

# The

February  
2006



# Trainmaster

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



## Pacific Northwest Chapter Timetable #523

**Membership Meetings:** Feb 17, Mar 17, 7:30 PM, St. Mark's Lutheran Church, 5415 SE Powell Blvd.

**Programs at Upcoming Meetings:**

- February 2006 – Steve Amen from Oregon Public Broadcasting
- March 2006 – Steve Hauff from Port Angeles, Washington will present the Rayonier Railroad

**Board of Directors Meetings:** Feb 9, Mar 9, Room 208, Union Station, 7:30 PM

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

**Annual Banquet: See Page 2 For Details**

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

May 19 - 21, GorgeRail 2006, Columbia Gorge Discovery Center, The Dalles. More info: [www.gorgerail.com](http://www.gorgerail.com)

Sept 16, West Side Train Show & Swapmeet, 10 AM - 4 PM, Forest Grove National Guard Armory.

## **2005 Train Toys for Tots**



Photo courtesy Ron McCoy & Mark Whitson Pictured from left: Sgt. Chris Poe, Al Hall, & Ron McCoy

The 2005 PNWC campaign to gather **Train Toys for Tots** successfully gathered a total of 85 train related toys and gifts for needy children. Sgt. Chris Poe of the local USMC Reserve gratefully accepted the toys at the December 16<sup>th</sup> membership meeting and potluck held at the Oregon Museum of Science and Industry.

February 2006, Pacific Northwest Chapter, National Railway Historical Society, *The Trainmaster* page 1

The first year (2004) of this program inspired by member Keith Fleschner garnered 81 toys and gifts so we continue to beat our record. Many members find this form of holiday giving to be both fun and heart warming. The Chapter plans to do this again in December 2006, so begin shopping at your leisure.

More information about the US Marine Corps Reserve *Toys for Tots* program, a 501 c 3 not-for-profit charity, may be obtained at: [www.toysfortots.org](http://www.toysfortots.org).

---

# **PACIFIC NORTHWEST CHAPTER** **ANNUAL BANQUET**

Saturday, April 1, 2006

Social hour and no host cocktails

6:00 - 7:00 PM

Dinner 7:00 PM

Bill Bain of the Yaquina Chapter will show the 50<sup>th</sup> anniversary slide program that he did for our 2005 Convention

## **Saylor's Country Kitchen & Steak House**

10519 S.E. Stark St.

Portland, Oregon ----503-252-4171

Please choose from the following

Dinner choices as follows:

Top Sirloin     \$21.00                      Half Chicken     \$18.50

Vegetarian             \$17.50                      Baked N.W. Salmon     \$24.50

All dinners include Relish Plate, Tossed Green Salad, Bread

Baked Potato, Sherbet Dessert, Beverage and Onion Rings.

---

Name \_\_\_\_\_ Choice \_\_\_\_\_ Price \_\_\_\_\_

Name \_\_\_\_\_ Choice \_\_\_\_\_ Price \_\_\_\_\_

Name \_\_\_\_\_ Choice \_\_\_\_\_ Price \_\_\_\_\_

Name \_\_\_\_\_ Choice \_\_\_\_\_ Price \_\_\_\_\_

Total \$ \_\_\_\_\_

**Please return your menu choices and check made out to PNWC-NRHS to:  
Darel Mack, 15683 S.E. Andys Ct., Milwaukie, Oregon 97267 by March 24<sup>th</sup>.**

**Please bring any items that you would be willing to donate to the door prize drawing.**

## 2006 ELECTION RESULTS

The PNWC-NRHS election of officers for 2006 was held during the potluck and first half of the business meeting December 16<sup>th</sup> at OMSI. There were 5 absentee ballots received and counted, as well as 44 members present for the election. The ballot contained one candidate for each position. No write-ins were submitted. All candidates received unanimous votes for their respective positions.

The positions and the candidates were:

President – Arlen Sheldrake

Vice-President – Keith Fleschner

Secretary – James Long

Treasurer – Kenneth Peters

National Director – George Hickok

Director 2006-2008 – Charles Stevens

Director 2006-2008 – Mark Reynolds

Director 2006-2007 – Jim Hokinson

Director 2006-2006 – Gerald Schuler

Thanks to the members for their assistance and participation in this year's election.

Jim Loomis, Elections Committee

---

### President's Update by Arlen L. Sheldrake

Thanks for supporting my candidacy for Chapter President. With your assistance I will work to ensure that the Chapter both survives and thrives as we continue into the 21<sup>st</sup> Century.

The Oregon Rail Heritage Foundation *Holiday Express* operating in December was a big success despite some major hurdles. Yes, we survived the derailment of two 4-8-4 steam locomotives and a blast of winter from Mother Nature! With excellent help and cooperation from the Oregon Museum of Science and Industry and the Oregon Pacific Railroad, ORHF's partner organizations, approximately 5,100 smiling and happy parents, grandparents and their children were provided at a very reasonable cost a steam powered train ride between OMSI and Oaks Park. The Chapter provided the coaches 6200 and 6800 as well as the lounge/sleeper Mt. Hood for the consist. The Northwest Rail Museum provided the James J. Gilmore round end lounge and the Friends of SP4449 provided the Gordon Zimmerman baggage car and Plum Creek lounge car. These five rail cars were pulled or pushed by the SP 4449 or during the first weekend by both the SP&S 700 and SP 4449 double headed. Many, many volunteers worked before, during and after the *Holiday Express* operations to ensure that all had a good time. Chapter Car Host Manager Darel Mack scheduled Chapter Car Hosts to staff the trains. Our Rolling Stock Maintenance crew was out in full force before, during, and after the event ensuring that all the cars in the consist were operational and getting the consist steam heated. Chapter and PRPA member Al Hall made sure that all riders were smiling before boarding, the smiles were automatic following the ride.

Very special thanks go to the owner of Oregon Pacific Railroad Dick Samuels and his able helper Kelly Anable for their untiring support along with our partner sponsor OMSI. The people in these two organizations were key components to the success of what ORHF hopes is the first of many years of the *Holiday Express*. Thanks to all who supported this major endeavor!

From *VIA*, the magazine published by the AAA: "**Know of a thrilling train or railroad?** The May/June issue will feature readers' favorite places to ride or visit trains, either on the rails or on display. Describe your pick. Write to: On the Road, *VIA*, 150 Van Ness Avenue, San Francisco CA 94102 or email: [otr@csaa.com](mailto:otr@csaa.com). If they quote from your letter, you'll receive \$50 and a *VIA* T-shirt." This would be a neat way for you to tout your favorite railroad attraction.

Check out **Trains at the Zoo – Part Two** in the March 2006 issue of Railfan & Railroad magazine which features our own Washington Park & Zoo Railway @ the Oregon Zoo.

**HELP NEEDED:** Thanks to Eileen Brazil for stepping up to lead on the **Flanger Restoration** project. The Chapter's Flanger was successfully moved to Antique Powerland Museum in November thanks in part to a grant funding the move from the Meyer Memorial Trust. The Chapter's agreement with the Oregon Electric Railway Historical Society, an APMA member organization, stipulates that the Chapter will maintain both the Jordan Spreader and Flanger as interpretive displays. The Flanger, however, is in dire need of major restoration work to make it look acceptable before the next *Great American Steam-Up* the last week of July and the first week of August. Eileen has agreed to lead the project, not do it all herself! Skills needed include carpentry, painting, nailing, and semi-skilled helpers. Contact Eileen to volunteer: [ladydeere@yahoo.com](mailto:ladydeere@yahoo.com) or 503.647.5667. (Note: at Darel Mack's suggestion I am no longer using the redundant word *Snow* to describe the Flanger as he indicates that all Flangers dealt with snow.)

The **Whistler Mountaineer** begins operation May 1<sup>st</sup> and ends the first season on October 16<sup>th</sup>. The three hour run is from North Vancouver BC to Whistler BC. Various vacation packages are available to complement the train trip. Adult roundtrip Coast Classic is \$179 CDN, Glacier Dome is \$289 CDN. More information: 1.877.460.3200 or [www.whistlermountaineer.com](http://www.whistlermountaineer.com). This service is provided by the same organization that runs the Rocky Mountaineer. If you missed the Whistler Northwind, this might be worth a look.

Eileen Brazil's research on our **Flanger** has determined that the formally unknown build date is November 6, 1945. This information came to Eileen via Kyle Wyatt, Curator of History and Technology, California State Railroad Museum. Kyle has a copy of a 1956 Flanger roster. This same roster shows that the Southern Oregon Chapter's Flanger #7330 was built on 12/22/1950. The formerly unknown build date for our **Jordan Spreader** is March 1925. Thanks for the research Eileen!

The 2006 NRHS and Chapter **membership renewals** which should have been out at least by November have been delayed by vendor and data base problems at the national level. On January 5<sup>th</sup>, NRHS President Greg Molloy messaged all National Directors that 2006 membership renewal information would/should begin shipping out to Chapters on January 6<sup>th</sup>.

**Sumpter Valley Railroad** begins 2006 operations on Memorial Day through the end of September. Train #1 departs McEwen for Sumpter at 10 AM; the last train departs McEwen at 3 PM. More information: 800.894.2268 or [www.svry.com](http://www.svry.com). Plan now for a spring visit to the Baker City area.

January *Trainmaster* correction: the Oregon Railroad Miles matrix was developed by Bob Melbo, ODOT Rail Division. I only obtained permission for publication from Bob and forwarded it to Glenn. Of special note: Bob is almost fully recovered from his major ankle injury.

The long closed **The Crossing** (and formerly called the Seventh Street Station) restaurant and land in Vancouver has been sold and the restaurant will be demolished. This is according to an article in The Columbian newspaper on January 12<sup>th</sup> which was forwarded by Richard Ordway. According to the article a Portland area rail enthusiast by the name of Davis has purchased the five rail cars. The railroad memorabilia inside the former restaurant are destined for sale on eBay.

The Chapter Board is reviewing the benefits of distributing to 98 NRHS chapters copies of *The Trainmaster*. In many cases we receive a copy of the chapter newsletter in return but the Chapter makes little use of these exchanges. Please share your thoughts about continuing this practice with any Board member.

## ***Crossing* Closed, Sold, and Likely to be Demolished Soon**

Chapter member Dick Ordway recently sent us a message asking us to take a look at a article in the Clark County Columbian for an article about the *Crossing* restaurant.

A brief summary of what is going on: the restaurant, which sits within view of several busy BNSF main lines, has been sold to a nearby trucking firm called Focus North America. This company will most likely demolish the building and add to their existing office space. A Tigard, Oregon man has purchased the railroad cars that made up a part of the restaurant and plans to remove them from the restaurant site soon. The various railroad memorabilia inside the building will also be auctioned off on the e-bay auction web site.

For more detailed information, see the January 12, 2006 article in the Columbian. This article is also on the Columbian's web site archives at <http://www.columbian.com/business/businessNews/01122006news104539.cfm>

---

## **Other News from Clark County: Clark County Line Changes Owners**

In addition to the above, Dick Ordway also sent us some news, newspaper articles, and other information about the ongoing change of operations going on with the Vancouver Junction to Yacolt railroad line that is owned by Clark County. The Lewis & Clark railway operated a tourist passenger train on this line out of Battle Ground for a number of years, and a non-profit organization had been formed in that area in order to try to re-start this type of passenger service again. This service connected Battle Ground to a small park with a picnic area and a waterfall that was a reasonably popular summer destination for the area.

The newspaper articles report that the county has been unsatisfied with previous management of the line, and therefore the decision was made to change the designated freight operator to the same people that operate the Spirit of Washington Dinner Train and Washington Central Railroad. Unlike the previous operator, the new operators had a dispute with the non-profit organization that was hoping to operate a small tourist train over the line. For the most part, this dispute seemed to revolve around insurance and operational issues. Oddly enough, the previous operator apparently did not have this problem with the presence of a non-profit organization.

Mr. Ordway then sent a letter to the Clark County commissioners, telling them of the economic importance of also having tourist passenger service on the line. As an example, he used our organization's convention this past year, and the lack of any sort of passenger service on the line eliminated visiting that line as an option.

The response Mr. Ordway received from the Clark County Commissioners was sent on to us. Unfortunately, it appears that the presence of a passenger operation on the line does not figure heavily into the future of the line, and would most likely be a much higher priced dinner train type operation than the low ticket price operation that was there before.

---

Dear Mr. Ordway:

Thank you for your recent e-mail. With respect to the question of the county's selection of the Columbia Basin Railroad as our future freight and dinner train operator, that decision was a difficult one, but one clearly intended to revitalize the line.

As you know, the county railroad has been in a declining condition for a number of years. Our freight operator has been moving less than 100 freight cars per year, track conditions have been deteriorating, the cost to the county of maintaining the right-of-way and bridges has been growing, and the number of active shippers on the line has been declining. A railroad consultant the county hired in late 2002 indicated that unless something dramatic happened, the railroad would probably need to be abandoned in the near future.

The Columbia Basin Railroad (CBRR) and the Spirit of Washington (SOW) Dinner Train have agreed to move forward with providing both freight service on the line, and when feasible, a dinner train. Both the CBRR and the SOW are established railroads in the state, with the employees and financial resources needed to be successful on the county's line. They have a proven track record in eastern Washington with the Columbia Basin Railroad and in the Seattle area with the Spirit of Washington Dinner Train.

Through the county's selection process and later lease negotiations, they have demonstrated a willingness and commitment to the county to turn the line around. In addition, they are required under their lease agreement to make good faith efforts in negotiating with the BYCX to allow the BYCX to continue with their programs on the north line.

If you have questions please don't hesitate to contact Steve Schulte of our Public Works Department, at 397-6118 extension 4017.

Sincerely,

Betty Sue Morris  
Chair

Marc Boldt  
Commissioner

Steve Stuart  
Commissioner

## Income from Oregon Short Lines Increases over the Years

The following table was sent to us by Arlen Sheldrake, who obtained it from the Oregon Rail Division:

<b>OREGON SHORTLINE RAILROADS</b>			
<b>YEAR</b>	<b>GROSS REVENUE</b>	<b>CAR LOADS</b>	<b>GROSS REVENUE</b>
	<b>TOTAL \$</b>		<b>PASSENGER \$</b>
1992	5,138,407	8,685	690,534
1993	16,047,988	44,161	752,931
1994	21,642,839	68,698	769,572
1995	36,508,705	94,851	724,155
1996	41,922,556	107,949	675,502
1997	46,369,637	121,504	848,173
1998	43,372,061	130,822	1,196,694
1999	53,107,170	137,909	1,469,528
2000	53,423,025	135,481	1,690,062
2001	55,299,083	125,196	1,739,195
2002	57,886,270	142,032	1,997,735
2003	64,169,327	178,486	1,972,780
2004	68,628,673	193,968	1,814,119

**PNWC-NRHS, Membership meeting minutes  
were unavailable a time of publication.**

**Chapter Officers**

**President:** Arlen Sheldrake 503.223.7006  
**Vice President:** Keith Fleschner 503.516.9272  
**Treasurer:** Kenneth I. Peters ('04, '05)  
**Secretary:** Jim Long ('03, '04, '05, '06) 503.313.7382  
**National Director:** George Hickok 503.649-5762

**Chapter Directors-at-Large**

**Gerald Shuler** (finish out 2006 term) 503. 285.7941  
**Ralph Johnson** (05, 06, 07) 503.654.1930  
**Jim Hokinson** (finish out 2006, 07 term)  
**Mark Reynolds** (06, 07, 08)  
**Charles Stevens** (06, 07, 08)  
**William D. Hyde** (04, 05, 06) 503. 666. 5530

**Committee Chairs**

**Activities:** Darel Mack 503.723.3345  
**Archives:** Chuck McGaffey 503.223.2227  
**Meeting Programs:** Ralph Johnson 503. 654.1930  
**Concessions:** Ted Ahlberg 503.579.2131  
Al Hall 503.699.5042  
**Car #76 Restoration:** Keith Fleschner, 503.516.9272  
**Excursions:** Kerrigan Gray 503.735.1206  
Darel Mack 503.723.3345  
**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 President, above  
**Chief Mechanical Officer:**  
Peter Rodabaugh, 503. 771.8545  
**Car Rental Agent:** Bob Jackson, 503. 231.4808  
**Safety Officer:** Keith Fleschner 503.516.9272  
**Chapter Rep., Oregon Rail Heritage Foundation:**  
Arlen Sheldrake 503.223.7006



**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, except in cases where the article originated in a third party publication and special permission was given to the *Trainmaster* to print the article here. Please address contributions and correspondence 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](mailto:pnwc@pnwc-nrhs.org)

Trainmaster E-Mail: [trainmaster@pnwc-nrhs.org](mailto:trainmaster@pnwc-nrhs.org)

<http://www.pnwc-nrhs.org>

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



## Inside this Trainmaster, you will find:

Toy Trains for Tots 2005 (page 1)  
Banquet Order Form for April 1,  
2006 (No Joke!!!) (page 2)  
2006 Election Results (page 3)  
President's Update (page 3)  
*Crossing* Restaurant Closes,  
demolition coming (page 5)  
Clark County line changes owners  
(page 5)  
Income from Oregon Short Lines  
Increases over the Years (page 6)

**Banquet  
Will Happen  
Soon!!!! See  
Order Form  
on Page 2**

**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 RM 1  
PORTLAND OR 97209-3794