

The

August
2007



Trainmaster

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



Pacific Northwest Chapter Timetable #541

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

- August 17th 7:30 pm – Program: *PNWC – A Look at Our Past, Our Present, Our Future*, Al Hall
- September 21st 7:30 pm – Program: *Rail Car Air Brakes*, George Hickok
- October 19th 7:30 pm – Program: *The Celilo Canal & the Portage Railroads*, Jerry Tanquist
- November 16th 7:30 pm – Program: *23 Years of Adventure – North America*, Trains Unlimited, Tours, DVD
- December 21st 6:00 pm – Potluck, *Train Toys for Tots*, Election

Board of Directors Meetings: August 9 & September 13, Room 208 Union Station, 7:30 PM

Lending Library: Aug 18 & 25, 1:30 to 4 pm, check-out subject to **loan agreement**.

Notable Non-Chapter Events:

- June 3 – Sept 2 *Willow Creek Railroad*, Sunday 11 AM to 3 PM, Antique Powerland Museum www.willowcreekrr.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, Brooks Oregon
- July 18th *Daily Steam Trips Begin*, Mount Hood Railroad, Hood River, 800-872-4661 or www.mthoodrr.com
- August 25 – 26 *Port of Toledo Wooden Boat Show* with Yaquina Pacific Railroad Historical Society doing speeder runs and 100th anniversary of caboose #573 & restored RPO-Baggage car tours; Toledo Oregon.
- December 7 – 9 & 14 – 16 Oregon Rail Heritage Foundation's *Holiday Express III*, location TBA

LOGO CHANGE



With the change in Amtrak's logo comes the replacement of the 12" X 55" Amtrak sign that is at the main entrance of Portland Union Station. This old sign (above) is now in the possession of the Pacific Northwest Chapter thanks to Amtrak and Union Station management.

2007 Meeting Snack Sign-Ups

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

July = Keith Fleschner

August = Tom Steeves

September = *available*

October = Betsy Johnson/Jerry Tanquist

November = *available*

December = Potluck

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

(Compiled by Arlen L. Sheldrake, President)

PRESIDENT'S UPDATE ~ August 2007 by Arlen L. Sheldrake

According to the June 20th Tri-City Herald newspaper, the former **Reading 2100** 4-8-4 steam locomotive has been moved from Tacoma to Richland on the Tri-City & Olympia Railroad where it will see service on freight runs and during special events. During 2006 the Golden Pacific Railroad ran 2100 pulled excursions from Tacoma to Frederickson.

Washington County Commuter Rail updates from May:

- Cab signal installation work has begun in Portland & Western Railroad locomotives in Albany.

-

- The Colorado Rail Manufacturing recapitalization effort was successfully concluded May 31st.

- DMU vehicle car body structural tests were passed successfully May 31st.

- Major work has begun on the Lombard rail extension in downtown Beaverton.

On June 21st the Tri-City Herald reported that the 1910 era **Pasco Roundhouse** which had up to 37 locomotive stalls and served Northern Pacific and Spokane, Portland and Seattle railroads is being dismantled. The dismantling project should be complete by mid-July. Some of the roundhouse bricks, believed to have been ballast from Chinese ships coming into Seattle, will be preserved by the Washington State Railroads Historical Society.

The Oregon Legislature with the Governor's signature has given the metal thieves and the metal recyclers some more hoops to jump through thus making the purchase of **stolen scrap metal** more *expensive* for the scrap dealers. HB 3026 requires:

- Time, date and name of person purchasing the scrap.
- General description of the scrap purchased including type, amount and any identifiable marks.
- Photocopy of a current, valid driver license, passport or state identification card of the seller.
- Amount paid for the scrap.
- If over \$100 a signed statement saying the material isn't stolen. Statement can be used in perjury proceedings.
- Video surveillance or photograph of the seller which must be retained for 30 days.
- Description of any vehicle and its license number used in the delivery of the scrap.
- Scrap dealer violation penalty = \$1,000 fine, if three previous convictions the fine is \$5,000.

Hopefully this will help reduce the metal thefts from Chapter and others rail equipment. The State of Washington has also enacted tougher rules.

The June 21st Corvallis Gazette-Times reports that planning for the **multi-use path** along the rail line between North Albany and Corvallis may get started if the anticipated Union Pacific letter indicating their willingness to work with the County in design is received. The Oregon Department of Transportation has awarded the County a grant of \$460,000 to study possible routes for this path and secure right-of-way but the grant requires Portland and Western Railroad, which operates the rail line, and UP, which owns the line, to be on-board by August; P&W has already signed on. Some pinch points along the line will require that the path move out of the railroad right-of-way.

More information about last month's *Trainmaster* postcard image: This postcard image was sent to the Chapter by Patricia Benner of Corvallis asking if we could provide any context/history about her postcard. Patricia sent the Chapter a high resolution scan which was published. Bob Melbo provided the following: This **Oregon & California McKeen car #41** operated between Albany and Springfield via Tallman, Brownsville and Coburg. The route makes sense as the bridge over the Willamette River between Springfield and Springfield Junction wasn't completed until 1919. Even though rails reached Oakridge in 1912, for a carload to move from Oakridge to Eugene required a routing via Springfield, Brownsville, Albany and Junction City. Springfield and Eugene were so close and yet so far until 1919. The postcard picture location is still unknown.

The August 2007 issue of **Railfan & Railroad** magazine had some outstanding Pacific Northwest items: Page 27, two excellent photos of the Puget Sound Steam Special (I especially liked Chris Fussell's side by side photo of the double-header and a passing Amtrak Cascades; 2) page 36 article *Summer in Prineville* by Forrest L. Becht with the author's special thanks to Bob Melbo, "*rail historian extraordinaire*".

TriMet confirms that Portland's **Union Station VC Tower** will receive a complete restoration of its historic exterior and will be seismically improved as part of the TriMet 5th and 6th street light rail project. The VC Tower building will house light rail signals and communications rooms; sort of returning the building to its original purpose. This new *Green Line* is expected to be operational in September 2009 and will connect Clackamas Town Center with the Gateway Transit Center and Portland State University on 5th and 6th Avenues by way of Union Station. TriMet is purchasing the VC Tower from the Portland Development Commission, owners of Union Station. Expect major street detours at Union Station as the light rail line work gets underway later this summer.

Once again Chapter member **Joe Harper** has produced an outstanding video! This time the video is: Chasing the *Portland Rose Tour* and the *Puget Sound Steam Special* featuring steam engines 844 & 4449. This video has a running time of 110 minutes from Joe's 1,400 trackside miles and two week trip. Joe is contributing the profits from sales of this video to the Oregon Rail Heritage Foundation or the Chapter depending on sales venue. This outstanding video (specify DVD or VHS) of this historic event can be obtained by sending \$25 plus \$3 shipping and handling per video to:

Joe Harper -PNWC, PO Box 1110, Centralia WA 98531. Make checks or money order out to Joe Harper. Thanks Joe for your excellent efforts!!

On June 23rd long time Chapter member, NRHS Northwest Regional Vice President, Pacific NW Chapter National Director, and Chapter rolling stock guru **George N. Hickok** underwent heart by-pass surgery at Providence St. Vincent Medical Center. Going into this unexpected surgery they planned to do four by-passes but ended up doing five. The timing of this surgery was especially bad as daughter Kimberly got married in Bulgaria on July 7, 2007 and there was no way George could travel that quickly after surgery. On July 12th the Chapter Board of Directors reluctantly accepted George's interim Secretary and National Director positions resignations. We all wish George a speedy and full recovery!

Month after month, 12 times a year, your *Trainmaster* crew gets the newsletter out. Periodically we all need to thank them for their monthly efforts: **Glenn Laubaugh**, Editor; **Diana & Darel Mack**, folding/taping/inserting; **George Hickok**, mailing labels; **Maxine Rodabaugh & Janet Larson**, labeling & USPS bulk mailing.

Congratulations to the **Northwest Railway Museum** in Snoqualmie, Washington on their 50th anniversary celebrated June 16th. More information: www.trainmuseum.org.

Did anyone else note the irony of the material in the July *Trainmaster*? On page 1 was a picture from the early 1900s of the Albany – Springfield Motor Car providing passenger service between these two points. Included in this same issue is a four-page TriMet insert *Partnership brings Oregon's first commuter rail line closer to reality*. This wasn't planned, it just happened.

Thanks to the folk at Hallmark and Lionel© for recognizing the 60th anniversary of the first **Freedom Train** with the development and sale which began July 14th of the three Lionel© developed train car models:

- Freedom Train Locomotive, Lionel© Trains: The American Locomotive Company furnished the train's motive power. This was the legendary PA-1, co-built with General Electric. It was a highly visible example of the capability of diesel power and probably hastened the demise of steam locomotives. \$18.50
- Lionel© Freedom Train Sleeper: The Pullman Co. provided the three cars that were used as sleepers for the staff on this journey. They also furnished a conductor and three porters to serve the needs of the U.S. Marines and the other onboard staff. \$12.50
- Lionel© Freedom Train Observation Car: The Pennsylvania Railroad provided the observation cars that would become the Freedom Train's three display areas. Twenty-nine U.S. Marines guarded the contents and served as the hosts and interpretive staff for the visitors. \$12.50

The post WWII Freedom Train carried the most important artifacts of American history to towns and cities across the country in an effort to rededicate citizens to the blessings of the American System. From 1947 to 1949, it received 3,521,841 visitors, who saw original documents such as the Declaration of Independence. This descriptive information was extracted from the Hallmark Keepsake series boxes.

Portland & Western Railroad has announced that the new **Cascade Grain Ethanol Plant** at Port Westward is scheduled to begin receiving 110 car unit corn trains in quarter 1 of 2008. This is significant new traffic for the Astoria Line. Port Westward is near Clatskanie Oregon on the Columbia River.

Beginning July 18th Brian Fleming is doing daily runs with the 1910 #18 steam locomotive (formerly on the Grand Canyon Railway) on the **Mt. Hood Railroad** from Hood River to Odell. More information: www.mthoodrr.com or 800.876.4611. Congratulations to Brian and crew for accomplishing this major feat.

With great sadness we note the passing on July 17th of long time very active member **Cora Jackson**. Cora has been in declining health for at least a year. She is survived by her very supportive husband Ted Ahlberg. Cora has been a Chapter member since 1971.

A few days ago the Chapter received an email message asking for an interview about Portland Union Station and the Chapter. The request came from the Portland Bureau of **The Hokkaido Shimbun**, the second largest regional newspaper serving the Sapporo Japan area. On July 17th Tom Dethloff, Union Station Building Superintendent and I met with Toshimi Edagawa, Portland Bureau Chief for the newspaper and had a very pleasant interview. Toshimi is doing a five part series on Amtrak, his recent trip from Chicago to Portland on the Empire Builder and the two, Portland and Chicago, Union Stations. Toshimi was very pleased with his Builder trip and really likes both stations. Sapporo is one of Portland's sister cities, this Japanese language daily newspaper began publishing in 1887 with a November 2006 daily circulation was 1,208,175.

Wanted: Short comments, rail news items, and various other items that can fill these small blank spaces in the *Trainmaster*.

Cora May Jackson Ahlberg

March 28, 1922 - July 17, 2007

Cora May Lewis was born in Provo Utah on March 28, 1922 to Elisa Livisa (Elizabeth Smith) and William Harrison Lewis. She was the oldest of 8 children with the only surviving sibling being Ernest Lewis and his wife Ruth who currently live in Cape Coral Florida.

After living in various locations in Utah and Idaho, she moved to Portland Oregon in 1927 with her family. She lived in the Lentz area of Portland and as a child she went by the name Cory and sold newspapers on the corner of 82nd and Foster Road.

During high school, she was an avid roller skater at the Imperial and Oaks Parks, and she met Leland (Lee) Jackson at Oaks Park during an evening of roller skating. Cora and Lee were married on April 15, 1941.

During 1941 and 1942, Cora traveled with Lee and his father to eastern Oregon and Nebraska where they helped build ammunition dumps. In 1943 Cora and Lee purchased 3 lots between Maulden and Lambert just west of 60th street. From 1948 to 1953 they owned and operated a sawmill. At first the sawmill was on the property at Maulden Street, but was later moved to Clackamas and then to Larch Mountain.

Over the years, Cora was very active in many different organizations related to both model and full scale railroading. She was a member of the Pacific Northwest Electric Railway Association (PNERA). She assisted with the organization, running and advertising of excursion trips that the group put on. She sold package refreshments to the public during the excursions and she also served refreshments at the monthly meetings.

She was a member of the National Railway Historical Society (NRHS) for over 30 years and for many years she served refreshments at every meeting. She was also a board member of the organization in the 1970's. Cora and Lee were members of the Pacific Northwest Live Steam Society in Molalla, Oregon and for many years she cooked food for members and the public two weekends each summer at their annual meet. She was a member of the Train Collectors Association (TCA) for over 40 years and was one of the first female full members of the association. She was a member of the Toy Train Operation Society (TTOS) for over 30 years. Cora and Lee would attend the meetings every month and would actively take part in the planning and operation of the local conventions.

Cora and Lee had a long marriage and for many years she would get up each morning, fix breakfast for Lee, take him to work, and then be back at quitting time to pick him up from work, drive him home and cook his dinner. It didn't matter whether it was in Oregon or Washington, she would make the trip every day.

In 1996, her husband Lee died. She moved to a new home in Beaverton, Oregon in 1998 and on October 10, 1998 she married Theodore (Ted) Ahlberg. Cora continued her activities with TCA, TTOS and NRHS. She and Ted also volunteered at the Luepke Senior Center in Vancouver, Washington, both in the senior center itself and by picking up bread supplies. Cora and Ted also delivered inter-office mail for the City of Vancouver. They belonged to the Aviation Breakfast Club. About the only thing Ted didn't get her involved in was playing golf.

Cora died July 17, 2007 at Hopewell House after an illness. She is survived by her husband Theodore (Ted) Ahlberg (who was with her when she died) of Beaverton, Oregon; her son Michael Jackson and his wife Carol of Beaverton, Oregon; her daughter Judith Gordy of Omaha, Nebraska her granddaughter Gwendolyn Spoo, her husband Jason and their son Kyle from Beaverton, Oregon; her granddaughter Tabitha Wood and her fiancé Clinton Ruppert and their children Alexander, Rebecca and Kendra. Cora is also survived by numerous nieces and nephews.

Memorial contributions may be made to the National Railway Historical Society at Union Station, 800 NW 6th Avenue Room 1, Portland OR 97209. *This obituary was provided at the Memorial Service.*

(The Memorial Service for Cora was held July 21, 2007 at the Montivilla Baptist Church in SE Portland with private interment at Lincoln Memorial Park Cemetery. Cora joined the Pacific Northwest Chapter and NRHS in 1971. She was awarded the Chapter's highest membership service award, the Jack M. Holst Memorial Award, in 2002 for her many years of outstanding service to the Chapter.)

Flanger Help Needed:

We are looking for someone who knows roofing to work with us on a consulting basis to help reroof our Snow Flanger properly. We also need a person to do a small amount of sheet metal fabrication (no welding, just shearing, punching and bending) for us. If you are knowledgeable in either of these fields or know someone who is, please call Charles Stevens at 503-692-6611 or e-mail xenophon@teleport.com As usual, we offer lots of support and a fun playing environment!

HELP NEEDED

NOMINATIONS SOLICITED FOR THE FOLLOWING VACANT POSITIONS

Please contact any Officer or Board member if interested or to get additional information. It is difficult to maintain normal Chapter operations with these positions remaining vacant.

NATIONAL DIRECTOR:

- An elected chapter position.
- Shall serve a one-year term and shall be eligible to serve consecutive terms.
- Represents the Chapter to the National Railway Historical Society.
- Serves as a Chapter Officer and voting member of the Chapter Board of Directors.
- Attends monthly Chapter Board of Directors meetings.
- Compiles the annual report of Chapter activities for submission to the NRHS Bulletin.
- Attends NRHS Board meetings held 3 times per year in various locations around the country. (Note: historically the Chapter has budgeted \$1,000 to help offset some of the costs associated with this travel.) Rarely has the Chapter National Director been able to attend all NRHS Board meetings as most are in the east.

SECRETARY:

- An elected chapter position.
- Shall serve a one-year term and shall be eligible to serve consecutive terms.
- Keeps the minutes of all business and Board meetings.
- Sees that notices are duly given in accordance with the provisions of the bylaws or as required by law.
- Serves as the custodian of the corporate records.
- In general performs all duties as from time to time may be assigned to him/her by the President or the Board.
- Serves as a Chapter Officer and voting member of the Chapter Board of Directors.

The Chapter Board of Directors usually has 11 positions; five Officers and six Directors. During years when the President changes, the former President serves on the Board for one year to assist with the transition.

HISTORIC VIDEO NOW AVAILABLE

110 minutes of steam including action by two, *yes two*, 4-8-4 locomotives covering 1400 miles of trackside action. See UP 844 take on the Blue Mountains, flash by the beautiful Multnomah Falls and team up with SP 4449 on their dash north to Fife, Washington.



Joe Harper has captured the essence of the 2007 Union Pacific Railroad 844's historic *Portland Rose Tour* and the action of the *Puget Sound Steam Special* featuring steam engines 844 and 4449 double-heading on their first ever public passenger train operation. This May 4th thru May 24th action will very probably never again be repeated and is the first time the 844 has ventured north of Portland, Oregon.

This is a must have

video for the rail fan who enjoys steam operations, good scenery, and a beautiful matched Armour Yellow passenger consist. Joe once again has captured the live action at many great viewing spots. Profits from this advertised sale of this video go to the Pacific Northwest Chapter, National Railway Historical Society.

This video is available in either DVD or VHS format for \$25 plus \$3 shipping and handling to USA addresses. Make checks or money orders out to Joe Harper and send your order to:

Joe Harper - PNWC; PO Box 1110; Centralia WA 98531

"LOTS" OF JOY ON POTB by Arlen L. Sheldrake

One of the pre-convention activities for the Lionel Operating Train Society (LOTS) was a trip July 8th on the Port of Tillamook Bay Railroad. This trip was from Wheeler to Enright to Tillamook.



Pictured in the vest is Randy Rock assisting passengers as they board; a Keith Fleschner photo.

The POTB had agreed to run this trip last year before making the decision to discontinue passenger operations in 2007. In discussions with the Port and LOTS staff, it was determined that Chapter support on the trip would be both beneficial and appreciated. Randy Rock and Keith Fleschner took on the task with Randy reporting: "Very pleasant trip. Small group, approximately 80, all train buffs and very nice. LOTS of questions: historical, technical, rail, etc. I spent more time answering questions on this trip than any other. Most passengers were from out-of-state, a few locals, local friends, relatives. Many, many, many compliments on the trip, setting, etc.

The track has been greatly improved in many areas. LOTS of new ties, some ballast work, and ditch/drainage work. A few areas still rock-and-roll, but many areas greatly improved, more 15/20 MPH running. Lots of evidence of rail car traffic – lumber, logs parked here and there, a few grain cars at the feed mill at the Blimp base."

The consist included the two POTB RDC coach units, an open air car and a baggage car. The folks organizing the LOTS convention and the POTB appreciated the Chapter providing staff members to help make the trip enjoyable for their passengers. This two-day event included this POTB rail trip, a tour of the Air Museum in the Blimp hanger, the Tillamook Cheese factory tour, Astoria Maritime Museum, Lewis & Clark National Park, and the Astor (or it the Astoria?) Column.

The LOTS convention was held July 10 – 14 at the Lloyd Center DoubleTree Hotel in Portland. One of the main events happened on July 12th and included a tour of the Brooklyn Roundhouse. Approximately 150

attendees in three groups at different times toured the Roundhouse including tours of the Chapter's three passenger cars: the Mount Hood, the 6200 coach and the 6800 *Red River* coach. Another LOTS event was the Pacific Northwest Train Show held the evening of July 13th and July 14th. The Chapter had a sales booth at this event staffed by Al & Judy Hall, Trent Stetz, and Bill Hyde. For many LOTS convention attendees this was their first trip to the Pacific Northwest. A majority of the 2000 members are from the eastern USA.

ACACSO'S PORTLAND MEETING

On the agenda of the May 9-10 meeting of the Association of Car Accounting and Car Service Officers at the Marriott Portland City Center Hotel were our own Al Hall and Mark Reynolds presenting a session about the Pacific Northwest Chapter and the history of railroading in the Pacific Northwest.

This meeting of ACACSO was attended by 100 rail car manufacturers and owners from organizations such as Alaska Railroad, Greenbrier Management Services, BNSF Railway, Florida East Coast Railway, First Union Rail, TTX Company, and Ferrocarril Mexicano, S.A. de C.V.

The objectives of this association are to promulgate rules and methods for improving the handling of railroad freight cars, trailers and containers, and maintenance of records and accounts relating thereto. ACACSO is headquartered in Rosemont Illinois and normally has member meetings twice a year.

Membership applications were distributed along with information on the Pacific Northwest Chapter and the national NRHS organization. One of the ACACSO members who was also a NRHS Member thanked Al Hall for demonstrating the value that volunteer rail organizations have for the industry in general and in particular the education of youth to the importance of rail transportation to the economy of the USA.

Chapter Officers

President: Arlen Sheldrake 503.223.7006
Vice President: Keith Fleschner 503.516.9272
Treasurer: Jean Hickok 503.649.5762
Secretary: vacant, see page 5
National Director: see page 5

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 Sheldrake 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: Karl Wescott 503.658.4943
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 (page 4), or
meeting programs. There
are a lot of volunteer needs
in many areas of the
chapter.**

**Needed: Chapter
National Director and
Secretary are two
vitaly important
positions that are
needed. See Page 5.**

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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