

The

July
2002



Trainmaster

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



In Memory of Richard Alan Carlson

Richard Alan Carlson, retired naval officer, advertising executive, and lawyer, passed away on May 29th of cancer. He was 72. He was born August 28, 1929 in Oak Park Il. A memorial service was held at 12:30 PM, Tuesday June 4th at River View Cemetery Chapel in Portland. A graveside service followed at 2:30 PM at Willamette National Cemetery in Portland.

After receiving his BA degree in Journalism from Northwestern University in Evanston IL, Richard was commissioned as an Ensign in the United States Navy.

While in the navy, he served aboard the USS Oriskany which sailed the Mediterranean, and was on this ship when it became the first aircraft carrier to round Cape Horn. A Korean War Veteran, Richard served during 1953 in operations off Korea. Upon leaving active duty, he entered the advertising business as an account executive. He continued in the navel reserve retiring as a Lieutenant Commander.

Richard moved to Oregon in 1969, where he continued to work in advertising as a partner in the firm Montgomery, Carlson and Linde. In 1975, he graduated from Lewis and Clark College with a degree in law and was admitted to the Oregon State Bar. He practiced law for the State of Oregon until 1985. In 1989, Richard worked for the United States Postal Service until his retirement in 1994.

Throughout his life, Richard's civic and volunteer involvement included Rotary, President of the Pacific Northwest Chapter of the National Railway Historical Society (NRHS), Regional VP of NRHS, and President of the Oregon Association of Railway Passengers. His involvement in the campaign with the west side tunnel of the Portland MAX light rail system, and the restoration of the Portland Union Station train tower "GO BY TRAIN" neon sign meant a great deal to him.

He traveled the world repeatedly. His zest for life continued right up to his passing. Richard was preceded in death by father Olaf and sister Janet. Richard is survived by his mother, Ruth; long time friend Marj-Britt Hilstron; son Eric, daughter-in-law Sheryl; daughter Kirsten, son-in-law Kelman; grandchildren Quinn & Simon Acres and Anders Carlson; brothers Ron & Roger.

Contributions in the memory of Richard A. Carlson can be made to Hopewell House Hospice Center, 6171 SW Capitol Highway, Portland OR 97201, or the Pacific (Northwest) Chapter of the National Railway Historical Society of Portland. (*End of Oregonian obituary.*)

And some of Rich's extensive Chapter and NRHS history:

Chapter Timetable # 479

Membership Meetings: July 19, Aug 16 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.

Board of Directors Meetings: July 11, Aug 8, Room 208, Portland Union Station, 7:30 PM

Lending Library: 1:30 to 4 pm June 22 and 29, check-out of materials subject to **new loan agreement.**

Notable Non-Chapter Events:

JULY 10-14 PORTLAND OR, The Spokane Portland & Seattle Railway Historical Society Annual Convention, Holiday Inn, Portland Airport. Info: - SP&S Convention, 10832 SE Stephens St, Portland OR 97216, (503) 257 8855

JULY 10-13, PORTLAND OR, SP&S and NP historical societies holding conventions together at Holiday Inn Portland Airport, 503-256-5000 advise with NP/SP&S convention.

JULY 13, PORTLAND-TACOMA and return - passenger excursion behind SP&S, as part of above and below conventions.

JULY 13-17, PORTLAND OR, GN historical society convention, probably as above, details to be posted on website in next few days (www.gnrhs.org).

Ex SP&S 700 will have trip on the Montana Rail Link in October. For more information contact 1-800-519-7245, or information@montanarailtours.com.

For other interesting events, please see the Inland Empire Chapter's Pacific Northwest Railroad Events at: <http://www.ierhs.50megs.com/11.htm>

- Member 1981-2002; Chapter President 1984, 1985, 1986; Chapter National Director 1986 – 1993; NRHS Northwest Regional Vice President 1993 – 2002; Outstanding Chapter member, Jack Holst award winner 2000; Chapter Elections Committee Chair, multiple years; Chapter Excursion car host on many excursions.

Some of the Chapter events that Rich either led or was otherwise actively involved:

- 1984 – SP4449 7,477-mile 51-day excursion to Louisiana World’s Fair.
- 1985 – Restoration of the *GO BY TRAIN* neon signs on Portland’s Union Station.
- 1985 – Hosted American Association of Private Railroad Car Owners & Union Station passenger shed restoration.
- 1985 – Deschutes River Rail Excursion, day one passenger count 800.
- 1986 – SP4449 and rail car 3300 used in the movie Tough Guys starring Kirk Douglas & Burt Lancaster.
- 1997 – Hosted Spring NRHS National Directors meeting including a tour of the under-construction Westside MAX light rail tunnel.

By Arlen L. Sheldrake, President, Pacific NW Chapter

President’s Update By Arlen L. Sheldrake

We continue to lose good friends and good members. On May 29th **Richard Alan Carlson**, member since 1981, passed away. Many of you knew Rich as our NRHS Northwest Regional Vice President. I, as did many, also knew Rich as a valuable advisor, confidant, Chapter historian, community activist, President 1984, 85,86, commemorative postage stamp promoter, 2000 Jack Holst award winner, tireless Chapter contributor, and many years as our Election Committee Chair. As you may know Rich was our President during some very interesting times which included the Chapter’s 1984 Louisiana World’s Fair trip with the SP4449. Remember his slide program showing areas before and after Westside MAX construction? Who else could have arranged a NRHS National Directors tour of the Westside MAX tunnel under construction? One would hope that Rich was able to *GO BY TRAIN*; we will keep your neon signs running Rich. Please see the article in this issue for additional information.

Help wanted: We need someone(s) with experience **writing grants**. If you have any experience please contact me.

At the May 20th meeting of the **Oregon Rail Heritage Foundation** the Board approved a proposal from Michael Willis Architects’ to develop the schematic building plan and related documents for a New Rail Maintenance Shop Building. Completion is expected in August. Project designer is Gustaf Kamp who has been very active at the Antique Powerland Museum as well as the Brooklyn neighborhood. Organizations making up ORHF are: Friends of 4449, PRPA, Northwest Rail Museum, City of Portland, Pacific NW Chapter, OR&N 197, and the

Brooklyn Neighborhood. ORHF also staffed an information booth during the *Artrain* visit to Hillsboro June 29th – July 4th.

Alfred Loran Haij, January 8, 1917 – May 25, 2002, Chapter member 1956-2002. Many Chapter members attended the standing room only May 30th Memorial Service for Al. One of the many comments shared with the attendees by Al’s two Grandsons concerned the Chapter’s April 28th Banquet that featured a few of Al’s excellent slides. The Grandson commented that he had never before understood how much Al’s fellow train club members appreciated his Grandfather’s work. He also commented that his Grandfather came away from the banquet with a real gleam in his eye for the appreciation that his slides received. Again, a well done to our Banquet planners and attendees!

*The passing of the baton.....*It is disheartening to me as we continue to experience the passing of many of our talented and energetic members. We definitely need you younger members to step up and accept the baton from these departed members so that our Chapter history can continue.

Don’t forget to mark your calendar and attend at least one day of the Antique Powerland Museum **Year 2002 Show**, July 27-28 and August 3-4. Brooks is just north of Salem at I-5 exit 263. Gates open 7:00 a.m. to 7:00 p.m., parade at 1:30 p.m. daily. Admission is \$7.00, free parking.

In case you missed **Thomas the Tank Engine** on the Mt. Hood Railroad in Hood River you now have a second chance to visit **Thomas** on the Chehalis-Centralia Railroad. Hourly departures from 9:00 a.m. to 5:00 p.m. on August 2, 3,4, 9, 10, and 11. Located just off I-5 at exit #77. Prepaid reservations only for

\$14.00 by calling 360.740.0115 or www.ccrta.com.
More information on Thomas:
www.thomasthetankengine.com.

6200 Coach: Built by Budd for the Seaboard Air Line Railroad Silver Meteor in 1939 (original #6200), later became the Seaboard Coast Line #5604 and Amtrak #5604 in 1971. Purchased by the Chapter from bankruptcy estate of the Seattle North Coastline in 1985 for \$3,500. A model of this car is now in the Smithsonian institution in Washington D.C. 56-reversible seat coach, worn carpet, good seat upholstery, lightweight fluted stainless steel construction. One bathroom is operation; the other is used for supplies. Car is suitable for shortline operations. Lettered: Willamette & Pacific Railroad, done for one of their business excursions. Brake valves re-conditioned 9/2001, electric heat installed 10/2001. *Installment #7 of our continuing rolling stock descriptions.*

New in our Lending Library is a copy of the **2001 Oregon Rail Plan** that came off the press in early June. This plan covers both passenger and freight; it has a lot of useful information for anyone interested in Oregon rail transportation. Published by the Oregon Department of Transportation and was approved in November by the Transportation Commission. Thanks to Ed Immel for providing the Chapter a copy.

The Portland Office of Transportation released in June the **Transportation System Plan** staff recommendations to the Planning Commission. Hearings were held on June 11th and 25th. This plan included a component on *Air, Rail, Water and Pipeline Modal Plans*. The plan stated that the City should "maintain the viability and efficiency of (City owned) Union Station as the multimodal transportation hub for downtown Portland" but no project was identified to do the necessary seismic, ADA and utility improvements. There also was nothing mentioned about at least studying the Portland - St. Helens corridor for possible commuter rail development. These 20-year plan deficiencies

Mailbag

NRHS Convention From Your Home?

Dear NRHS Chapters and Chapter Officers:

I hope you will be able to attend the 2002 Convention in Williams, Arizona this year and/or

were noted in a Board approved Chapter letter to the Planning Commission.

Watch for the release in September of a video from Skyfire on the **4449 March 2002 excursion** to Bend. Price will be \$29.95 plus shipping (VHS or DVD). A small portion of the purchase price will be donated toward maintenance of the engine. More information: www.skyfirevideo.com or 800.852.2330. This should be a good one as the Skyfire helicopters were all over the excursion.

During a June 16th trip to Astoria multiple checks of the **Astoria Branch** found no improvements yet underway by Portland & Western. Lots of roadbed vegetation and rotten ties west of Wauna. The gorgeous Astoria Trolley is running from about a mile east of the Astoria Depot into downtown. This track is owned by the City of Astoria.

Please attend the July 19th membership meeting and express your opinion about the Chapter bidding to host the **2005 NRHS Convention**. Member opinions may also be sent to any Board member. We will make a decision in July or early August.

Recent Donations to the Library:

by Judy Hall
The Chapter thanks these members for their generous donation.

From Donald Thornton:

"The Alaska Railroad" Vol. I & II, 1914-1964 By
Bernardine LeMay Prince

"Milwaukee Road West", By Charles R. & Dorothy
M. Wood

"Spokane, Portland & Seattle RY.", By Charles R.
& Dorothy M. Wood

From Wayne Halling:

Railroad Magazine: Issues: Jan., June & Sept. 1969
Southern Pacific Bulletin: Issues: Jan., June & Sept.
1966, Aug. & Sept. 1967, Aug. & Nov. 1968, Jan.,
Feb.-Mar., & July 1969

Video: Working on the Union Pacific
By Pentrex

participate in the inbound and outbound convention specials. Canyon Rails 2002 will be a great convention. Tickets are still available for some great events.

If, however, you won't be able to join us in person this year, go to the convention virtually at nrhs.com!

Besides the planned daily event coverage, including the great photos, activity descriptions, and even short videos, visitors to nrhs.com during the convention will be able to sign our Convention Coverage Guest Book and enter a drawing for an original copy of the August 1916 Baltimore & Ohio Railway Employees Magazine!

Please let your members know about our on-line coverage at your meetings and place a note in your Chapter newsletter about it in July and August. Here's an example of text for your newsletter:

"2002 NRHS Convention goes Virtual - Not going to the 2002 convention in person? Then go there on-line! Visit <http://www.nrhs.com> daily during the convention for coverage of convention events, including pictures, activity descriptions, and even short video clips. And sign the Convention Coverage Guest Book to enter a Drawing for an original copy of the August 1916 Baltimore & Ohio Railway Employees Magazine!"

And, of course tell your railfan friends who are NOT members of the nrhs about our on-line convention coverage and the drawing.

Hope you have a great summer.

Thanks -

Jim Lilly, Director of Internet Services National Railway Historical Society <http://www.nrhs.com>
<http://www.railcamp.com>

PS - If you haven't seen the nrhs' RAILCAMP web site, check it out today at <http://www.railcamp.com>

PSS - Ticket Ordering Information for Canyon Rails 2002 is available at <http://www.canyonrails2002.com>

Response on Steam Locomotive in Movie

In the November 2001 *Trainmaster* there was a question posed by Lyle M. Dix of McMinnville about a Flora Logging Company locomotive that evidently had been used on the Carlton & Coast Railroad out of Carlton. Mr. Dix mentioned he believed the engine had passed through McMinnville about 10 years earlier with respect to a movie assignment.

Mr. Dix is referring to the movement of a Mount Rainier Scenic Railroad steam engine (I don't recall its number) under its own power with coaches in the mid to late 1980s. The engine and rolling stock were enroute to McCoy for filming of the movie "Come See the Paradise," a film about interning Japanese Americans during World War II. Ex SP 4449 also

was featured in this movie with a station sequence filmed at Portland's Union Station.

After filming, MRSR's engine and cars returned to home rails in Washington state where, presumably, they still are today.

As an aside, both the Carlton & Coast's depot and engine house still survive in Carlton, as does SP's old depot. The C&C depot is disguised by an exterior sheathing of corrugated metal but the engine house is apparent by its size and its arched doorways where the locomotive entered. Of course, "apparent" is a relative thing. I lived in Oregon for over 25 years during which I made numerous trips through Carlton before I "discovered" the existence of these buildings. And it wasn't a discovery, per se. Someone told me they still existed and I went and looked, and sure enough, they did. Considering how small Carlton is, that was somewhat embarrassing.

Bob Melbo

[Mr. Melbo is former president of the Willamette & Pacific and currently works for the Rail Division of the Oregon Department of Transportation]

OR&N Event Information Wanted

Dear sir or madame:

I am working on a book about the Clackamas River and would like to include the history of the railroads along it. I know there was a line that ran upstream from Estacada in the early part of the 20 century, but I have no dates. I have been told that the current hwy (224) was once a rail bed.

Does anyone know anything about that railroad such as: Dates, Railroad Company, Purpose other than logging. Starting and ending points.

I have been told that fishermen used to hitch a ride upriver for a period of fishing and that the train would actually stop and pick them up for the return trip. Do any of your readers have any information (including photographs they would be interested in contributing?).

It is my desire to have my book of the area be as inclusive and as accurate as possible.

Thank you very much, Dan Alsup

E-Mail address: rivermandan2698@aol.com

The *Trainmaster* is always interested in hearing from chapter members and others who follow trains. Please address correspondence to the address on page 7.

From The Wire



"Trolley Trail" Celebrates Opening

June 8 saw a good showing of people as the "Trolley Trail" between Milwaukie and Gladstone held an open house in two locations: North Oak Grove Elementary School on Torbank Rd. and at a point near Amazing Grace Lutheran Church near Concord Road.

The trail is on the former right of way of the Portland Traction Company (originally East Side Railway) interurban line between Oregon City and Portland. The majority of the line, between Golf Junction and downtown Oregon City, ceased service in the 1960's when a new connection was built in Oregon City between the paper mill switching trackage and the Southern Pacific main line.

In mid- to late- 2001, the line was purchased by the Metro regional government from the Union Pacific and a group of volunteers, who are called "Friends of the Trolley Trail" started clearing brush out of the way. Some of the original insulators from the line were discovered in one of these outings.

Eventually, the group would like to see historical displays and other items relating to the history of the line. If enough knowledgeable volunteers help, it is possible that this trail will not be as sterile of railroad history as so many other rails to trails conversions.

Jane Hart at Metro (503-797-1585) is apparently the one coordinating the effort.

Yet Another Big Steam Program Folds

St. Louis Steam Train Assoc. Press Release:

On Wednesday, June 12, 2002, the St. Louis Steam Train Association Board of Directors met in a special Board meeting to assess the current situation and future prospects for continued operations of locomotive SLSF 1522. The Board decided that this would be the last season of operations for the 1522 by the SLSTA.

The SLSTA is an all-volunteer, not-for-profit organization established in 1986 to restore, maintain, and operate the engine. Over the past 14 years, the engine has traveled extensively across the heartland of the US, including representing Burlington Northern Santa Fe, the successor to the St. Louis-San Francisco (Frisco) Railroad, which ordered the locomotive from the Baldwin Locomotive Company in 1926. The 1522

is one of the oldest main line operating steam locomotives in the country, and the only current example of a "Mountain" type 4-8-2 wheel arrangement in operation.

The action of the Board was in response to the spiraling costs of insurance, the limited accessibility to major railroad mainlines for excursions, required work on the engine to comply with newly enacted Federal boiler regulations, and the volunteer nature of the SLSTA's membership. "No matter how hard we try, how much our group wants to continue operating the engine, or how businesslike we attempt to run our organization, the simple fact is we can no longer sustain the economic requirements for operating and maintaining this remarkable piece of equipment in today's world," said Robert C. Meier, President of the SLSTA.

The 1522 is owned by St. Louis County and is a part of the collection of railroad artifacts of the Museum of Transportation. The engine and other rolling stock are leased by SLSTA from the County. SLSTA commenced rehabilitation of the engine in 1985, and has operated it on major railroads throughout the Midwest since 1988. Last year the 1522 was the motive power on BNSF's Employee Appreciation Special, running over 4000 miles from St. Louis through Missouri, Oklahoma, Texas and Kansas. The engine also ran an excursion for the National Railway Historical Society national convention. After fifteen years of service, the Museum of Transportation's operating steam locomotive and ambassador artifact, Frisco 1522 will be featured as a major exhibit at the Museum in 2003.

<http://www.frisco1522.org/> (for the full scoop)

Medco #8 To Be Moved

On June 26th the Southern Oregon Chapter of the NRHS received an FRA waiver to move its two ex-military boxcars with their 1952 Baldwin-Lima-Hamilton S-8 switcher from their old storage site to their new storage site. The old storage site is in Central Point (just north of Medford, on the Siskiyou line) and the new storage site is on the WCTU Railway.

Medco No. 8 is a one-of-a-kind locomotive: it is the only Baldwin switcher with dynamic brakes.

From information provided by Tony Johnson, Treasurer of the Southern Oregon Chapter, NRHS

Tresspass Enforcement Grows in Seattle-Tacoma Area, According to News Reports

A recent article in the Tacoma News Tribune discussed railroad trespassing and recent enforcement efforts in the Seattle – Tacoma area. Apparently the BNSF is significantly increasing the amount of enforcement that they are doing. Unfortunately, the entire article can not be reprinted here, as messages sent to the newspaper requesting permission to reprint were not answered.

The railroad police force (identified in the article as “railroad security”) are giving out tickets for second degree criminal trespass, which is punishable by up to 90 days in jail and a \$1,000 fine.

One patrol unit now working in the Seattle area is now working with German shepherd, and has access to thermal imaging equipment.

The article mentions that the section of BNSF main line track between Olympia and Bellingham is the busiest in the state. The article mentions that train speeds can be 79 mph and can take over a mile to stop, but unfortunately does not mention that the slower speed freight trains are the ones that take the longest distance to stop. One BNSF official is quoted as saying that walking along the tracks is no different than doing this on a freeway or airport runway.

To that end the railroad is also posting more signs reminding people that the lines are private property. However, BNSF states that they simply can not fence their entire system.

At least one lawyer apparently thinks that they are not doing quite enough, and says they should fence their entire system, though. According to Seattle attorney Eugene N. Bolin Jr., the urge to walk along the railroad tracks is an “irresistible impulse”, and that the railroad line needs to have cyclone fences and kid-friendly signs to keep them off the tracks.

Mr. Bolin has sued BNSF, Amtrak, and the city of Kent, Washington on behalf of the guardians of two girls killed April 20 when they were walking across a railroad bridge.

The article also quotes local and national safety problems: in the first three months of this year, 124 people were killed nationally, and 508 last year. So far, for 2002, there has been only one vehicle related death in the state of Washington. As of June, over 1,000 trespassers have been contacted by railroad officers, and they have not yet reached the summer season, when kids have less to do and tourist levels along Puget Sound increase. Officers are also paying attention to what areas teens like to visit when they have drinking parties in areas near the tracks.

Unfortunately, the article gave the issue a rather shallow treatment, and didn’t go much beyond the traditional fence-everything vs. the railroad can’t fence everything perspective.

At least one possible way of discouraging some trespass incidents would be to have official walking trails along side some of the areas where pedestrians have a need to get from one place to another.

Alta Planning and Design has performed an interesting study about the idea of placing trails beside existing railroad lines.

<http://www.altaplanning.com/projects/rails/>

The preliminary report “Rails with Trails: Lessons Learned” mentions railroad companies having a severe concern over the concept even then due to lawsuits filed even when pedestrians have ignored fences and signs. Therefore, there are even problems with this concept.

Union Pacific Museum and Library Designated

A special ceremony May 18, 2002 will dedicate the Council Bluffs Carnegie Library as the future home of the Union Pacific Railroad Museum. Plans were to have Council Bluffs Mayor Tom Hanafan and UP Chairman Dick Davidson unveil the sign for the museum at the library, located at Willow and Pearly Streets. Renovation of the library started in March and is expected to be completed in early 2003. The grand opening is planned for May of that year. Exhibits are planned that will help explain both historic and current railroad significance.

PNWC - NRHS Membership Meeting June 21, 2002

The meeting was opened at 7:40pm with a welcome by Acting President Al Hall, followed by everyone reciting the Flag Salute. Al asked for a

moment of silence in honor of Al Haij and Rich Carlson who had recently passed away.

Al explained that we have been approached by National to see if the Chapter would want to bid on hosting a National Convention in 2005. Carl

Jensen, Chairman of the National Convention Committee, had attend our Chapter Board meeting last week to encourage us to do so. Al asked how many had read the notice that had been mailed to the membership about this. Many raised their hands to indicate they had.

Al asked for any questions from the floor which either he or Gerald tried to answer.

Q. What is Jenson's idea of the number of people needed to successfully host a convention? A. It varies. One early document we had received suggested about 15.

C. One member said she had been involved in the Convention in '78. It was a lot of work, but also a lot of fun.

Q. Is there anything definite about required dates? A. Generally in the summer time for the convenience of the Chapter and host city activities. One possibility for PNWC has been to include the Antique Powerland Steam-Up, but this has not been discussed with WAPI (There needs to be at least a minimum number of weeks between the Convention and either the preceding spring or fall Board meetings, which can be flexible.)

C. National has a set of procedural guidelines to assist the host chapter. The initial registration fee is used for postage and printing expense to start marketing the Convention. National is able to loan a host Chapter money at the start for Convention expenses only. No host Chapter in recent years has lost money. The St. Louis Chapter that hosted the Convention last year made about \$25,000.

Q. How many would be willing to help if we undertook this project? About half the hands were raised. Then a notebook was laid on the front table for people willing to help to sign. Judy Hall has that list.

C. If we host the convention, the Hotel should be on the MAX line

Al mentioned that 4449 was going to pull the Artrain to Hillsboro on June 28 for a public showing. Bob Jackson and Ron McCoy have been working at arranging a time for a Chapter member only showing. Ron asked for people to notify him by e-mail to be put on the list.

Plans are proceeding for the Sept. 14 excursion on the POTB RR using 6200 and 6800. These two cars would accommodate about 130 passengers. They

are also considering using the Mt. Hood car as an extra cost option.

Ralph Johnson and Roger White described plans available for persons who wish to ride on the BC Rail and VIA this fall before service is discontinued.

It was announced that Cora Jackson is recuperating from several days in the hospital. Judy Hall arranged the refreshments for tonight.

The program was slides of "Steam on the Columbia", shown by Ed Neuberger from the Oregon Maritime Museum.

Gerald A. Schuler, Secretary Pro Tem .



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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.

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Regular: \$35/year, Joint: \$44/year

Membership prices include National Membership as well as membership in the local chapter. For more information, please contact the membership chair at the above address or phone number.

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