

The

January
2004



Trainmaster

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



2004 Elections Results

At the December 19th membership meeting, the following were elected for 2004:

President - Ronald J. McCoy

Vice-President – David Van Sickle

Treasurer – Kenneth I. Peters

Secretary – James G. Long

National Director – Gerald A. Schuler

Directors at Large 2004-2006 – Keith L. Fleschner and William D. Hyde

2005 Convention Planning

On December 6th the Chapter Convention Planning Team met with the five members of the NRHS National Convention Committee at the Lloyd Center DoubleTree Hotel. During this meeting the NRHS Convention Policy and the NRHS National Convention Manual were reviewed. These are very valuable tools for developing our successful Convention.

I am very pleased that we now have all Convention Committee Chair positions filled. The Chapter Board of Directors has confirmed the Committee Chairs. *Hotel/Banquet* = Chuck Bukowsky, *Rail Related Events* = Kerrigan & Kyrian Gray, *Finance/Treasurer* = George Hickok, *Audit* = Bob McCoy, *Registration/Ticketing* = Jim Loomis, *Publicity* = Glenn Laubaugh, *Non-Rail Events* = Chuck McGaffey, *Food Services* = Ted & Cora Ahlberg, *Transportation* = Gerald & Olive Schuler, *Seminars* = Ed Berntsen, *Chapter 50th Anniversary* = Bill Bain & Ed Berntsen, *Vendor Sales/Concessions* = Bill Hyde.

These Committee Chairs will now be filling their Committees with you, the willing volunteers. Many hands make for light work! They are also looking for your ideas and suggestions. Feel free and encouraged to get your ideas to them.

Our first hard and fast deadline is to begin the pre-registration process at the Minneapolis 2004 Convention June 29th.

Let me know if any questions or you need information on how to contact one of our Committee Chairs. Convention Chair = Arlen Sheldrake. 503.223.7006 or rita_sheldrake@msn.com

A Dedication @ Union Station by Arlen Sheldrake

On December 18th City Commissioner Jim Francesconi, Amtrak Northwest District Manager Tony Buscemi, and Portland Development Commission Chair Matt Hennessee dedicated the improvements to Portland's Union Station "front door". These improvements include the 6th Avenue extension, a new forecourt plaza and gardens, and new street lighting.

Timetable #497

Membership Meetings: Jan 16, Feb 20, 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.

January and February Programs: As of this writing, David Van Sickle is still looking for volunteers. Please contact him if you have any suggestions.

March Program: Glenn Laubaugh: Railways in Brazil.

Board of Directors Meetings: Jan 8, Feb 12, Room 208, Union Station, 7:30 PM

Lending Library: 1:30 to 4 pm Jan 24 & 31, check-out subject to **loan agreement**.

Eagle Cap Limited, May 22, 2004

Notable Non-Chapter Event: The Southern Appalachia Railway Museum is offering a rare mileage 124-mile roundtrip train ride on the Joseph (NE Oregon) Tickets are \$109 per person; lunch is available for an additional \$11. SARM Oregon 2004, PO Box 5870, Knoxville TN 37928.

The perceived 6th Avenue dead end no longer exists with through traffic separated from three lanes for pickup and drop offs as well as taxi access. Dignitaries for the ceremony were delivered with police escort to Union Station in historic automobiles with our friend Jim Davis leading in his model T with passenger Jim Francesconi.

The festivities were blessed with drop dead gorgeous weather.

Fire Ravages Siskiyou Line

By Arlen Sheldrake & Bob Melbo

No this isn't an article about our summer firestorms in Southern Oregon. It is an article about a fire, now in its fifth week December 19th, inside Tunnel 13 on the Siskiyou line.

This 3,107-foot tunnel's timber lining is being consumed by a fire believed to have been started by beer-drinking trespassers who may have been partying just inside the tunnel's north end on the weekend of November 15th-16th. Early efforts to stop the fire didn't work but the conflagration now appears to be encapsulated between cave-ins. One cave-in happened unintentionally when wood timber bents were being pulled to create a fire break. The other cave-in occurred after the fire consumed the timber lining supporting the tunnel roof. Approximately 2,000 feet of the 3,107-foot tunnel are believed to be affected by the fire.

Central Oregon & Pacific Railroad (CORP) operates the line under a lease from Union Pacific Railroad. CORP's parent is RailAmerica. At this point decisions about re-opening the tunnel await further information about damage to the bore that can't be assessed until the fire is out. If the tunnel is not re-opened, 116 years of through rail service between the Rogue River Valley and California will be ended with possible serious economic consequences to the region in general and to the railroads in particular. Especially at risk is the Yreka Western Railroad, which depends heavily upon revenue generated by local traffic between Yreka and the Medford area. The truck competitive rates that keep this business on the rail cannot be sustained if the traffic has to permanently detour via Black Butte, Klamath Falls, Eugene and Roseburg. WCTU Railway, a switching carrier at White City with 11 customers, also believes itself to be at risk because about 50 percent of its traffic ordinarily passes through via Tunnel 13. Permanently rerouting this traffic via Klamath Falls and Eugene likely would trigger UP rate increases sufficient to divert the business to truck. One quick study by CORP estimated 3,600 carloads could be lost annually. Loss of revenue from this traffic could be injurious to long-term survival of the lower Siskiyou even if it were just operated as a dead end branch.

Stay tuned as decisions are made regarding continuation of rail service on this historic first rail connection between Oregon and California.

Railroad runs up valley from Wallowa to Joseph

By Rocky Wilson, *Wallowa County Chieftain*
November 18, 2003 (permission to reprint 12/10/2004)

For the first time in eight years a train traveled up the tracks from Wallowa to Joseph last Thursday. Wallowa Union Railroad Authority (WURA) president and general manager Mike Bagwell said there were no hitches in the 46 miles roundtrip, which was a test run and not an official trip. Though an engine and four cars made the excursion, there were no passengers on board.

Running the train were train master/engineer Scott Winther of Wallowa and brakeman Blake Bagwell of Joseph.

Going in front of the train in a high-rail pickup truck were the president/general manager and retired ODOT Rails employee Jim Seifert of Wallowa. Though landowners opened and closed four gates between Wallowa and Enterprise, Mike Bagwell and Seifert opened and closed the four gates between Enterprise and

Joseph. "They (the landowners between Enterprise and Joseph) did not know we were coming," said Mike Bagwell.

The WURA official said the trip was very significant in the sense of informing persons in the valley that the authority is serious about opening up the entire line from Elgin to Joseph. A goal is to open up freight services from the Wallowa Valley to the outside world through Elgin. He described it as the chicken and egg scenario. Which comes first? Getting the train into the valley or lining up customers? Now the train has made the first step.

To date, since Union and Wallowa Counties purchased the 63 miles of previously abandoned track from Joseph to Elgin, three passenger train runs have been made from Wallowa to the turnaround at Kimmel near the confluence of the Wallowa and Grand Ronde Rivers and back. Two more passenger train rides will run after Thanksgiving, November 28 and 29. Freight cars have run periodically to and from Wallowa Forest Products.

Mike Bagwell hopes to begin running the train three days each week in the spring of the year. It takes about 100 passengers each trip to pay expenses. Many ideas of making a train ride enjoyable are being explored. Some short runs are being considered. One innovative thought under consideration is to place hay bales on flat cars and run the train for passengers during the summer months.

Under current guidelines the train can run 10 miles per hour, or six minutes to the mile. Last Thursday's voyage took from 9:15 a.m. until 11:05 a.m. to travel from Wallowa to Enterprise. The train waited by Depot Street for a considerable amount of time before going on to Joseph.

Track speed standards are set by the local authority according to federal specifications. ODOT Rail is the governing body which inspects the local railroad line to ensure federal specs are met.

Chances are good that the train's speed can be increased on the flat, fairly straight ground from Wallowa to Joseph, said Mike Bagwell. He suggests that improvements to the line of some 500 to 600 cross ties, some 800 to 1,000 tons of stone and some 300 to 400 feet of replacement rail, and passenger speed between Wallowa and Joseph could be bumped to 25 mph. He said the winding track along the Wallowa River will remain at 10 mph.

Right-of-way fencing is the responsibility of the railroad. Standard right-of-way distances says Mike Bagwell, are normally 50 feet from the centerline of the track. Right-of-way through the town of Enterprise is only 25 feet from the centerline.

The diesel engine consumes from eight to 10 gallons of fuel each hour that it is running.

The following background information comes from Ralph Swinehart, Friends of the Joseph Branch, on December 3, 2003 (permission to publish received 12/4):

Here is a little background on our railroad activities. The Joseph Branch, running from Elgin to Joseph had been abandoned, and scheduled for salvage about 3 years ago. It was saved from this fate, not in just the 11th hour but at 11:59:59 by

the action of Wallowa County to purchase the line with state lottery dollars for the down payment. They had actually started pulling spikes before they were stopped. Since then Wallowa and Union Counties have worked together to acquire the line and have formed the Wallowa Union Rail Authority (WURA) to oversee it and formed the Wallowa Union Railroad (WURR) to operate it.

The Friends of the Joseph Branch is a non-profit organization, which has been formed to support and enhance operation of a passenger train and to develop a system for collection of historical information and construction of depots along the line. To date the WURR has selected us to operate excursion trains. We essentially hire WURR to pull the excursion train and we operate the passenger cars and related activities. For membership information forms contact: FJB, PO Box 997, Joseph OR 97846.

So far this year we have operated 5 trains from Wallowa to Kimmel and back: a fundraiser train in May, and public passenger runs on October 18 and 25, and November 28 and 29. The train has a dining car, two passenger cars, and a baggage car, with total seating capacity of about 150. We have been full or nearly full on all the runs so far. We plan to have our final run this year from Joseph to Enterprise on December 20, and it will be a free Santa Claus run for kids during the day, with a final evening run for adults for a small fee.

These fall runs have been a learning experience for all of us and we plan to use the experience to organize runs on a regular basis next year starting in May. The railroad has some upgrading to do on the line between Wallowa and Joseph, but when this is complete we hope to be able to run between Elgin and Joseph.

Thanks to Dan McFarling, Director and Bulletin Editor, Association of Oregon Rail and Transit Advocates (AORTA) for forwarding this information. Expect to see in future Trainmasters announcements of excursions on the WURR so we can all support this effort in this beautiful part of Oregon. Arlen Shelldrake developed this Trainmaster article.

Resurrection Rail

Jodi Walker, 11/30/2003, Lewiston (ID) Morning Tribune
Reprinted with permission, Paul Emerson, Managing Editor

Young but seasoned management partners soon to resume traffic on Camas Prairie Line.

They perfectly complement one another. One has the words, the other the attention to detail. Together they make up the two-man team that will manage the BG&CM Railroad between Cottonwood and Lewiston.

As Cody Dodson, 28, scans ahead of the Suburban for rocks and trees. The vehicle runs on the rails. His business partner, Stan Patterson, 27, rattles off the tale of how the two young, single men came to operate one of the most scenic railroads in the country after the tracks were nearly removed.

"This is one of the few railroads of this caliber," Patterson said as the Suburban weaves its way down the hillside high

above U.S. Highway 95, across rattling trestles and through dark tunnels.

The line will again see train traffic early next year as the two reopen the line abandoned by Camas Prairie RailNet and purchased a year ago by Mike Williams, a Kansas based railroad salvager.

Patterson and Dodson are the North Idaho and Pacific Railway, and together they have contracted with Williams to breathe life back into the defunct line. Both have a history working on railroads, despite their ages. Together they ran a short line in Kansas after working for larger railroads since high school.

The original plan was to lease the Camas Prairie line, Patterson said. "I got cold feet. There are just too many things that could go wrong with that line." The biggest problem is it will cost \$60,000 to get the 42 cars up and running. Now, with a

contract, Williams and the BG&CM will pay the bills and Patterson and Dodson get paid a salary to run the line. They would like to run everything east of Lewiston, Patterson said. But Camas Prairie RailNet still owns the main line west from Lewiston to Ayer, Wash., 60 miles west of Lewiston, and east up the Clearwater River to Kooskia and to Jaype near Pierce. And the company isn't interested in breaking up the remainder of the line.

Roger Nelson, president of North American RailNet, parent company of Camas Prairie RailNet, said the company is taking bids on the remainder of the line in order to find out the market value. He said the only way of finding out the value of a railroad is to see what people would pay for it. A decision should be made soon on whether to sell the Lewiston-Ayer line or continue on, Nelson said. No matter what the decision, he adds, the company has no intention of breaking the remainder of the line apart.

Raised in Priest Lake, Idaho, Patterson is enthusiastic about being able to operate a line in his home state. Dodson, originally from Texas, is now making Idaho his home as well. The two met while working for other railroads. "He was everything I needed," Patterson said. "I put this deal together, but I didn't have any railroad management experience. Just because you can run a train doesn't mean you can run a railroad." For two years the duo ran a Kansas line, carrying gypsum from a mine to a processing plant, as well as Sheetrock and plaster to the main line. The problem was the owner didn't want to operate a railroad, Patterson said. But in this case, everyone involved says there is no desire to see the Camas Prairie line fail.

"I brought it to run it, not to liquidate it," owner Williams said. "I promised Mike Williams I would put everything into making this line break even," Patterson said. They have 48 months to do so. Unlike others who have operated the line before them, Patterson and Dodson are looking at outside ventures to increase traffic. They have re-established relationships with former shippers like Primeland Cooperatives and Shearer Lumber. They also have sought out the Nez Perce Tribe, which is considering mining lime near Lapwai, and worked with the local economic development group to try to lure a company that makes railroad ties, and even a railroading school out of Sacramento, Calif., that is looking to relocate.

"If those things don't work out, the lion's share of our traffic is going to be seasonal," Patterson said, mostly hauling grain. The Modoc Railroad Academy trains engineers and conductors in a 12-week course. The school practices on a line near Sacramento, Patterson said, but is looking to relocate. The school now is on track built on flat terrain. With the hills, tunnels and tough terrain of the Camas Prairie line, there are

most of the hazards the students might encounter. The school now owns a few cars the students take apart and put back together. On the BG&CM Railroad, the students could work on the cars owned by the company, which actually need the work. "This line is a perfect educational line," Patterson said. The students not only learn how to operate a train but also do track maintenance of the line, another cost savings to the railroad. The school also would bring with it seven full-time jobs, plus the students. Representatives of the school will come to Idaho before year's end to look at the line.

Taking over the Camas Prairie line has problems as well as promise. Usually when a line is purchased, the buyer and manager can watch the operation for a while before taking over, in order to get a feel for it. This one has been shut down so long there is no way to compare the business four years ago to what is possible now. Also, conductors and engineers need to train once a year with someone who has experience on the specific line. "We are in an odd situation," said Patterson, "because no one has run on this line in three years, so no one is technically qualified to run on it."

They will be putting in several weeks of testing and practicing before running the first train on the line. But there won't be much work necessary to get the line up and running, Patterson said. There are two spots from Cottonwood to Craigmont that need some fill work, he said, but that isn't mandatory in order to run the first trains. "To take a branch line this long and that's all it needs, that's amazing," he said. The line has six bridges with more than 1.5 million board feet of timber. But the original construction and subsequent maintenance by Camas Prairie Railroad has kept the line sustainable, Patterson said. The trestle timbers are knot-free and such high quality, he said, that during salvage discussions a company out of Dillon, Mont., wanted to purchase the trestles to use in steakhouses and other rustic constructions.

The last 90 days have been the most stressful since the purchase, Patterson said. They had been waiting for word from the Surface Transportation Board on exemptions Williams applied for. The railroad was granted all three. The line will operate from the old Primeland building beside the tracks at Craigmont. And for now, Patterson and Dodson will be the only employees. Williams will send crews a couple times a year to do track work. "As a two-man operation, we bring a lot to a railroad," Patterson said. Working with Williams, who can get supplies from his salvage company improves the picture even more. "We bring a real low cost, because we can do things way cheaper than anyone else."

Thanks to Ed Berntsen for spotting this article.



Mail Bag and Off The Wire



Photos of Railroads in Gorge?

Hi:

Query: I am working on a book of the history of the railroads in the Columbia River Gorge -- both sides of the river. I need help in locating historic photos of trains, stations, railroad infrastructure from

the construction of the lines through to the 1970s. Would your chapter wish to assist in this project? I am seeking prints of old railroad scenes for the book, and/or brochures or other paper items of interest. All submissions would be credited and your organization's assistance noted in the Acknowledgments section.

Needs include: SP&S Railway, BN, including the Goldendale Branch, and the Klickitat Logging operations. UP, and Oregon Railway & Navigation Co.

Please contact me at your convenience.

Happy Holidays,

-- Jesse Burkhardt

P.O. Box 1054

White Salmon, Wash. 98672

509-493-4651

Information on Columbia Jetties Railway?

Good day! Do you have any information and/or pictures of the railroad that was used to build the Columbia River jetties from 1896 to 1917? The railroad was used to haul the large boulders that were quarried in Camas. After being barged down the river,

Of Railroads and Radio Phones

By Ron Wilbanks, edited by Glenn Laubaugh, from e-mail

I know radiotelephones very well. After World War II, the first radio band this service was offered on was 35 MHz., in 1946. While this was great for long range communications the length of the antennas made then highly impractical for areas with low overpasses or tunnels. Likewise, high tension power lines caused a lot of static and interference, although it was nowhere near as bad as the PRR's Induction radiotelephones, which were useless on the NE Corridor. The original radio telephone were operated by vacuum tubes and the control head was remotely located away from the main transmitter by use of a control cable. Nonetheless, the actual transmitter from Collins, G.E., RCA, and Motorola, carried the Bell logo on it, was very bulky and could easily take up the entire trunk of an automobile. However, as technology improved in the 1950s a new band was created with better performance and range.

This was FM, while ship-to-shore phone calls were in AM and later SSB modes.

In the mid 1950s, the Bell Telephone Company started to implement radiotelephone service in the 152 MHz area in all of the major metropolitan areas across the U.S. While the range was shorter, the reception was more reliable and helped to eliminate overcrowding on the 35 MHz band. Moreover, many railroads by the turn of 1960s began to see this as a great service for intercity rail service. However, with the number of passengers falling off the service was slow to catch on.

They ranged from 25 to 100 watts in latter models. Some of the railroads experimented with a long "horizontal" antenna that was polarized as such, much like

they were loaded onto the train and then they were dumped to make the breakwater. They built the track as they went along. Also, do you know of anyone who worked on this railroad? Or, who had relatives who worked on it? We are developing an historical documentary on the construction of the jetties. If you would be so kind as to publish our request in your next newsletter, we would great appreciate it. you may include any of our contact information. Thank you ever so much for any help you can provide.

Sincerely, Blake Mills

Producer Custom House Productions

PO Box 714

Rockport, ME 04856

CustomHousePro@aol.com

(207) 236-0198

those seen on the PRR locomotives, but this was a dismal failure since the Bell system used antennas that were "vertically" polarized.

The radios were "warmed-up" by a device that was similar to the MG used on aircraft, which drew its power from a generator somewhere on the train. In most cases all of the radios were set to run on DC power, not AC, since it was considered a "mobile" application.

By the late 1960s, many cities were in need of additional channels and the only way to elevate overcrowding was to implement radio telephone service on the 454 MHz band across the USA. This band proved to be very popular in major metropolitan areas and was the preferred band used by PennCentral, Amtrak and VIA Rail.

The drawback to this type of mobile telephone service was not only the high cost but limited number of channels available. The service required that you have an account with Bell Telephone or be willing to pay via a registered credit card. In New York City the 1955 rates were around \$12.00 per minute during the daytime and \$7.00 per minute after 17:00 hours local time. Moreover, you had to find an available "clear channel" in your area and contact the operator who would dial the call for you and make sure you followed the rules, ensuring that you did not use the system for illegal purposes. Likewise, she would often cut in and remind you to not use profanity because of FCC Rules and Regulations governing the use of the radio telephone or your services would be suspended pending an investigation. However, she was always there to hand you off to the next operator and manually transfer your call when reception or your signal became very poor to a new channel that was closer to your location.

You name it they heard, as did many scanner enthusiasts and ham radio operators who could easily listen in since all of the conversations were not only in the clear, but there were no laws governing listening to such communications back then. The conversations ranged from boring to very interesting!

During the winter months, atmospheric conditions combined with sunspot activity made listening to 35 MHz radio telephone signals from California very easy in the Great Lakes and Atlantic Seaboard areas.

Sometimes you would hear some well known Hollywood entertainers making calls from their automobiles to their agents or casting directors about filming schedules or public appearances, etc. Likewise, Red Skelton would make the operator crack up while he was placing a call, as would Bob Hope. This not only showed the wonderful human nature of telephone operators but how friendly they used to be. Somehow talking with the automated phone systems we have to today leaves a lot to be desired!

The first cellular (radio)telephone network to go into operation was in Japan in 1979. Nippon Telephone & Telegraph (NTT) quickly realized the benefits of such services not only on Japan Railways (JR) trains but for the airline and bus industries. However, it would be five years later on in 1984 when the first cellular system would make it's limited debut in the Chicago Metro area.

If you want to see a movie that has actual equipment from the old 35 MHz days, just watch "Sabrina" with Audrey Hepburn made in 1953. Frank Cannon from the old TV show "Cannon" used an old mobile radiotelephone in his Lincoln Continental.

PNWC-NRHS Membership meeting minutes November 21, 2003

Chapter President Arlen Sheldrake called the meeting to order at 7:30 pm, and led the meeting attendees in the Pledge of Allegiance. Two guests were introduced, Mark Moore, and Dick Mather.

Two sets of meeting minutes were published in the October Trainmaster. Gerald Schuler made a motion to approve the minutes from the membership meetings for May and September. Ted Ahlberg seconded the motion, and the motion was carried. Ed Ackerman move to approve the October meeting minutes as published in the November Trainmaster, and Dick Welk second. That motion also passed. Jim Long noted that because of the meeting falling after the cutoff for the December Trainmaster, the November minutes would not appear until the January issue.

Treasurer Alan Viewig was unable to attend, so there was no Treasurer's report.

Arlen brought up the topic of the 2004 elections, and thanked Jim Loomis and Ken Hutchens for volunteering to serve as the Elections Committee. Current nominees are: Ron McCoy,

President; Dave Van Sickle, Vice President; Gerald Schuler, National Director; Ken Peters, Treasurer; Jim Long, Secretary; Ralph Johnson, Keith Fleschner and Bill Hyde, Directors at Large.

The Rolling Stock Committee is continuing to raise funds for movement of the Chapter's Jordan Spreader and Snow Flanger from the Hopmere siding to the Antique Powerland Museum grounds. Hopes were high that the spreader might be moved on November 23rd. Wayne Grippen House Movers is the contractor for movement of the spreader onto its display track. In other rolling stock news, the 6800 Red River has had a busy season in service to the Port of Tillamook Bay, with more than double the number of service days compared to 2002. Look for another Chapter excursion on the Tillamook branch in the coming year. Al Hall said that because of the current insurance market, excursions on the Portland & Western are unlikely, and that the POTB's satisfaction with the Chapter's cars and the dedication of George Hickok, Keith Fleschner, Pete Rodabaugh and George Mickelson has been the key to continued Chapter excursions on the POTB. Al said to expect more excursion details in January.

Bill Hyde said the Archives Committee is continuing to inventory the large volume of items donated by Chapter member Chuck Storz and others. Lots of books as well as videos, photographs, roster information, and a unique collection of logging railroad artifacts and history from Jack Holst are welcome additions to the Chapter's archives. John Willworth had a good sampling of books and videos from the Lending Library for members to check out, and Ralph Johnson said that he would be staffing the Room 1 library from 1:30 to 4:00 pm on Saturday November 22.

Ted Ahlberg said that the Concessions Committee is looking forward to the SP&S swap meet at the Airport Holiday Inn on January 31, and the ?Ag Show? has invited the Chapter to staff a booth at the Expo Center in January.

Dave Van Sickle announced that the evening's program would be Dick Mather's presentation "14 Days Across Russia," recounting his trip by rail from Vladivostok to St. Petersburg and Moscow. December's meeting will feature the annual Chapter Holiday Potluck starting at 6:30, with the membership meeting and elections beginning at 7:30. No future programs were final, except for the June meeting which will be held June 18 at the Forest Discovery Center (formerly the World Forestry Center) adjacent to Washington Park and the Oregon Zoo. Mark Reed will give a presentation on Peggy, the Shay logging locomotive, and the work that led to her current display, showing off a new coat of paint and a load of real old-growth timber. The Forest Discovery Center is just a short walk from the west elevator portal of the Washington Park MAX station, and also is easily accessible from the Sunset Highway, US Hwy. 26.

Arlen said that the 2005 NRHS Convention Planning Team is preparing for a meeting on December 6 including members of the National Convention Committee. Members interested in chairing or volunteering on convention committees were encouraged to contact Arlen about signing up for their areas of interest. Lots of members getting involved is key to making the 2005 convention another Chapter success. Chapter Planning Team members who wish to travel to the 2004 convention in Minneapolis can receive letters of donation for their itemized and receipted trip expenses.

Ted Ahlberg spoke for a moment about a large collection of newspaper articles and other memorabilia donated by the widow of ex-SP&S and BN brakeman Fred Sartwell. Many of the articles recounted the tragic November 1993 wreck at Longview Junction, all the more timely because of the less severe November 2003 wreck at nearly the same location. The Chapter extends its condolences to the Mr. Sartwell's family, as well as its gratitude for the more than eight boxes of magazines, timetables, newspaper articles and photographs, and even a brakeman's cap.

Activities Chairman Ron McCoy reminded members about the December potluck, starting at 6:30, one hour prior to the December meeting and elections. Ron said that eight Chapter members responded to the invitation announced at the October meeting to view Jim Davis' private railcars and a dozen or so vintage automobiles, and all had a wonderful time. The Chapter's former railcar Mission Santa Ynez is undergoing restoration at Mr. Davis Port of St. Helens facility, and is already showing more of its original character, with major repairs to the roof, and a good start on refurbishing the interior compartments. This car is a rare surviving example of the Solarium style of car, with an enclosed "sun porch" on one end. Its use as a Southern Pacific maintenance of way crew car may have been what saved this car from being scrapped. Mr. Davis also has a wooden-bodied Detroit & Mackinac double-platform sleeper/lounge, formerly from the Henry Ford Museum's collection, and another wooden Great Northern car which had at some point been refurbished by the GN into a business car, with electrical and telephone wiring, and an enclosed room for private meetings. Add in a few old Packards, a couple classic muscle cars, and a very early Model T, and you have something for everyone. Thanks all around went to Mr. Davis for his hospitality, and to Ron for organizing this activity on short notice. It pays to attend meetings!

The Chapter is looking for a member with video production skills who is interested in volunteering to produce a "behind the scenes" look at what goes on in preparing Chapter excursions, and the 2005 convention.

Arlen said that discussions and plans are progressing for the preservation of the Perrydale depot on the former Oregonian Railroad, a narrow-gauge road that operated the depot dating back to the 1880s. Thanks to Bruce Eldridge for spotting this historic building on a recent trip to Oregon, and making it known to the Chapter as a piece of Polk county history.

The Crossing restaurant in Vancouver closed some time ago, but the business is now open again as The 7th Street Station. Show the new owners your support by enjoying a meal there, while watching Vancouver yard and Fallbridge Subdivision action outside your window in the vintage SP&S railcar. Your secretary noticed they have Monday Night Football specials, also.

George Mickelson had pictures from the St. Maries Gazette Record of the Twin Grove's move from St. Maries to Avery.

Ken Peters announced that the Oregon Electric Railway Historical Society will be removing their double-decker Blackpool car from service on the Willamette Shore Trolley after the Christmas lighted boat trips in December. Look for it to be retired to the trolley track at the APMA grounds in Brooks.

After the members had refreshments prepared by Cora and Ted Ahlberg, they enjoyed Dick Mather's presentation "14 Days

Across Russia," which recounted his trip from Vladivostok, on the eastern Pacific coast of Russia, past Lake Baikal, across all of Asia, into St. Petersburg and Moscow. Mr. Mather's colorful descriptions of the settings and townsfolk along the route, as well as the track, signals and equipment (steam heat, friction bearings) were supplemented by several albums of photographs. The unique mix of diesel, steam and electric locomotives and operating practices (road crossings protected by chains!) provided a very interesting and intriguing evening for all who attended.

Respectfully submitted,
Jim Long



The Trainmaster is the official newsletter 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, 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.

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: 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 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: Ron McCoy (04) 503.244.4315
Vice President: David Van Sickle ('02, 03)
503.297.3807
Treasurer: Kenneth I. Peters ('04)
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
2005 NRHS Convention Chair:
Arlen Sheldrake 503.223.7006

Appologies for getting the late newsletter. Projects at work interfered with editing.

- TM Editor

**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