

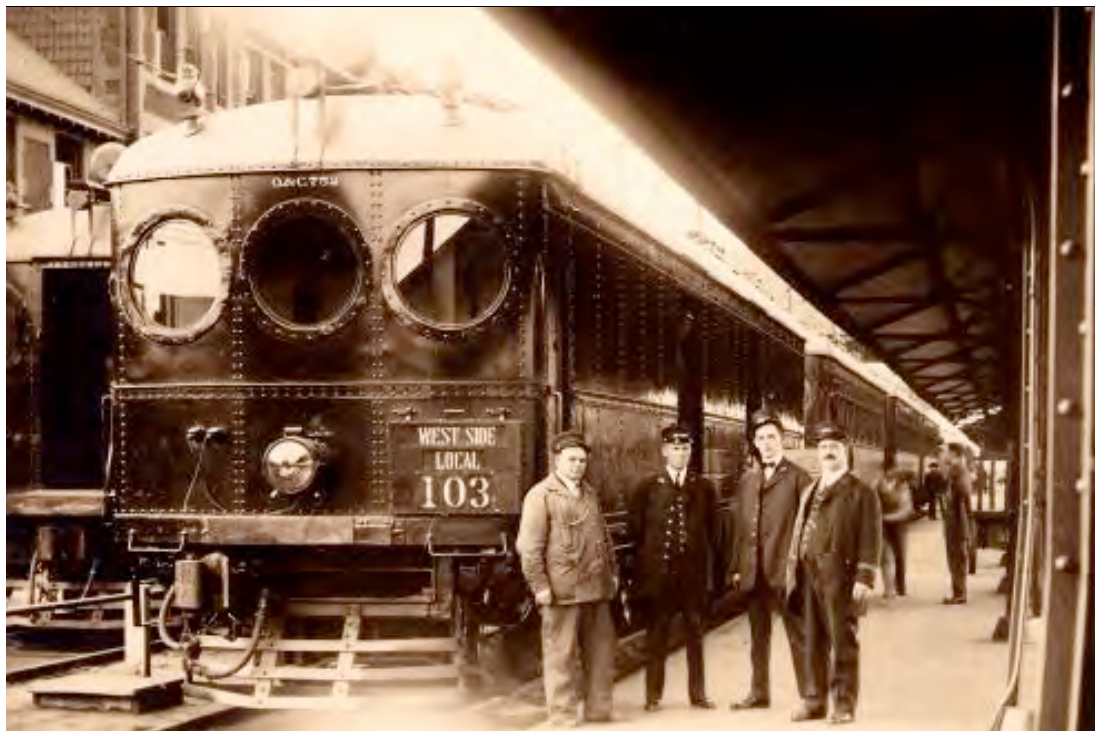
The

September
2004



Trainmaster

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



Remembering the Red Electrics

See Page 3 for a
history of
Portland's Red
Electric Era

Built in 1913 by
Pullman, this Southern
Pacific West Side Local
Train 103 is shown at
Union Station in
Portland. Pictured here
is (left to right): Ike
Smith, Conductor; L.
Hammer; J. Pitman and
B. Tibets.

(photo courtesy of
Mark Moore)

Pacific Northwest Chapter Timetable #505

Membership Meetings: Sept 17, Oct 15, 7:30 PM
St. Mark's Lutheran Church – 5415 S.E. Powell Blvd.

September Program: Video of the 3985 Challenger Locomotive

Board of Directors Meetings: Sept 9 and Oct 7, Room 208, Union Station, 7:30 PM

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

Rolling Stock Work Party: Saturday, Sept 18th, Time and place to be announced. Contact Keith Fleschner at 503-516-9272 or via email: keithfleschner@msn.com. Donuts always provided.

New Membership Directories Available

The new 2004 Membership Directory is available for \$2.00 to partially defray the cost of printing. The directories will also be available by mail for \$2.75.

Please contact Diana Mack at 503-723-3345 or dhmdlm@aol.com for more info.

President's Corner:

PRESIDENT'S APPRECIATION: Thanks to the folks who helped pull together the memorable PNWC-PRPA Potluck Picnic on the Washington Park & Zoo Railway this past August 14th. It was a smashing success thanks to **Darel & Diana Mack, Keith Fleschner, Randy Rock, Kenn Peters, Ted Ahlberg & Cora Jackson**. We all owe deep thanks to PNWC member and Zoo Railway employee **Jeff Honeyman** who was instrumental in making this picnic possible. It's too bad we don't get to see him more often. (We'll just have to do this again, right Jeff?) I also want to thank newer member **Karl Wescott** for stepping forward when the call for help went out.

Another key person was the fabulous **Carmen Hannold**, who, as Zoo Guest Services manager gave the Chapter a deal so good I probably shouldn't publish it. We could not have done this without her. She'd like to see us back during the 2005 Convention, and that would be nice wouldn't it? The husband & wife duo of **Terry and Patsy Kimzey** made sure that their fellow **PRPA** members got the invitation. They even made sure that Laurel Prager got to come (she's a member of both the PNWC & PRPA).

As a Chapter, we also owe thanks to several non-member volunteers who showed up to help me pull this off. **Grayson Burkhart** made 4-dozen buttermilk biscuits, wrangled directional signs, and helped set-up and clean up. **Chuck Thompson** of Seattle, Washington drove down to Portland with a truck full of barricades so we could mount our signs, helped with set-up and teardown, and monitored the PNWC drumhead sign mounted to the back of the train. Speaking of the drumhead, as I was wiring on the Zoo train, who should I see but my Benson High electronics teacher, Bob Sinclair. Turns out that he has been working on the Zoo Railway for the last nine years. (I'm glad the drumhead didn't catch fire or electrocute anyone!)

ACTIVITIES CHAIR STILL VACANT?! Why is this? Reflecting the sentiment I heard over and over since the picnic, I think we should do things like that more often. We can if just a few people volunteer to coordinate activities. I need a volunteer to Chair the Activities Committee. There is so much freedom to have fun with this position, putting together an afternoon trip for 6 people or a weekend trip for 60. Call me at

THE BOARD ISN'T: I think some people envision a Board meeting as boring, but nothing could be farther from the truth for the PNWC Board. Discussions are animated, ideas fly freely and the laughter can be sidesplitting. The PNWC Board of Directors also are cautious and thoughtful. They really take the responsibility seriously. I am fortunate to have such a great Board of Directors, and so are you. We sometimes joke amongst ourselves that if someone doesn't like a decision, they can vote to cut our pay in half! Truthfully, this unpaid, all-volunteer Board is worth a lot more than we could ever pay. So, pay them with your compliments and smiles. Pay them with your own volunteer work, and if you have the second Thursday of any month free, stop by Union Station Room 208 and sit-in with the

Board.

SPECIAL MENTION: There are members who do an awful lot for the Chapter without much fanfare. **Joe Harper**, thank you once again for yet another donation! Wish we could see you more often. **Mark Moore:** great job editing the September Trainmaster. Nice to work with you.

George Hickock & Arlen Sheldrake, you two just never cease to amaze me with your generosity and productivity. **Al & Judy Hall**, way to go at SteamUp! You have broken your own sales records once again.

Ron McCoy, 503-244-4315, email at r.mccoy@comcast.net

2005 Convention Interest Strong

by Arlen L. Sheldrake

As of the deadline for the September issue of *the Trainmaster*, we have received 122 Pre-registration forms for 2005 Convention, which represents 200 potential attendees. This is a real good number considering that the general distribution to the NRHS membership won't happen until October.

On August 14th the Committee Chairs met for over five hours at the Lloyd Center DoubleTree hotel with four of the five members of the National Convention Committee. This meeting was a review of the current planning status with lots of good input from NCC members Carl Jensen, Ed Graham, Joe Williams, and Al Howe.

The Convention Committee Chairs continue to meet on a monthly basis. Our next effort will be to tentatively plug events into each of the July 5-9 Convention days. Our initial view is that we have way too many excellent attractions to cram into five days so we will be making some tough choices.

Private varnish owners have expressed an interest in coming to the Convention and are discussing the possibility of making incoming and outgoing trips.

We're looking for any and all opportunities to advertise our Convention to NRHS members. The October issue of *Railfan & Railroad* lists our Convention in the event section. Our August *Trainmaster* contained the pre-registration form for both your use and the use of the 100 or so Chapters that get complimentary copies.

Our Regional Vice President Gerald Schuler has sent the pre-registration form and letter out to all Chapters in the region to help promotion within their Chapters. And of course the form is available on our web site: www.nrhs2005.com.

We are working with author Alexander Craghead on getting an article in either *TRAINS* and/or *Railfan & Railroad* magazines on what to see when coming to Portland. If you have ideas on additional publicity to fellow NRHS members, please get them to Glenn Laubaugh our Publicity Chair.



The Red Electrics



By Mark Moore, with contributions by Ron McCoy

Portland's first electric interurban line, the Portland Sellwood and Milwaukie Railway, was constructed in 1890 and it was the first of several interurban lines that would serve Portland and the Willamette Valley.

Some of the larger lines included the Harriman Group's Southern Pacific Red Electrics, the Oregon Electric Railway, which was owned by Jim Hill of the Great Northern Railway and Portland Railway Light & Power Company with service to Oregon City, Gresham and Estacada.

Jim Hill began service from Portland to Eugene on his Oregon Electric Railway in 1912. Not wanting to be left out, Southern Pacific began electrifying some of its steam lines in 1912. A long-standing rivalry developed between the Harriman's and the powerful Jim Hill.

The rivalry intensified when Oregon Electric lines went to the University of Oregon in Eugene and the Red Electrics carried their rivals to OAC (Oregon Agricultural College – now Oregon State University) in Corvallis.

Known for their bright red color, the Red Electrics began service from Portland on January 17, 1914. Originally called the Portland Eugene and Eastern Railroad, the name was changed to Southern Pacific on July 1, 1915.

Southern Pacific's Red Electrics, with their distinctive round windows, served communities surrounding Portland with two main lines making the Yamhill or McMinnville Loop south and west from Portland's Union Station. The line went south from Union Station on Fourth Street to Jefferson Street where it split into two lines.

The West Side Local continued through Portland's West Hills along present-day Barbur Boulevard through Burlingame to Bertha (now Hillsdale) to Beaverton, Hillsboro and Forest Grove, then south to McMinnville. The East Side Local followed the Willamette River to Oswego, then west to Tualatin, Sherwood, Newberg and McMinnville.

Both lines met at St. Joseph, just north of McMinnville. On June 17, 1917, service was added for a three hour and fifteen minute ride to Corvallis on a total of 180 electrified miles. By 1920, sixty-four Red Electric trains operated daily.

SP was the only major steam passenger railroad company to convert some of its lines to electricity. The main line to California was not electrified and it continued as a steam line till the 1950's when diesel trains took over the service. Union Pacific still uses the line today for freight service.

The Red Electrics were the finest passenger cars in the Pacific Northwest and their service was second to none. The interiors were

trimmed in Mahogany and the beautiful plush green upholstered seats made the ride fairly comfortable.

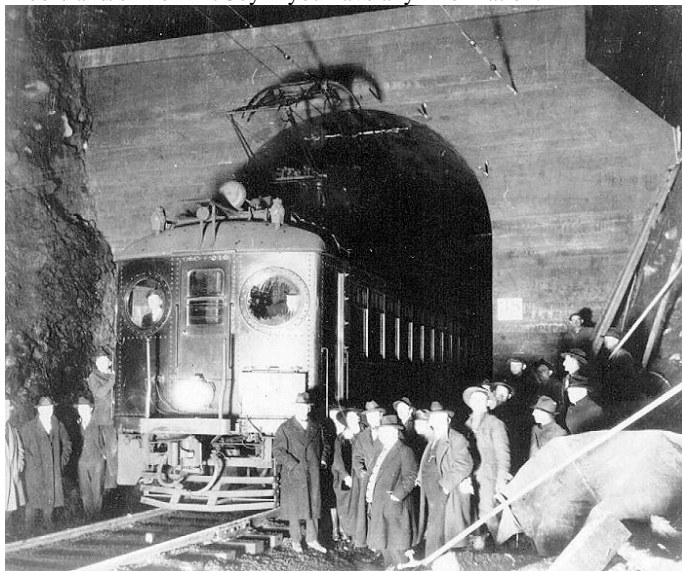
The distinctive round windows were actually developed by Southern Pacific as a safety feature. In case of a crash, this design gave more protection for a motorman.

Sadly, Oregon's Red Electrics ran for only 15 years. Their end paralleled the demise of interurbans across the nation. The convenience of the automobile traveling on the increasing network of publicly improved roads held an advantage over privately held railways. The massive investment could not be recovered from a society approaching the Great Depression.

The last run of the Red Electric was from McMinnville on October 5, 1929. By February 1932, the rails at Bertha were ripped-up, testifying not only to the coming end of that chapter in Oregon's interurban history, but also eliminating one of the oldest rail lines in Oregon, first constructed in the late 1860's.

Interestingly, this did not spell the end of the Red Electric cars themselves, many of which were then sent to California where they served for many years on the "Pacific Electric" around Los Angeles. Some Red Electric coaches found use on the Northwestern Pacific Railroad in the Russian River region north of San Francisco. Two former coach trailers served as cabooses on the Tillamook line through the 1940's.

The best information available to the authors indicates that no former Red Electric rolling stock remains in Oregon. Please contact Mark Moore and/or Ron McCoy if you have any information.



December 5, 1921 The official opening of the Elk Rock Tunnel, bypassing the dangerous Elk Rock Trestle. This tunnel can still be experienced during a ride on the Willamette Shore Trolley.

PHOTO courtesy of author Mark Moore. Mark has a large selection of photos for viewing on his website: - R. McCoy

www.pdxhistory.com

June Membership Meeting Minutes

Chapter President Ron McCoy called the meeting to order at 7:35 in Cheatham Hall at the World Forestry Center on June 18, 2004. Leonard Morgan introduced his guest, Bob Laird, and Ron regretfully noted that long-time member Ron Cornish had passed away.

Ted Ahlberg reported on the Chapter's participation in the Empire Builder's 75th Anniversary celebration held June 11 at Union Station. Cora Jackson, Chuck McGaffey, Bill Hyde and Ralph Johnson helped staff the booth. Ron McCoy thanked all those who volunteered, and especially Darel Mack for transporting the Chapter's "observation platform" display to and from the event.

Ron expressed pleasure at having the meeting at the World Forestry Center, and he noted that the Chapter Picnic would also be in the Washington Park area. It is tentatively scheduled for August 14 at the Washington Park station of the Washington Park & Zoo Railway. The Chapter has also invited other local railroad groups to share the picnic. Events will include a barbecue and private charter runs on the WP&Z behind the steamer "Oregon." Thanks to Jeff Honeyman of the WP&Z for his assistance in organizing this event.

Excursion Committee co-Chair Darel Mack reported on success of the May 22 Port of Tillamook Bay excursion to Salmonberry. The rescheduled date resulted in some losses and some gains in ticket sales, so passenger count was only slightly affected.

Darel and co-Chair Kerrigan Gray both thanked the Rolling Stock volunteers (volunteers included Keith Fleschner, Pete Rodabaugh, George Hickok, George Mickelson, Dave Van Sickle, Randy Rock, Ken Peters, Ron McCoy, Mark Whitson, Robert Hoelle, Rick Banton, Kyrian Gray, Kerrigan Gray, Arlen Sheldrake and Darel Mack) for their work in getting the cars ready, and Al Hall for rounding up lots of great raffle prizes.

Ron also thanked the excursion planners and rolling stock staff, and commended them for overcoming a last-minute FRA inspection, which mandated repairs to several of the cars less than two days prior to the trip. Meeting attendees also got some great prices on unsold snack items and beverages from the trip.

The June 12 roundhouse tours presented by the PRPA were very well received. Many passengers on the Chapter's May 22 excursion won raffle prizes, which awarded them a free tour of the Brooklyn roundhouse. Attendance was announced as 65 people, about one-quarter of them children. The PRPA also reported good concessions sales from the tours.

Ron thanked John Willworth for bringing a selection of videos from the lending library, and encouraged Chapter members to make use of this service. Any Chapter member can fill out a lending library agreement form, and borrow books, videos and other materials from the Chapter's lending library. The video selections included the restoration of the AT&SF 3751, the Milwaukee's Mighty Electrics, and the Last Cab Forward over Donner Pass. Irv Ewing will be staffing the library at Room 1 on June 19, and Ted Ahlberg and Cora Jackson on June 26.

The Rolling Stock committee will be holding monthly work parties the Saturday following the membership meeting, beginning June 19. All ages and skill levels are welcome. Contact Keith Fleschner or Ron McCoy for details.

Ken Lantz announced that a planning meeting for the Portland Parks & Recreation Red Electric trail project in Southwest Portland would also be held on June 19. Originally plotted in the 1870s by the Oregon Central Railroad, this right-of-way is being studied for conversion to a pedestrian and bicycle trail.

Arlen Sheldrake provided an update on the 2005 Convention, most notably that John Tucker has volunteered to take on the role of Hotel and Banquet Committee Chair, left vacant by the passing of Chuck Bukowsky. Arlen thanked Glenn Laubaugh for his work on the pre-registration form, which is now complete and going to press for distribution at the 2004 Convention in Minneapolis.

The Public Relations Committee and Food Committee are both seeking additional volunteers. See Arlen if you want to offer your talents in either area. Bill Hyde has received the first order of the new Chapter vests, which are royal blue with the NRHS embroidered patch on the left chest and the Chapter's "Go By Train" logo silk-screened on the back.

Arlen also had the convention banner and poster on display that will be used in Minneapolis. Jim Loomis had samples of the graphics for convention mailing envelopes. Ron noted that in addition to having a full schedule of convention duties, Arlen and Glenn have also been busy writing and editing articles for *The Trainmaster*.

Ron awarded the "Unsung Hero" award for June to Chapter Treasurer Ken Peters, member since 1978. Ken recently closed the Chapter's books for 2003 working with auditor Bob McCoy.

Glenn Laubaugh will be on a mission in Brazil again in August, and is looking for a volunteer to edit the August issue of *The Trainmaster*. Gordon Zimmerman announced that he is optimistic that his book "A Song of Yamhill" will be published in late summer.

Ralph Johnson said that the evening's program will be the much-anticipated presentation on the moving and restoration of the 1909 Shay logging locomotive "Peggy," presented by Mark Reed, Operations Manager of the World Forestry Center.

The members adjourned to enjoy refreshments prepared by Cora Jackson. Afterwards, member Mark Reed's entertaining and informative narrative of his family railroading history, a brief history of Peggy, and the video Mark shot documenting the movement of Peggy from a storage track to a prominent display track in front of the WFC campus.

Peggy is a survivor, having burned once in the Tillamook Burn and again in the 1964 fire, which destroyed the original Western Forestry Center. Mark's video showed how a railroad contractor used temporary track to move Peggy down a tight curve with a steep grade from the storage track, and the incredible work by the rigging and crane crews as they positioned her on her new display track.

After the presentation, Mark donated the video in DVD form to the Chapter archives. Mark also donated a 1928 annual pass from the Oregon Pacific & Eastern Railroad to the archives.

Respectfully submitted, Jim Long

July Membership Meeting Minutes

Chapter President Ron McCoy called the membership meeting to order at approximately 7:30 pm on July 16, 2004. Guests in attendance were Mel Habas, 1812 SE Oak St, Portland, OR 97214 and Louise Denbrook of Tacoma, Gerald & Olive Schuler's daughter.

Arlen Sheldrake made a motion to approve the minutes of the May membership meeting as published in the *Trainmaster*. Ted Ahlberg seconded the motion and the minutes were unanimously approved.

Ron gave the details of the PNWC/PRPA Potluck Picnic at the Zoo which is scheduled for Saturday, August 14, at 5:00 pm. We will have a special charter of the Zoo Train pulled by the steam engine "Oregon" with guided tours of the Zoo Railway Shops.

We will meet in the area by the Water Tank, uphill from the Zoo Station at Washington Park, near the North end of Kingston Drive. There is no electricity provided by the Zoo, but Ron said he could bring a generator. Members were asked to bring chairs and a table if possible, as well as a favorite dish. For more information or directions, contact Ron at 503-244-4315. The cost to charter the Zoo Train is \$7 per person.

Keith Fleschner reported that the Rolling Stock Committee would be gathering at 9:30 am on July 17 at Antique Powerland in Brooks. They plan to get the Jordan Spreader ready for display. Other work planned by the committee includes working on the brakes of the RDC Cars. The work party is planned for the third Saturday of every month.

Ken Peters gave the treasurer's report. He said there is about \$25,000 in the checking account and approximately \$11,500 came from the last excursion. Due to Al Hall's efforts, \$1100 was generated by the raffle. \$1000 is to be transferred to the Emergency Fund.

Ron gave a report on the recent meeting of the Oregon Rail Heritage Foundation. It is made up of representatives of the PNC-NRHS, PRPA, Friends of the 4449, the Brooklyn Action Corps and the Portland Parks Bureau.

To raise money for ORHF, the Friends of the 4449 and the PNWC will work together to operate a Santa Train pulled by the 4449 in mid-December 2004. The plan includes decorating the 4449 with Christmas lights. They plan to operate it on Dick Samuels' line from East Portland Yards. The membership voted unanimously in support of the project by providing cars and car hosts. Santa Trains are very popular in other locations nationwide and regularly sell out.

New chapter directories are being published and they should be available at the August meeting. A word of thanks was given to volunteers George Hickok, Diana & Darel Mack and Arlen Sheldrake. Suggested donation for the directory is \$2.

Ted Ahlberg mentioned that the Library would be open from 1:30-4:00 on Saturday after in Room 1 at Union Station. Many books and videos are available for checkout by members. John Willworth had a good selection of videos available for checkout from the lending library including one on the Santa Fe Super Chief.

Al Hall announced he is looking for volunteers to help man the PNWC-NRHS booth at Steam Up at Antique Powerland at Brooks on July 31 and August 1 as well as August 7-8.

Ron mentioned that the Bylaws Committee had been working to update the bylaws and make them reflect reality. As a non-profit organization, the chapter needs to conform to IRS requirements. Working with Ron are Arlen, Darel, George, Keith, and Ralph Johnson. Ron will get the revisions typed and presented to the membership for approval. A short discussion of the cost of dues followed. If we want to change our dues, we must get them submitted to the National Organization in September.

Arlen gave a report on the National Convention in Minneapolis. Ten of our members staffed the PNWC Booth and signed up 50 pre-registrations for next year's convention in Portland. The Lloyd Center Double Tree Hotel, site of next year's convention, sent 200 fresh Chocolate Chip Cookies that were given out at our booth and they were well received.

It was mentioned the Inland Empire Chapter in Spokane is building a museum with operating excursions.

Ron mentioned that Glenn Laubaugh asked for help in publishing the August Trainmaster as he is out of town. Ron and Mark Moore volunteered to make this happen.

Al Hall suggested that members visit the Northern Pacific Museum in Toppenish, Washington. Al said, "It is well worth the trip".

Our unsung hero of the month was George Mickelson. He joined the PNWC-NRHS in 1982 and he is always helping anyway he can despite having a long drive. He helped with the windows on the 6800, worked on the RDC's in Lake Yard, was invaluable helping with the Jordan Spreader move, worked on the Springwater Corridor and the POTB.

The meeting was adjourned to partake of the refreshments provided by Cora Jackson. Ron asked everyone to thank her with a generous donation. Gerry Schuler gave a slide presentation of the National Convention in Minneapolis.

Respectfully submitted, Mark Moore

Rolling Stock Work Party

by Keith Fleschner

Your Rolling Stock Committee was working hard to bring back a great piece of Chapter history at our monthly "Saturday after the Membership Meeting Work Party" on August 21st. We have had several very successful work days in the recent past. This one proved to be a particularly productive day.

All of the brake systems used on Chapter rolling stock require regular preventive maintenance. In general the older D22 systems require more frequent renewal than newer systems, such as ABDW. This maintenance interval is by calendar day and does not stop even if the equipment is not being used.

Several years ago the Rolling Stock Committee decided to not renew the brakes on the two RDC cars because they were parked in safe, long-term storage location, and there are some costs involved in the servicing. Recently, we were forced to move the RDC's, the good side of this being the move was because a new tenant on the spur, where they were stored, required rail service.

This move to the POTB spur at Roy required a waiver due the expired date of the brake systems. The actual move was facilitated with the assistance of PNWC-NRHS member Ed Berntsen. The situation at Roy is more fluid than it was at the old location, we may need to move the cars on short order. To facilitate this we are bringing the brake systems back into date.

Chapter members **Pete Rodabaugh, Rick Banton, George Hickok, George Mickelson, Jim Long**, and new member **Tom Cherleck** met Saturday morning at Roy with the goal of making as much progress toward returning the brakes to "in date service". We replaced one cars' service and emergency valves with rebuilt units, the old valves will go to a service center to be rebuilt.

Each car has eight wheel cylinders; five were serviced on site and returned to the car, the remaining need some further work. The second car will be renewed as soon as possible. George Hickok did considerable brush cutting with his string trimmer. Also, we want to give a special thanks to Tom on his first work party.




This is the type of project that few of us get to work on. You get to know the car inside (and underside) out. You can also take those once in a lifetime photos. Many hands can lessen the work, and where else can you talk trains all day long?

We have many projects lined up for the future to return all of the rolling stock to usable condition. If you would like to help, please contact me at keithfleschner@msn.com or call my cell at 503-516-9272. We announce work party locations and times in advance, generally by email. And I always bring donuts. We will be working on September 18th, time and place to be announced.

**PNWC & PRPA
STEAM CHARTER**

August
14th
2004

6:00PM
to
9PM

A sample of the badge created for the picnic.
(Issued in full color)

TRIVIA QUESTION: What's the name of the zoo railway's tiger mascot?

ANSWER: His name is "Titus"



Photo by
Ron McCoy

Committee Chairs

Activities: Ron McCoy 503.244.4315
Archives: Chuck McGaffey 503.223.2227
Meeting Programs: Ralph Johnson 503.654.1930
Concessions: Ted Ahlberg 503.579.2131
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 Ron McCoy
Chief Mechanical Officer:
 Peter Rodabaugh, 503.771.8545
Car Rental Agent: Bob Jackson, 503.231.4808
Safety Officer: Keith Fleschner 503.632.0267
2005 NRHS Convention Chair:
 Arlen Sheldrake 503.223.7006
Chapter Rep., Oregon Rail Heritage Foundation:
 Arlen Sheldrake 503.223.7006

Chapter Officers

President: Ron McCoy (04) 503.244.4315
Vice President: David Van Sickle ('02, '03, '04) 503.297.3807
Treasurer: Kenneth I. Peters ('04)
Secretary: Jim Long ('03, '04) 503.313.7382
National Director: Gerald Schuler 503.285.7941

Chapter Directors-at-Large

Ralph Johnson (finish out 04) 503.654.1930
Darel Mack (02, 03, 04) 503.723-3345
George Hickok (finish out 2004,05) 503.649-5762
Bob Jackson (03,04,05) 503.231.4808
Keith L Fleschner (04, 05, 06) 503.632.0267
William D. Hyde (04, 05, 06) 503.666.5530
NRHS Regional Vice President:
 Gerald Shuler, 503.285.7941



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 still only \$35, which includes monthly editions of this fine publication delivered via US Mail.



Photo by Jim Long

Zoo steamer "Oregon" chartered for Chapter Picnic on August 14th

ODOT Rail Division News

The Oregon Department of Transportation Rail Division has a new administrator. Kelly Taylor was selected from a pool of highly qualified applicants after a national search.

Ms. Taylor joined ODOT in 1978 as clerical assistant at the Driver and Motor Vehicle Services Division (DMV). During her 18 years with DMV, she was promoted several times, serving as lead worker, analyst, supervisor, and legislative liaison.

In 1996, Taylor moved to the ODOT Director's Office and assumed legislative responsibility for Motor Carrier Transportation Division as well. She has represented ODOT before the legislature, testifying in committee hearings and working with legislators, constituents, and numerous stakeholders.

In her role as Rail Division Administrator, Taylor will manage day-to-day rail safety operations and long term strategic planning for Oregon's rail system.

"Kelly's experience with motor carrier and DMV legislation at ODOT and her extensive work with transportation industry, local governments and state legislators make her eminently qualified to lead ODOT's rail programs," said ODOT Director Bruce Warner.

Taylor lives in Salem with her husband, Wes, who recently retired from the Department of Human Services. She is currently working on a bachelor's degree through Chemeketa Community College and Oregon State University. In her spare time, Taylor enjoys riding her Appaloosa on Oregon trails, golfing and travel.

Taylor replaces long-time administrator Claudia Howells.

ODOT June 17, 2004 news release.

Tunnel Fire Closes Cascade Line for 10 Days

by Robert I. Melbo

Trains were expected to begin moving again August 23rd through Tunnel 7 on Union Pacific's Cascade Line after a fire discovered nearly 10 days earlier snarled freight and passenger service on the principal Pacific Coast rail corridor.

According to UP spokesman John Bromley in Omaha, a freight train crew discovered the fire burning in two places inside the 3,164-foot tunnel about 1:30 p.m. Saturday August 14th. The fire continued to burn throughout the following week but over the weekend of August 21-22 fire fighters got the upper hand and extinguished the flames. A detailed inspection afterward revealed no significant structural damage to the tunnel itself that would preclude resumption of traffic.

Bromley added that what repairs are necessary can be accomplished under traffic and by scheduling maintenance windows of several hours duration, similar to methods UP now employs for tie and rail renewal projects. Early in the saga of Tunnel 7, things looked glum for UP as smoke and high temperatures kept personnel from effectively fighting the fire and assessing the situation for much of the week. On Friday (8/20), amid undocumented railfan reports circulating via the Internet that the tunnel had collapsed, Bromley reported a reconnaissance team was going to pass through the tunnel and assess damage. He also said that at least one firebreak had been created to prevent further spreading of flames, but the fire was not out. But over the weekend the fire yielded.

Tunnel 7, like the other tunnels between Crescent Lake and Oakridge, was built in 1925-26. Railroad track profiles indicate the bore is lined with concrete for 2,689 feet and has a 475-foot segment with timber posts and concrete ribs. In this section the timber "sets" (side posts and roof beams) were left in place and concrete was poured between them. This technique was employed in several Cascade tunnels but over time some of the timbers have deteriorated and failed.

Past practice has not been to replace them and their passing leaves slotted voids in the walls and ceiling of what otherwise is a smoothly uniform interior sleeve for trains. But many of these empty post and beam channels afford access to the region behind the lining, providing a path for an ignition source to reach combustible material there.

Sparks emitted with diesel locomotive exhaust are suspected of starting this fire in wood lagging tunnel builders used to fill the void between the tunnel lining and the rock walls and ceiling of the bore. Wood was preferred for packing because it was strong, relatively light weight, cheap and abundantly available. But getting to a fire in lagging with water or chemicals can be exceptionally difficult when burning behind the concrete lining, as was the situation at Tunnel 7. The problem of rotted and missing timbers affording access behind the lining has been

acknowledged by UP. Bromley said on August 23rd that planned repair work includes plugging empty timber and beam channels with concrete and addressing this issue in other tunnels as well.

Tunnel 7's south entrance is at MP 547.05. The bore entrance is protected by a 99-foot long concrete snow shed, all of this on a left-hand (if headed north) compound curve ranging from 2 to 6 degrees. About one-third of the way through the tunnel straightens out but the northerly one-third is built on an 8-degree right-hand curve (again, in a northward direction) and the north portal adjoins a high 364-foot long open deck deck-plate girder bridge spanning Shady Creek.

Immediately north of this bridge is a 51-foot long concrete snow shed and 671-foot long Tunnel 8. These features bespeak the ruggedness of the terrain in this area of the Cascade Range, which is between the sidings of Cruzatte and Frazier (both named for members of the Lewis and Clark Expedition). Indeed, Bromley cited the fact that Tunnel 7 penetrates mainly hard basalt as a major factor in engineers' opinions that the bore is structurally safe for use.

Early in the week UP moved water tank cars equipped with fire fighting apparatus up to the tunnel. These cars are normally stationed at Crescent Lake and Oakridge for fighting forest fires. Reports from the scene later in the week of August 15th described rails twisted and deformed by heat and an accumulation of debris on the tunnel floor. However, Bromley said on August 23rd that only a short section of the tunnel was affected in this manner.

During the Cascade Line outage UP detoured some trains via BNSF's Oregon Trunk but everyone understood that the Trunk lacked capacity to handle all of the 18 or so freight trains per day UP has been operating between Eugene and California. So UP sent a number of trains via a longer detour through Salt Lake City. During the days immediately after discovery of the fire, Amtrak was operating the Coast Starlight trains between Seattle and Eugene and between Los Angeles and Oakland, and no substitute service was provided between Oakland and Eugene. Amtrak deadheaded a Coast Starlight set of equipment to California via the Oregon Trunk as part of preparations to restore through train service between California and the Pacific Northwest with buses between Eugene and Klamath Falls. This was expected to start during the week of August 22nd but had not yet been implemented when UP announced the tunnel would reopen. Exactly what day normal Amtrak service would resume was not known at press time.

On Saturday August 14th UP also experienced a major derailment in California's San Joaquin Valley between Fresno and Bakersfield. A freight train moving at 55 MPH derailed 35 cars, some of which, in turn, struck and derailed two locomotives and one car of another freight train standing in a siding. This line is considered part of the main Pacific Coast rail corridor also. Four days later, BNSF spilled a few cars on the same route at Bealville in the Tehachapi Mountains.

This information from August 16th, 20th and 23rd emails from Bob Melbo.

ORHF Update

by Arlen L. Sheldrake

The Oregon Rail Heritage Foundation continues to work toward establishing a permanent home for the three City of Portland locomotives (SP&S 700, SP 4449, & OR&N 197).

The ORHF Board is composed of one member from each of seven partner organizations (Pacific Railroad Preservation Association – *Dale Birkholz*, Friends of 4449 – *Doyle McCormack*, Friends of OR&N 197 – *Rob Sinclair*, Northwest Rail Museum – *Ed Immel*, Brooklyn Action Corps – *Gus Kamp*, City of Portland Parks – *Steve Pixley*, and the Pacific NW Chapter – *Arlen Sheldrake*).

In addition two Board members are appointed from the community. They are *Dick Samuels*, Oregon Pacific Railroad and *Bob Melbo*, ODOT Rail Division.

The 2004 ORHF Officers are: *Doyle* = President, *Ed* = Vice-President, *Dale* = Treasurer and *Arlen* = Secretary. Board meetings are held each month usually at Michael Willis Architects in near NW Portland. Guests and members of ORHF partner organizations are welcome at Board meetings. Contact Arlen for time and specific location.

If you have any questions about ORHF or the Chapter's involvement with ORHF, please feel free to contact me.



PNWC Member Karl Wescott and son try people-powered rail at the PNWC-PRPA Picnic. (Photo by Jim Long)

Mark Moore and Ron McCoy are the guest editors of this month's Trainmaster

Company won't purchase county's railroad

By Erin Middlewood, *The Columbian*

The \$20 million price tag on Clark County's 33-mile railroad from Fruit Valley to Chelatchie Prairie is too high for the Lewis & Clark Railway Company. The company, which has hauled freight on the county's line since 1987, will abandon efforts to buy it. The move clears the way for another company – one with big plans for a dinner train – to take over operation of the railroad.

The Columbia Basin Railroad will start freight trains on the line Monday, beginning an eight-month interim contract for operation of the southern part of the railroad. Its sister company, the Spirit of Washington, is pursuing plans for a dinner train similar to the one it operates in Renton.

The county bought the line in 1986 for \$1.2 million. It had leases with two operators. The Lewis & Clark Railway (LINC) ran the southern 14 miles and paid Clark County \$5 a freight car, but moved fewer than 100 cars a year. The county let the Battle Ground, Yacolt & Chelatchie Prairie Railroad, or BYCX, use the northernmost 19 miles for free.

LINC's contract with the county expired at the end of January, but it included a provision giving LINC the chance to buy the railroad. On January 30, LINC's president, Edward Berntsen, sent notice to the county that it would take advantage of that clause.

In a February 6 reply, the county's transportation manager, Steve Schulte, outlined the terms: The county would sell for \$20 million in cash, and retain some easement rights, if it received proof that LINC could finance such a purchase by Thursday. Berntsen's answer: "Our company and its investors are not willing to proceed at this time at the initial price level demanded." In his Wednesday letter, he accused the county of setting the price "far in excess of the commercially reasonable value for this line." "We believe the county is obligated by the implied covenant...to negotiate in good faith a sale at a price that can be justified by commonly accepted railroad-industry procedures," Berntsen wrote. "Failure by the county to do so may be a breach of the contract."

The contract, however, didn't name a price nor a method for determining one. The line is worth more than the sum of the assessed value of each parcel along the line, Schulte said. "The county, he said, "largely values the railroad property because of the continuous nature of the corridor, which is so unique."

Permission to reprint received by Arlen Sheldrake.

**Inside this Trainmaster,
you will find:**

- Remembering the Red Electrics (page 3)
- President's Corner (page 2)
- Rolling Stock Work Party Report (page 5)
- Update on 2005 Convention pre-registration (page 2)
- Officers, committee chairs, and their phone numbers (page 6)

**See Pictures of
the Chapter
Picnic and the
Zoo steamer
“Oregon”**

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

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

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