the Class 1 railroads.

In 2004, Willamette & Pacific Railroad (W&P) upgraded 9.5 miles of rail on the 18 mile Willamina branch. This requested project would upgrade the remaining 8.19 miles of predominately 100 year old 75 pound per yard jointed rail to 113 pound per yard continuously welded rail (CWR). In addition the project will upgrade turnouts and road crossings to modern standards. This project will enable W&P to handle heavier railcar loadings and increase velocity of traffic thereby arriving at our Class 1 connections more

consistently and extend the life of the line. This project specifically addresses the 2001 Oregon Rail Plan (An Element of the Oregon Transportation Plan) with respect to the 286,000 point railcar issue.

Furthermore these upgrades will benefit shippers along this line and improve their competitive position in their respective marketplaces for many years to come. Additionally, rail operations on this line cannot be sustained in long term without these upgrades and shippers are at risk of losing rail service. The annual tonnage on this line is 1 million gross tons and will likely grow to 1.5 million gross tons with Hampton Lumber's Willamina Mill expansion. W&P has secured an earmark for \$700,000 within Federal SAFTEALU Bill for modernization of this branch line. Unfortunately, this earmark falls short of the necessary investment to upgrade the remainder of this branch line. The proposed *Connect* Oregon project will leverage state and federal funds, matching funds from W&P as outlined in the Project budget.

**Purpose and Need:** The Willamina Branch is a critical link for customers to the Oregon main-line rail system.

Hampton Lumber's Willamina mill employs 350 employees, an annual payroll of close to \$23 million, and produces 450 million board feet of lumber each year with plans to expand. Approximately two-thirds of the mills' production, is currently transported by rail on the Willamette & Pacific system, 5,642 carloads in 2005 (19,747 truck equivalents). With the expansion, carloads may reach 6,000 by 2007. That volume of lumber could not be easily switched to an alternative mode of transportation.

Pacific Wood Preserving located in Sheridan, Oregon is another important shipper on the Willamina Branch. Pacific Wood Preserving manufactures a non-creosote alternative for telephone poles and railroad ties. Rail is an integral part of their business as the poles and ties they manufacture are more easily transported by rail. W&P moves an average of 158 rail carloads per year.

The upgraded track will be classified as FRA Class II, consistent with the goals of ODOT's 2001 Rail plan.

This information extracted from the application located on the ODOT Web site: [www.oregon.gov/odot](http://www.oregon.gov/odot).

## EMERGENCY BRAKING AFTERMATH by Bob Melbo



According to my Federal Railroad Administration contact who sent the accompanying picture, this incident in southern Illinois resulted from an emergency brake application.

While this emergency stop resulted from a UDE (undesired emergency) it brings to mind what Southern Pacific used to tell engineers in train handling classes, which was to "go to emergency" only in situations that truly warranted such a response. That in and of itself was a rather tall order because people do not react alike in making split-second decisions when confronted with

unexpected danger. In all other situations, SP said, the advice was to stop as quickly as possible short of an emergency application since once initiated it is irreversible and can unleash powerful forces within a train that are beyond the engineer's ability to control. Of course, this approach only works to the extent that cognitive objectivity prevails when faced with impending disaster, like colliding with an automobile. SP's view was

that the mechanics of the braking system, even in emergency mode, precluded any material reduction in speed before impact with an auto whereas train buff and draft forces unleashed during an emergency stop created risk of derailment and a much exacerbated accident that could threaten the safety of others besides occupants of the car.

This picture says far more than words ever could about potential mayhem an emergency application can beget.

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## BRIDGE 14, Point Defiance Line



Photograph by John W. Van Amburg, September 2006

Railroad Bridge #14 over Steilacoom Creek Waterway at the entrance to Chambers Bay north of Steilacoom, Washington on the BNSF Railway Seattle Sub, Point Defiance Line, in a rare raised position.

This bridge was built in 1913 during construction of the line, and consists of a 99-foot double track Strauss Direct Lift Span on concrete piers with 80 piles under each pier. The bridge was originally built with 26 spans of double track pile approach but most of this has been replaced by fill. The pile approach at the northern end was 204.5 feet in length and extended between stations 749 plus 57 and 751 plus 61.5, the approach at the south end was 197.9 feet in length and extended between stations 752 plus 58.8 and 754 plus 56.7. The ends of the bridge were protected with rip rap. A sidewalk and railing were placed on the structure. Track #1 was Northern Pacific east (north) bound main line (joint with OWRR&N), Track #2 was Northern Pacific west (south) bound main line (joint with OWRR&N).

Joseph Strauss (1870 – 1938) designed many bridges. Among them are the Burnside Bridge in Portland built in 1923 which is a Strauss Trunnion Bascule Draw Span and the Lewis & Clark Bridge between Rainier and Longview.

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### Membership Meeting – 5/18/2007

Called to Order at 7:37 PM, Vice President Keith Fleschner presiding.

Introduction and Welcome

Membership Minutes – February, March, April published in *Trainmaster*: Motion for approval as

published Ed Ackerman/Jim Long – passed

Treasurer Report – Jean Hickok reported on expenses and income.

National Director Report: George Hickok reported on visit to Oregon Coast Chapter in Coos Bay.

S-2 Report – Keith Fleschner reported on progress towards movement. Working on arrangements for movement, hope to accomplish movement to P&W soon.

RDC Metal Theft – Keith Fleschner reported on metal theft from one of our two RDCs. Pete Rodabaugh and George Hickok have been watching when they can, one person was caught and went to jail. If you are able to help watch: Please contact Pete 503-701-7040.

Semaphore Purchase: First semaphore has been paid for and will be moved soon. Second semaphore fundraising committee: Mark Reynolds has agreed to chair the committee. \$3,000 must be raised in 30 days or purchase decision will go back to the membership for reconsideration.

Snacks: Jim Hokinson is once again providing snacks, thanks to Jim for his efforts. And we would appreciate volunteers to provide snacks at future meetings.

Car Host Chair: Karl Wescott has volunteered to serve and the Board has confirmed the appointment. Thanks Karl for offering to serve.

Chapter PR Brochure: Samples presented for examination. Thanks to Jim Loomis and Trent Stetz for their work to produce the new brochure. This will be provided in color, in a tri-fold format that can be placed in information racks.

Banquet: A great success, with 66 attendees and a fine program. Thanks to Al Hall for organization efforts. The 2006 Jack Holst Member of the Year Award was presented to Keith Fleschner.

Membership Renewal: Members who have not renewed will be dropped.

Lending Library: Thanks to John Wilworth who brought a selection of videos and books for preview and checkout from our Lending Library. Thanks to John for continuing this program for our members.

Program: Tonight Bill Hyde will speak on “The Fabulous Chapter Archives”.

Trainmaster: Thanks to Glenn Laubaugh for an excellent 12-page May issue.

Adjourned 8:10 PM. Respectfully submitted by George Hickok, Acting Secretary.

#### Chapter Officers

**President:** Arlen Shelldrake 503.223.7006  
**Vice President:** Keith Fleschner 503.516.9272  
**Treasurer:** Jean Hickok 503.649.5762  
**Secretary:** vacant, see page 5  
**National Director:** George Hickok 503.649-5762

#### Chapter Directors-at-Large

**Eileen Brazil:** (finish out '07 term) 503.647.5667  
**Jim Hokinson** (finish out 2006, 07 term) 503.635.4826  
**Mark Reynolds** (06, 07, 08) 638.7411  
**Charles Stevens** (06, 07, 08) 503.692.6611  
**William D. Hyde** (07, 08, 09) 503.666.5530  
**Al Baker** (07, 08, 09) 503.645.9079

#### Committee Chairs

**Activities:** Vacant  
**Archives:** William Hyde 503.666.5530  
**Auditor:** Bob McCoy 360.459.3251  
**Concessions:** Al Hall 503.699.5042  
**Chapter Rep., Oregon Rail Heritage Foundation:**  
Arlen Shelldrake 503.223.7006  
**Chapter Home:** Eileen Brazil 503.647.5667 / Al Hall 503.699.5042  
**Elections:** Jim Loomis 503.253.3926  
**Membership:** Diana Mack, 503.723.3345  
**Museum:** Glenn Laubaugh, 503.655.5466  
**Flanger Restoration:** Eileen Brazil 503.647.5667  
**Meeting Programs:** vacant  
**Rolling Stock:** vacant, contact President, above  
**Chief Mechanical Officer:**  
Peter Rodabaugh, 503.771.8545  
**Car Rental Agent:** Bob Jackson, 503.231.4808  
**Library:** Irv Ewen 503.232-2441

**Excursions:** Jim Long 503.313.7382

**Car Host:** vacant, contact President, above

**Safety Officer:** Keith Fleschner 503.516.9272

**Webmaster:** Mark Whitson 503.533.7005



### The Trainmaster is the official news-

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**Please sign up for meeting snacks (page 1) or rolling stock help, or flanger restoration, or meeting programs. There are a lot of volunteer needs in many areas of the chapter. See page 7 for various needs.**


The chapter is a volunteer organization, and to function it needs the help of those who are members. Please consider what you are able to do.

**Please note correspondence containing address changes on the exterior of the envelope for fastest processing.**

The *TRAINMASTER*  
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