

The

October
2003



Trainmaster

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



Presidents Update, By Arlen L. Sheldrake Sept, 2003

Our long-time Membership Committee Chair **Maxine Rodabaugh** (1988) is retiring after many years and thousands of hours devoted to keeping our Chapter membership records updated and organized. In addition Maxine followed the rigid bulk mailing rules and did the mailings of *The Trainmasters*. Please join me in giving Maxine a hearty thank you for her years of Chapter service. Diana Mack has agreed to transition into this important position this fall.

On September 11th Keith Fleschner was appointed to the position of Chapter **Safety Officer**. Keith brings to this position an active personal interest and professional involvement in Safety giving the Chapter a much-needed focus on this important component of every Chapter operation.

Nice article/picture in the October 2003 issue of *Railfan & Railroad* magazine on pages 14-16 about the **GN P-2 Mountain #2507** (4-8-2) now in Wishram Washington. A visit on August 24th found the shelter construction almost complete with viewing of the newly painted 2507 severely limited by a temporary construction chain-link fence surrounding the entire site. The 2507 is owned by Klickitat County and the project is being done by the Klickitat County Economic Development Department with a lot of cooperation and help from BNSF. *The dedication of the Wishram Railroad Park and GN #2507 is scheduled for October 10th at 10:00 a.m.*

Nothing better than standing trackside with your dog in downtown Donald watching **SP 4449** go steaming by on it's way to the Oregon State Fair on August 20th. Instead of returning backwards to Lake Grove like last year, the 4449 turned on the wye in Albany and returned home headfirst on September 2nd.

And speaking of the Oregon State Fair, the SP 4449 was on static display as part of the Operation Lifesaver exhibit during the entire run of the Fair. The **Oregon Rail Heritage Foundation** was a part of the display with the information panels used at the *Springwater on the Willamette Trail* grand opening with volunteers handing out ORHF newsletters and answering questions. Harvey Rosener coordinated the ORHF presence.

Ed Berntsen reports that the Sound Transit's new 1.6-mile **TacomaLink** street car line between Freighthouse Square and the Tacoma theatre district at 9th and Commerce opened for operation on August 22, 2003. Freighthouse Square is the eventual Sound Transit commuter rail station on the ex-MILW Tacoma Eastern line. More details are on their web site: www.soundtransit.org.

My apologies, in the August issue of this column I credited the wrong Martin with information about A-Line freight. It should have read **Martin P. Adams**, so much for my editing capability. In another area the year of birth is incorrect for the Baldwin being restored by the good folk with the Astoria Railroad Preservation Association. The Baldwin is a 1925 2-8-2. Visit their excellent web site: www.AstoriaRR.org.

The Chapter is launching a **fund raising** effort to pay for the movement of two important historical artifacts, the Jordan Spreader and Flanger, to Antique Powerland. The Southern Pacific Railroad donated this equipment to the

Timetable #494

Membership Meetings: Oct 17, Nov 21, St. Mark's Lutheran Church, 5415 S.E. Powell Blvd. 7:30 PM **PLEASE ARRIVE AT OR BEFORE 7:30 AT OUR MEETINGS** If you arrive after 7:30 the parking lot door will be locked. You will need use the basement door on the West side of the building.

October Program: Everett Cutter, Oregon Railroad Association. **This is the last year of that organization** and Everett is retiring. This will probably be your last opportunity to hear a presentation from Oregon's railroad industry association.

Board of Directors Meetings: Oct 9, Nov 13, Room 208, Union Station, 7:30 PM

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

\$\$\$ NEEDED

Spreader - Flanger Move Fund

Your tax-deductable donations are needed to help fund the move to Antique Powerland.

Send to:

PNWC-NRHS
Alan Viewig - MOW Exhibit
800 NW 6th Avenue room 1
Portland OR 97209-3794

Chapter. It is believed that Chapter's Flanger is the last wooden one in existence. While the actual cost of the move is still being developed, the initial estimate put the cost in the \$10,000 range. Please send your tax-deductible donations to: PNWC-NRHS, Attn: Alan Viewig-MOW Exhibit, 800 NW 6th Avenue room 1, Portland OR 97209-3794.

On August 18th the Chapter received notification from Portland & Western Railroad that the Chapter's ex-SP **Jordan Spreader** was now at Hopmere and they would like it removed as soon as possible. As you may remember the Spreader had been on loan to PNWR for the past few years and for at least a year has been on a spur in St. Helens. PNWR notified the Chapter on July 30, 2001 that they no longer had a need for the Spreader and on January 31, 2003 notified the Chapter that repairs had been made and to let them know where to deliver it. Per our loan agreement with PNWR they painted it in bright orange. It is lettered WPRX 4057. On August 30, 2001 the Chapter entered into an agreement with the Oregon Electric Railway Historical Society to locate the Spreader and Flanger with the steam crane at Antique Powerland as part of a MOW exhibit. Non-rail movement of the 137,600 lb. Spreader won't be an easy task but Keith Fleschner has agreed to head the project. As the physical movement project moves forward the Chapter *needs* volunteers to help develop a MOW interpretive exhibit at Antique Powerland so that visitors will understand the purpose of these unique railroad workhorses.

If MOW equipment is your interest, let me know.

The last item negotiated to be in the Oregon budget before the Senate adjourned on August 26th was funding for the Oregon portion of the **Amtrak Cascades** trains. Wow, we sure came close to losing all our *Talgo* service but thanks to Senators such as Ryan Deckert at least one will continue.

Bruce Eldridge visiting from Davis California to explore Oregon abandoned and active railroad sites sent a message to the Chapter asking about preservation efforts for the **Perrydale Railroad** depot. Built in the early 1880s this Oregonian Railroad (narrow gauge) depot was reported by Bruce to be in pretty fair condition and has not been modified from its early depot use. After some investigation it has been determined that efforts are being made to preserve this building owned by Polk County Oregon. See a separate *Mail Bag* article in a future issue.

Reports from Seattle indicate that the long-awaited renovation of the **King Street Station** is finally underway!

Congratulations to the ODOT Rail Division, the service champion State Representative Betsy Johnson, Astoria-Warrenton Chamber of Commerce and Portland & Western Railroad as they closed up on September 15th their first season of running the **Lewis & Clark Explorer** train between Linnton and Astoria. This successful seasonal operation is expected to resume in May 2004. If you didn't ride it in 2003, mark it down as a "*must do*" for your family and friends in 2004. And thanks again to Ron McCoy for the fun Chapter member/guest ride on June 14th.

On September 6th 41 Chapter members and guests rode the 10:00 a.m. **Mt. Hood Railroad Excursion Train**. The weather and scenery were excellent. Many thanks to Ron McCoy for arranging this Chapter Activity and a special thanks to Engineer and Chapter member (1978) Leonard Morgan for his warm welcome and the extended "rare mileage" on his 41st wedding anniversary no less. *Uncle Pete* was a bit late but provided a nice mixed-freight runby.

And speaking of the Mt. Hood Railroad, the **Oregon Operation Lifesaver** organization is holding a fund raising tax-deductible event on the MHRR October 18th. The \$65 per-person brunch run departs the Hood River Depot at 10:30 for the four-hour trip. Tickets and more information: Everett Cutter, 503.297.3267 or ecutter@comcast.net. This trip will be using their dinner train consist.

The Oregon Historical Quarterly Summer 2003 issue has a very interesting article on the **Oaks Amusement Park** that opened May 30, 1905. During the Oaks first ten four-month summer seasons attendance was about 300,000 each season with the vast majority arriving via trolley.

Progress continues on building the permanent new home for **Peggy** at the Forest Discovery Center (formerly World Forestry Center). In mid-September the concrete retaining wall and pad were poured. Mark Reed reports that the *disconnects* will return to the new display with a fresh load of logs.

RailAmerica Corporation, the owner of **Central Oregon & Pacific Railroad (CORP)**, operates on 8,250 miles of track in North America, 1,500 in Chile and 3,150 in Australia with a total of 644 locomotives and 2,676 staff members (2002 data). Other interesting information: www.railamerica.com

The Oregon City **Amtrak Cascades** station construction, although delayed, is scheduled to open in late November. The new Oregon City funded station is across the street from the End of the Oregon Trail Interpretive Center.

On your next trip to the south coast of Oregon, check out the developments of our fellow Chapter the **Oregon Coast Historical Railway** in Coos Bay. They have restored a 1949 Alco S-2 diesel switcher and are in the process of restoring Coos Bay Lumber Company 2-8-2 #104. Location: 744 North 1st Street on the Coos Bay waterfront. More

information: www.orcorail.com.

Thanks to **Alan Viewig** for putting together the September *Trainmaster* during Glenn's absence.

Mt. Rainier Scenic Railroad announced September 17th an Operations Manager job opening. Salary range is in the \$50k area. No application deadline has been yet set. More information: Allison Sherwood, 801.298.4449 or asherwoodgroup@qwest.net or www.mrsr.com.

Mail Bag and Off The Wire

Message received August 23, 2003 from Bruce Eldridge:

"I was in Oregon a couple of weeks ago visiting abandoned and active railroad sites with a friend of mine when we ventured upon Perrydale, Polk County Oregon. We were tracing out the route of the narrow gauge *Oregonian Railroad*. We found the original Perrydale depot still on its original site and were photographing it when the owner of the property came up and engaged us in conversation. He told us that the depot was built in 1872, and that his great-grandfather had come to Perrydale on the *Oregonian Railroad*. He also told us that he wanted the depot off his property and that some time ago Polk County had agreed to do it. He doubted that they would, and said that if something is not done soon he will tear it down. The depot is in fairly good condition and still contains waiting room benches and the stationmaster's counter. It would need a new floor and foundation. The station seems never to have been modified from use as a station!

I mention this in hopes of alerting someone in the PNWC to the possible demise of this valuable historic resource, and in the hopes that someone might take an interest in preserving it.

I have attached one of the photos I took. It was taken by me July 15, 2003. I have several other shots of the interior if you are interested."

Letter mailed August 25, 2003 to Polk County Commission Chair:

Letter to Tom Ritchey asking for any information about preserving this significant piece of railroad history.

Message received August 25, 2003 from Bruce Eldridge:

"Thanks very much for your prompt reply. After I sent you an earlier message I began rummaging through some of my Oregon rail history sources and I found that the *Oregonian Railroad* was built through Perrydale in 1881. The property owner (I wish I had written down his name) must have been mistaken about the 1872 date.

My friend Ken Lorenzen and I are very interested in narrow gauge railroads. Ken's grandfather, Coby Lorenzen was an engineer on the South Pacific Coast, and several photographs of SPC #20 show his grandfather

standing proudly by. I lived in Oregon for 8 years, and when I left there in 1986 much of the *Oregonian Railroad* ROW was still visible from Arlie to Perrydale, via Dallas. Unfortunately, much of this ROW is now lost due to agricultural activities. We had trouble finding any trace of it in places where just 15 years ago it was very much in evidence.

Thank you very much for alerting the Polk County authorities of the existence of the station. I admire your work in the PNWC very much (I receive your newsletter on an exchange basis because I write a monthly column for the newsletter of the Bay area Electric Railroad Association) and I hope you can continue the important work in preserving NW railroad history."

Telephone conversation August 29, 2003 with Gene Clemens, Polk County Development:

The Perrydale Depot was donated to the County by the previous property owner and is part of the County's historical inventory. Although no money, there is considerable interest in preserving this Depot along with the Perrydale School that is nearby. The Willamina Chamber of Commerce has expressed interest. Polk County will be starting a citizens group preservation effort. The Chapter will be kept informed and volunteered to help in any way we can. Gene's phone call was prompted by the August 25th letter to Commission Chair Ritchey.

Message to PNWC from Bruce Stanton May 7, 2003:

The City of Gresham has asked an audit to be performed on a section of property they own which is a 100-foot wide strip of land following an old rail bed that is planned to be turned into a trail system that will start to connect the Springwater Corridor Trail to Fairview. My inquiry is for historic information about this rail line, what was its primary function, what did primarily haul, what type of engines, previous owners and any known events such as wrecks, spills, leaks, etc. on the section between Powell and Division.

Message to PNWC and Bruce from Robert I. Melbo May 23, 2003:

I don't have at hand here at my office a detailed history of this railroad but the information does exist. As to purpose and function, there was a time in American history (generally 1900-1930) when the development of electrified interurban railroads proliferated in communities across the land. For the most part these were standard gauge systems (same as the intercity railroads) constructed primarily to carry people on trains consisting of one or more cars propelled by electricity usually delivered from an overhead catenary. The rolling stock used for passenger purposes often was more lightly constructed than cars used in long-distance steam-powered passenger service, but not always. In the case of this line, the vehicles were somewhat downsized because of the extensive street running and multiple stops. They had to perform a dual role; that of streetcars in very urban areas, but able to get up and move with rapidity over long intervals between stops on private right-of-way in the suburban setting.

This rail line also became a formidable hauler of freight and it was the freight business that caused the line to survive for decades after the automobile and bus drained off the passengers. It no doubt handled a great variety of commodities, among them lumber as the line did serve a number of wood product producers over the years. Freight was handled first by electric engines (called "motors") and later by diesels after the electrical distribution system was retired. Its possible steam engines could have been used on the line, especially during the construction phase, but I am not aware that this railroad ever relied upon steam as a principal form of motive power during its operating history. In its last years the railroad was called the Portland Traction Company and it was owned 50/50 by Southern Pacific and Union Pacific.

The Springwater Division, in a 1917 document issued by the Portland Railway Light & Power Company, began at First and Alder Streets in Portland, crossed the Willamette and ran south to Golf Junction, an important junction around S.E. 9th or 11th and Ochoco Streets in Portland. Then it continued east from Golf Jct. to Lents Jct. (near the present day now-vacant underpass beneath I-205), then on to Linnemann Jct. and Gresham. From Gresham, the line then turned southeast to Boring, Eagle Creek, Estacada and Cazadero.

From Linnemann Jct. another line ran northerly to Ruby Jct. where it intersected the Mt. Hood Division which more or less ran east/west from Eastwood to Bull Run. A continuation of the line from Linnemann Jct. evidently crossed the Mt. Hood line at Ruby Jct. and went on to Fairview and Troutdale. This was called the Troutdale Branch in the 1917 document. I mention these

because your inquiry specifically mentions the rail line between Linnemann and Fairview.

I have a family tree-like chart that traces the corporate history of this railroad from its beginning as the East Side Power Company in 1892 through and including inclusion of its last vestige (the East Portland to Milwaukie trackage) into the Oregon Pacific Railroad on January 1, 1997.

Undoubtedly the line had its share of accidents and wrecks but I know of none that were particularly notable in history. Portland newspaper archives might provide the best information over the years of such mishaps. Of more interest would be the location of maintenance facilities, maintenance compounds and substations, as these could be sites where PCBs from transformers and other electrical gear might have escaped.

PNWC-NRHS Membership meeting

September 19, 7:30 pm

Chapter President Arlen Sheldrake called the meeting to order at 7:30 pm, and led the membership in the Pledge of Allegiance. Arlen thanked those in attendance for coming, and asked if any new members or guests were present. No guests or new members were introduced.

Arlen asked for approval of the July Membership meeting notes published in the September Trainmaster. Gerald Schuler moved, and Ed Ackerman seconded that the minutes be approved as published. The motion passed. Ted Ahlberg moved that the minutes of the August membership meeting be approved as published in the September Trainmaster. Leonard Morgan seconded the motion, and the motion passed.

Alan Viewig gave a cursory Treasurer's report after returning from a recent vacation just that day. He said that the Chapter's payable accounts are current to the best of his knowledge. Al Hall solicited a round of applause for Alan's efforts as Trainmaster editor for the September issue.

Arlen announced on behalf of the membership committee that Maxine Rodabaugh will be retiring as Membership Chair after many years of excellent service. Diana Mack has agreed to serve as our new Membership Chair. Thank you, Maxine, for all your long hours.

Keith Fleschner gave a Rolling Stock report, beginning with the Chapter's Jordan Spreader, which is currently on a Portland & Western spur in Hopmere, near Brooks. The P&W wants it moved as soon as possible, and Keith is working with Pete Rodabaugh to move the 70-ton spreader from the Hopmere spur to the Antique Powerland grounds in Brooks. This move requires a heavy crane, and trucking of an over-width, over-height, over-weight load approximately one mile by road. The Chapter also would

like to move its flanger out of storage in Beaverton. Keith and Pete are looking into combining these moves to economize on rigging and moving charges.

Keith also mentioned that he has been assisting George Hickok with maintenance on the 6800 coach in Tillamook on the Port of Tillamook Bay railroad. George has spent many weekends driving to and from Tillamook to keep the cars clean and serviceable under terms of the Chapter's lease of the 6800 and 6200 coaches to POTB for their fall excursion season. The 76 baggage car has moved to the back burner temporarily. Keith says the weak portions of the roof have been tarped to prevent further water damage. Keith finished by thanking George Hickok and his daughter Kimberly for their hard work and many trips to Tillamook.

Arlen went on to say that a funding drive has begun to raise money to pay for the movement of the spreader and flanger to Antique Powerland. Donations of any size can be made payable to the PNWC-NRHS and sent in care of Alan Viewig at Room 1, Union Station, Portland, Oregon 97209. Arlen also thanked Bob Jackson of Northwest Rail Electric for donation of a new engine control system for the 6800. A second unit for the 6200 was made available at cost. The Chapter appreciates this donation greatly. Finally, Arlen thanked Keith for stepping forward to be the Chapter's Safety officer.

Al Hall said that the Excursion Committee had nothing new to report.

John Willworth from the lending library had books on the Great Northern, Hiawathas, UP turbines (neat!), Southern Pacific, as well as videos on the Sacramento Railfair, and the Blue Mountains from Huntington to LaGrande and Hinkle.

The September Trainmaster contained a flyer for George Zimmerman's new book "A Song of Yamhill," which is expected to be published before Christmas. Trainmaster editor Glenn Laughbaugh is back in town and ready to begin work on preparing the October issue.

Jim Long presented a summary of the nominations for the upcoming elections for the 2004 term. Two offices -- President and Treasurer -- have no nominees. The other positions -- Vice President, Secretary, National Director and two at-large Board Member positions -- have only one candidate nominated so far. Anyone who has an interest in serving the Chapter and helping it grow is urged to contact any current Chapter officer or board member about running for office.

Arlen called on Gerald Schuler to present a National Director's report. Gerald said that he has nothing new to report, but is looking forward to an Amtrak trip to the National Board of Directors fall meeting in Ronkonkoma, New York. Gerald talked about his and Olive's recent drive

to Spokane, where they met with members of the Inland Empire Chapter to see their rolling stock display. The Inland Empire Chapter is undertaking a substantial move of their shop and rolling stock to a new location about twenty miles out of town. Arlen noted that at the National Board of Directors meeting, the National Board will be voting on Gerald's candidacy for the 2004 position of NW Regional Vice President.

Activities Chair Ron McCoy gave a report on the September 6th Mount Hood Railroad activity. Good food, good service and good fun made for a good time for forty-one attendees, about half members and half guests. A couple lucky folks got cab rides, MHRR engineer and Chapter member Leonard Morgan didn't have to stop and ask for directions, and even treated the passengers to a rare-mileage trip on the interchange track that connects the MHRR to the Union Pacific main line. Ron said that perhaps by the October meeting he may have details on an outing for Chapter members to see the restoration progress which has been made on former PNWC coach the Mission Santa Inez.

Other announcements included:

- Wishram, Washington will feature Great Northern locomotive 2507 at a dedication ceremony for its new railroad park on Friday, October 10 at 10:00 am. The steam engine has been freshly painted and looks great.

- Oregon Operation Lifesaver is having a fundraising excursion on the Mount Hood Railroad on Saturday, October 18, using the MHRR dinner train consist. Contact Everett Cutter at 503 / 297 - 3267 or ecutter@comcast.net.

- Copies of the latest Oregon Rail Heritage Foundation newsletter were distributed. The recent ORHF / Operation Lifesaver display with the ex-SP 4449 at the Oregon State Fair drew lots of interest, and allowed ORHF volunteers to continue to publicize their mission to establish a permanent home for Portland's steam locomotives. As a minus, lack of promotion on the part of the fair limited the success of the event.

- Late-breaking news from both media and industry sources says that last-minute capital funding has been found to repay Union Pacific for track and signal improvements UP wants in exchange for granting Amtrak two northbound and two southbound train timeslots per day. Gov. Ted Kulongoski, a proponent of passenger rail, found a mixture of federal and state transportation dollars at the eleventh hour to repay UP and permit Amtrak Cascades service south of Portland to continue for the next biennium. Thanks also to US Senator Ron Wyden (D-OR) and US Representative Peter DeFazio (D-OR), for lobbying the Union Pacific Railroad to reach an agreement with the State of Oregon about the funding

issue. - The National Convention Committee's comments on the current draft of the convention hotel contract are mildly overdue, and eagerly awaited.

- Ken Peters reported that the Portland Development Commission has asked the Willamette Shore Trolley (aka Oregon Electric Railroad Historical Society) to abandon their Riverplace terminus, and move south to SW Moody and Bancroft. The last day of operations from Riverplace will be September 28th. - Dave Van Sickle reported that the evening's program would be Gerald Schuler's 2002 NRHS Convention video, followed in October by Everett Cutter's account of the 75-year history of the Oregon Railroad Association, an industry lobby which will be closing its offices at the end of this year. Arlen pointed out that while the trucking industry and automotive interests have full-time lobbyists in Salem, the closure of the ORA will leave the railroad industry without any full-time presence in the capitol. Dr. Van Sickle added that Union Pacific typically sends staff on an as-needed basis, while BNSF has a corporate representative in Salem. Left out of course, is someone to speak up for the interests of smaller, short-line operators in Oregon.

- Leonard Morgan let those in attendance know about a sale of up to 60% off model trains and accessories Saturday, September 20th at the Whistle Stop.

- Arlen told hopeful steam excursion riders to keep an eye out for Montana Rockies Rail Tours' 2004 trip announcement at <http://www.montanarailtours.com>

- Ron McCoy reported that the railroad liability insurance crisis took its toll on another excursion when the Central Coast Chapter (California) had to cancel its Emeryville-to-Medford excursion. Arlen added that the Yaquina Pacific Chapter in Toledo has hopes of operating excursions with the ODOT RDCs in the off-season, but is also facing insurance challenges.

- Alan Viewig asked about the 2004 banquet. Ron McCoy said that planning is in the early stages, and members with ideas should contact him soon, while plans are still being laid. Those at the meeting seemed to agree with a March timeframe. December will again feature our annual potluck meeting, with dinner starting about an hour before the normal 7:30 meeting time.

The meeting adjourned at 8:17 to allow members to enjoy Cora Ahlberg's refreshments and Gerald's presentation of the 2002 NRHS Convention video. The video featured in-depth interviews with operating and mechanical staff, some stories from retired Santa Fe old-timers, and lots of footage of the ATSF 3751, the ex-CB&Q Grand Canyon Railway number 4960, and #18 running from Williams, Arizona through the Arizona pines to the South Rim of Grand Canyon National Park.

Respectfully submitted,

Jim Long

Due to a miscommunication, these May, 2003 minutes did not appear in any previous issues.

PNWC-NRHS

Membership meeting minutes

May 16, 7:30 pm

Chapter President Arlen Sheldrake called the meeting was called to order at 7:30 pm, and led the membership in the Pledge of Allegiance. Arlen thanked those members in attendance for coming and welcomed guests from the Astoria Railroad Preservation Association: John Niemann, President; Martin Adams, Secretary; and Arne Hengesteg, member.

The first order of business was the approval of the March minutes as published in the May Trainmaster. Kerrigan Gray moved that the minutes be approved as published. Ted Ahlberg seconded the motion, and the motion was passed.

It was noted that due to the late date of the April membership meeting, the April minutes will be published in the June Trainmaster.

Treasurer Alan Viewig presented a report. A brief summary of recent checks was made available for inspection, and Alan said that the Chapter continues to spend more than it takes in. Alan also pointed out that our account balance looks better than it really is because the revenue from the Wheeler excursion is in, but many expenses have not yet been paid out.

Keith Fleschner reported on the progress of rejuvenating PNWC 76. the Chapter's baggage/dorm car. Keith said that the "to-do" list for the car has been steadily whittled down to where it can now fit on two pages. Some of the bigger projects left are: sealing leaks and coating the roof; brake work; and glass replacement. A pleasant surprise has been that with careful cleaning, much of the interior paint may be preserved. Volunteers are encouraged to contact Keith about lending a hand at 503 / 632 - 0267 or keithfleschner@msn.com.

Al Hall reported that the "West to Wheeler" Excursion on the Port of Tillamook Bay Railroad is "ready to roll." Word of this excursion has spread as far as New Jersey, almost entirely by word of mouth (and perhaps the Chapter's web site). Efforts to secure a baggage car are ongoing, and an additional coach would allow the Chapter to accomodate most or all of the 25 persons on the waiting list. Chapter members and friends of the chapter who are not travelling on the excursion are encouraged to come out to the depot in Banks to volunteer their help with loading supplies and passengers in the morning, and offloading in the evening.

Ron McCoy reported on the Chapter's June 14th Astoria line activity. Some email messages have gone out to members indicating interest, and Ron says he has 66 seats to sell to members and their guests at a package price of \$59.50. About forty seats were already spoken for at the time of the meeting. The price includes: rides on the Astoria trolley; shuttle buses to the newly-refurbished Astor Column; free admission to the Columbia Maritime Museum; and discounts at the Flavel House, and Heritage Museum, and perhaps some restaurants.

The Chapter has paid Amtrak to charter an entire RDC on June 14th, and discussion turned to Amtrak's unfortunate announcement that they may be discontinuing their involvement in operating and ticketing trips on the Astoria line. Ron mentioned a recent article in the Daily Astorian in which ODOT officials expressed optimism that the Amtrak announcement was made based on a misunderstanding, and that Amtrak may well end up operating the service after all. John Neimann, of the Astoria Railroad Preservation Association, said that he was confident that with the RDC equipment already available, an operator for the service will be found. Arlen said that he is ticketed on the May 23rd run, and that he had not been notified of any changes. He urged members to be optimistic that the June 14th Astoria Line activity will be a fun-filled trip.

Arlen announced that the Oregon Rail Heritage Foundation is holding an event to coincide with the Portland Parks Bureau's grand opening of the Springwater on the Willamette trail, which runs along the Oregon Pacific Railroad, south down the east bank of the Willamette from OMSI through Oaks Bottom Wildlife Refuge, past Oaks Park and into Sellwood. On June 27th through the 29th, the ORHF will operate short excursions from near SE 4th and Division Place to SE Umatilla near the Sellwood Bridge. June 27th will be a half-day operation for city and regional VIPs, and excursions will be open to the public June 28th and 29th. The Chapter needs volunteers for both ticketing/boarding and car hosts. Members interested in becoming car hosts will find this an excellent opportunity to get a taste for what is involved in being a car host, in a low-key, "family fun" setting. Anyone who wants to volunteer for a four-hour shift on Saturday 6/28 or Sunday 6/29 should contact Darel Mack for car hosting, at 503 / 723 - 3345; or Arlen Sheldrake for ticketing and passenger operations, at 503 / 223 - 7006.

Chapter members are asked to review their directory information and submit changes ASAP to Membership Services (aka Maxine Rodabaugh) so that the new directory can go to press soon.

Arlen announced that Chapter member Bill Einzig has named the Chapter as one of the beneficiaries of his estate.

The Chapter extends its deepest condolences and gratitude to the Einzig family.

Members were reminded to donate generously to Cora Ahlberg's refreshments fund.

Chapter business was concluded at 8:10 pm, followed by a break for snacks. After the break, Astoria Railroad Preservation Association President John Niemann gave an excellent in-depth presentation on the history of Santa Maria Valley RR engine number 21, the first lady of their fleet; and how the 2-8-2 Baldwin found her way from the Santa Maria Valley to McCloud, California, then to Snoqualmie, Washington, and finally to Astoria, where she is undergoing a complete makeover under the direction of Mr. Niemann, ARPA volunteers, and -- from the sound of things -- countless Astoria businesses who have donated money, materials and machinery. John said that anyone who would like to see the work in progress is invited for a barbeque fund-raiser at the ARPA shop in Astoria on Sunday, July 27th. The ARPA website can be found at <http://www.astoriarr.org>

Respectfully submitted,
Jim Long



The Trainmaster is the official news-
letter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members. Articles which appear in the *Trainmaster* do not express the official position of the organization on any subject unless specifically noted as such. Material from the *Trainmaster* may be reprinted in other publications provided credit is given as to the source. Please address contributions, correspondence, and exchange copies of newsletters to:

Attn.: Trainmaster Editor
PNWC-NRHS, Room 1, Union Station, 800 N.W. 6th Avenue,
Portland, Oregon 97209-3794
Voice: (503) 226-6747, Fax: (503) 230-0572
Chapter E-Mail: pnwc@pnwc-nrhs.org
Trainmaster E-Mail: trainmaster@pnwc-nrhs.org
<http://www.pnwc-nrhs.org>
(Internet service donated to the chapter by EasyStreet On-Line Services, Beaverton, Oregon)
ISSN: 0041-0926

Editor: Glenn Laubaugh, (503) 655-5466
Circulation: George Hickok (503) 649-5762
Mailing & Distribution: Maxine Rodabaugh (503) 253-4241
 Janet Larson (503) 253-7436
 Darel Mack (503) 723-3345

T-M Deadline: 20th of previous month on most months. Was 15th of the month for August Issue due to absence of Editor.

Please be sure to inform the membership chair at Membership Services, PNWC-NRHS, P.O. Box 2384, Portland, OR 97208-2384 of any changes in the status of your address.

Membership in our Organization is available.
\$35 total - \$15 for Chapter, \$20 for National

Committee Chairs

Activities: Ron McCoy 503.244.4315
Archives: Chuck McGaffey 503.223.2227
Meeting Programs: See *Vice President*
Concessions: Al Hall (interim) 503.699.5042
Car #76 Restoration: Keith Fleschner, 503.632.0267
Excursions: Al Hall 503.699.5042
 Janet Larson 503.253.7436
Car Host: Darel Mack 503.723.3345
Finance: See *Vice President*
Library: Irv Ewen 503.232-2441
Membership: Diana Mack, 503.723.3345
Museum: Glenn Laubaugh, 503.655.5466
Public Relations: Gerald Schuler, 503.285.7941
Memorial Funds: Gerald Schuler, 503.285.7941
Rolling Stock: vacant, contact Arlen Sheldrake
Chief Mechanical Officer:
 Peter Rodabaugh, 503.771.8545
Car Rental Agent: Bob Jackson, 503.231.4808
Safety Officer: Keith Fleschner 503.632.0267

Chapter Officers

President: Arlen Sheldrake(01,02,03) 503.223.7006
Vice President: David Van Sickle ('02, 03)
 503.297.3807
Treasurer: Alan Viewig ('03) 503.228.8655
Secretary: Jim Long ('03) 503.313.7382
National Director: Gerald Schuler 503.285.7491

Chapter Directors-at-Large

Dean Petshow (01,02,03) 503.359.9453
George Hickok (01,02,03) 503.649.5762
Chuck Bukowsky (02,03,04) 503.284-7277
Darel Mack (02, 03, 04) 503.723-3345
Al Hall (03,04,05) 503.699.5042
Bob Jackson (03,04,05) 503.231.4808
NRHS Regional Vice President:
 Gerald Shuler, 503.285.7491
Chapter Rep., Oregon Rail Heritage Foundation:
 Arlen Sheldrake 503.223.7006

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

NON-PROFIT ORGANIZATION
U.S. Postage
Paid
 Portland, OR
 Permit No. 595

The *TRAINMASTER*
Pacific Northwest Chapter
National Railway Historical Society
Room 1, Union Station
800 N.W. 6th Avenue
Portland, OR 97209-3794

Address Service Requested

C247
PNWC-NRHS ARCHIVES COPY 2
UNION STATION ROOM 1
800 NW SIXTH AVE
PORTLAND OR 97209-3794

MEMO

Pacific Northwest Chapter – National Railway Historical Society

\$\$\$ NEEDED

October 3, 2003

TO: Chapter Members & Supporters

FR: Arlen L. Sheldrake, President



This month we are moving the Chapter's Jordan Spreader and possibly the Flanger to their permanent homes at Antique Powerland Museum in Brooks Oregon.

These historic former Southern Pacific maintenance-of-way pieces of equipment will join the steam crane currently on-site to form a MOW interpretive exhibit.

Our 137,000 lb Jordan Spreader is currently on a little used siding south of Hopmere. Our moving contractor has bid \$4,000 to move the Spreader on dollies. This same contractor moved the steam crane so he knows this specialized business. The details for movement of the Flanger are still being worked out as this is written. The Flanger is located in Beaverton and we hope to have Portland & Western Railroad move it to Hopmere on their Oregon Electric mainline. From there we would move it via dollies to Antique Powerland Museum. If we can't get the Flanger moved by rail, it will be trucked. Under the current plan, costs for the moves are expected to be nearly \$10,000. Any funds received in excess of the move costs will go to restoration/preservation of the Spreader and Flanger.

For those not familiar with these unique MOW workhorses, the Jordan Spreader is considered to be the railroad's version of a bulldozer on steel wheels. It was last used by PNWR to break pavement in downtown Astoria in 1999. The Spreader has compressed air operated "wings" (blades) to clear the sides of roadbeds and a large plow on the front. While the age is unknown, it was built under 1907, 1910, and 1911 patents with friction bearings. The builder's car number is 582. Current reporting mark: WPRX 4057.

Our Flanger ex-SPMW #328 was built for Southern Pacific in the 1940s and donated by SP to the Chapter in October 1981. This may be the last wooden-body Flanger in existence. Flangers were used for removal of snow and ice from track flange ways with two lowered steel blades moving at relatively high speeds. Our Flanger has been modified to be operated remotely.

Your help is needed to meet one of our Chapter's stated purposes:

"To preserve the historical materials of railway transportation primarily relating to the Pacific Northwest"

Please make checks out to PNWC-NRHS and send your tax-deductible donations to:

PNWC – NRHS

Alan Viewig – MOW Exhibit

800 NW 6th Avenue room 1

Portland OR 97209-3794

THANK YOU !

THE FINE PRINT

- Preregistration fee is \$35 for the member, their spouse, children, or other household members living at the same address; **IT IS NONREFUNDABLE.**
- Preregistration fee entitles member household to one registration package.
- Preregistration forms must be postmarked by January 31, 2004. After that date, the member registration is \$45.
- One address only per form please.
- Preregistrants will receive the registration package for ticket ordering in advance of all other registrants. Preregistered members may only purchase tickets for those persons listed with their registration.
- Hotel reservation information for discounted convention rates will be sent with the registration package.
- Convention events are not yet finalized and subject to change.
- A fee will be assessed for checks returned by the bank for insufficient funds.

Mail completed form to:
Northstar Railway Historical Society
PO Box 23088
Richfield, MN 55423-0088



RAILS TO THE NORTHSTAR MINNEAPOLIS, MN 2004



Tuesday June 29th through Sunday July 4th 2004

- ❖ New Territory, First National Convention in the Upper Midwest
- ❖ Mainline Excursions
- ❖ Minnesota Transportation Museum Tour
 - Restored Great Northern Roundhouse
 - Lake Harriet Streetcar Line
 - Lake Minnetonka "Streetcar Boat"- only one of its kind
- ❖ Night Photo Session
- ❖ Seminars by noted railroad historians and authors
- ❖ Convention accommodations at the Minneapolis Hilton, heart of downtown Minneapolis
- ❖ Annual national board and membership meetings and banquet
 - Restored Milwaukee Road Station and ice rink
 - Walk the historic Great Northern Stone Arch Bridge
 - Newly completed light rail line
 - Shopping at Mall of America
 - Baseball: Minnesota Twins and St. Paul Saints
 - Taste of Minnesota Celebration
 - Twin Cities Model Railroad, Bandana Square former NP Shop buildings
 - Spectacular fireworks

For more information see: www.northstar2004.org

RAILS TO THE NORTHSTAR, MINNEAPOLIS 2004 PREREGISTRATION

Name: _____

Address: _____

City, State, Zip: _____ **Country:** _____

Phone: Day: _____ **Evening:** _____

E-mail address: _____

NRHS Member No. _____

Associate or Home Chapter: _____

Payment Method: Check for \$35 payable to Northstar Railway Historical Society

Please charge \$35 to my credit card as checked below:

Visa Master Card Discover Card

Name on credit card: _____

Credit Card no. _____ **Exp. Date** _____

Signature: _____

(Required for Credit Card Payment)

Additional Registrants attending with member (Spouse, children or other household member living at the same address):

1. _____
2. _____
3. _____
4. _____
5. _____

No, I don't want to preregister; mail me registration package when available. Registration packages will be sent not less than 15 days after being mailed to preregistrants; ticket order will not be filled until 30 days after preregistrant mailing; full membership registration fee of \$45 is required with order.