

The

January
2008



Trainmaster

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



Pacific Northwest Chapter Timetable #546

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

Board of Directors meetings: January 10 & February 7, Room 208 Union Station, 7:30 PM

Membership Meetings: St. Mark's Lutheran Church, 5415 SE Powell Blvd :

- **January 18th 7:30 pm – Program:** *23 Years of Adventure – North America*, Trains Unlimited, Tours, DVD
- **February 15th 7:30 pm – Program:** *The American Freedom Train*, Year in Pictures 1975, DVD
- **March 21st 7:30 pm – Program:** your ideas welcome

Notable Non-Chapter Events:

January 19 *SP&S Historical Society Swap Meet*, 10 to 3, Holiday Inn-Portland Airport, NE Columbia Blvd.

April 5, 2008: Tacoma Chapter, NRHS opens 2008 season passenger service on their PDQ&K Railroad (part of the Camp 6 Logging Exhibit in Tacoma.

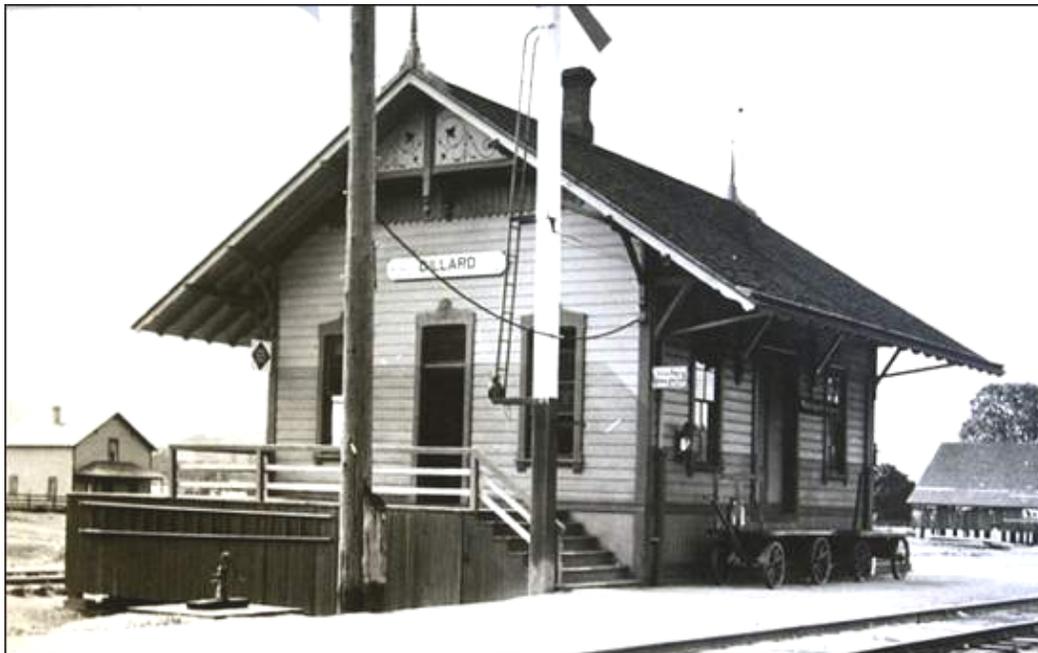
June 16 – 22 *Lone Star Rails 2008*, NRHS Convention, Fort Worth TX www.lonestarrails2008.com

July 15 – 19 *Jim Fredrickson Country*, 2008 NPRHA Convention, Tacoma WA www.nprha.org

Chehalis-Centralia Railroad & Museum experienced extensive damage during the December 2007 storms, with much of the track washed out. The timetable of restoring the line to future service is unknown.

Port of Tillamook Bay experienced considerable damage during the December 2007 storms, and future timetable of events for the 2008 season is unknown.

DILLARD DEPOT MAY GET NEW TENANT



Douglas County Oregon officials are looking at the possibility of establishing a model train display in the old Dillard Railroad Depot located on the grounds of the county museum in Roseburg.

This undated photograph shows the original location of the Dillard Railroad Depot, the last remaining depot of the Oregon &

California Railroad as it existed in Dillard, Oregon. The exact construction date is unknown although the O&C began construction of the Portland to Roseburg line in 1868 and finished construction within four years. (Another source says that the first train arrived at the Dillard Depot in 1883.)



The Dillard Railroad Depot as it currently exists on the grounds of the Douglas County Museum of Natural & Cultural History in Roseburg.

Both photos and information obtained from and published with the kind permission of Vicki Menard, Editor, The News-Review newspaper, Roseburg Oregon; the article was originally published October 31, 2007.

Meeting Snack Sign-Ups

The following members have graciously volunteered to prepare the monthly (3rd Friday) membership meeting snacks funded by attendee contributions:

January = Jim Hokinson
February = *available*
March = *available*

April = *available*
May = *available*
June = *available*

To volunteer for *available* months, please contact Arlen at 503.223.7006 or email to: ASheldrake@comcast.net.

PRESIDENT'S UPDATE – January by Arlen L. Sheldrake

WOW, going out of town for 25 days sure gives one a lot to catch up on including this *Trainmaster* submission.

Previously I reported that the Portland Public Market had moved their focus from being in Portland's **Union Station** to the 511 Building at 511 NW Broadway which now is partially used by the US Immigration and Naturalization Service. This 1915 landmark federal building is becoming surplus in 2009 and the Portland Development Commission was going through a public process to recommend a new use. Seems the Pacific Northwest College of Arts (PNCA) may have an inside acquisition track as it may qualify for a free transfer of the building. The bottom line is that the Portland Public Market may again be looking at locating in Union Station if the anticipated June 2008 decision supports transfer to the PNCA.

How about that November issue of **NRHS News**! Just wait for another outstanding issue in January. Join me in complimenting our national society on the improvements they are making. Charles Williams, NRHS News Editor, is doing an excellent job with getting the NRHS News on schedule, expanding the number of pages, improving the content and getting us color pictures. Many of us, me included, have complained so now join me in giving them compliments. Thanks also to PNWC member Tom Smith for his article that was included in the November issue. *Have you sent in your 2008 dues renewal yet?*

That December 4th Oregonian editorial "*Running out of steam, Portland owns two of America's largest operating locomotives; it's time they got the home they deserve*" supporting the Oregon Rail Heritage Foundation's efforts to get a permanent home for Portland's steam locomotives was outstanding. It is a rare to see a color picture let alone one of a steam locomotive on the Oregonian's editorial page. This is exactly the kind of support the rail history community needs. If you want a copy of the editorial, I would be pleased to email it to you.

Saving the **Perrydale Depot** may not be a lost cause as previously reported. Ed Immel, Northwest Rail Museum, recently visited with the shop teacher at Perrydale High School who has a high level of interest in historical preservation and he may be willing to take on the project. Ed has also arranged with Hull Oakes Lumber Company to supply the needed lumber.

On December 11th the Associated Press reported that the 101-year old **Mount Hood Railroad** may be getting a new owner by the name of Permian Basin Railways Incorporated. Permian Basin Railways was formed in 2002 to buy the Texas-New Mexico Railroad and the West Texas and Lubbock Railroad; it is a subsidiary of Iowa Pacific Holdings. The purchase will be completed by the end of the year. A subsidiary of Iowa Pacific Holdings also purchased the two 2-8-0 steam locomotives former Lake Superior & Ishperning #18 and Grand Canyon Railway #20 from Brian Fleming that were on the Mount Hood Railroad and the #20 is operational and ran on the MHRR this past summer. These locomotives are destined for operation on the San Luis & Rio Grande Railroad in Colorado. The locomotive move via flat car began on December 17th.

Oregon's first commuter rail line was named on November 19th **Westside Express Service** (WES). 1,700 name entries were received by Tri-Met; Heidi Frymark of Oregon City won the naming contest.

Thanks to John Foyston for his excellent Oregonian December 7th article *Stunning steamer gets its bearings*. John did a nice job of describing the volunteer effort required to fix the SP 4449 bearing.

Boise Idaho now has a relocated steam locomotive. On the December 8th - 9th weekend the 1920 American Locomotive Company Mikado 2-8-2 **UP 2295** was trucked from the Julia Davis Park to a more prominent location next to the Boise Depot. The 2295 had resided in the park for 30 years.

On December 11th **Portland & Western Railroad** formally marked the opening of the new four-siding yard in Tigard. According to P&W President Bruce Carswell, this new yard will allow the railroad to continue operations and not conflict with commuter trains as starting September 2008 the Westside Express Service starts running 34 trains a day through Tigard. This new yard also allows P&W to combine operations previously spread between sidings in downtown Tigard and near Fifth Street in Beaverton. The new yard was built with a grant of \$2.95 million from *ConnectOregon* funds and \$738,000 from P&W.

Applications for **Connect Oregon II** funds closed November 21st. The review process will be completed by May with Oregon Transportation Commission grant decisions in the summer of 2008. This is the second round of \$100 million in lottery funded non-highway transportation infrastructure investments. *Connect Oregon II* received 78 applications totaling \$214.8 million and range from repairing flood-damaged railroad tracks to expanding airport landing strips. Applications by mode: Aviation = 22 for \$56,091,311.20; Marine = 6 for \$11,062,080; Rail = 32 for \$109,727,311.60; Transit = 11 for \$15,020,991.20; and Multimodal = 7 for \$22,913,130.40.

How about some train travel in Canada? I know, the exchange rate for the \$ is poor for USA citizens but there certainly are some great trips in the friendly country to the north. The **West Coast Railway Association** operates *West Coast Rail Tours* that has put together some very interesting trips and sells other rail trips as an IATA certified travel agency. More information: www.wcra.org (click on Rail Tours) or 1.800.722.1233. These are the folk that had the Royal Hudson 2680 out alive and well in April on the trip to White Rock.

A December 11th giant mud slide closed U.S. 30 and the Portland & Western Railroad's Astoria Line at Woodson, Oregon about 5 miles west of Clatskanie. It is reported that this slide originated about 1.5 miles above Woodson where a culvert through the rail bed embankment of the old **Columbia & Nehalem River Railroad** became plugged creating an impromptu dam that eventually gave away. C&NR Railroad, a logging line, was abandoned circa 1925.

While it is too early to publish a full description and roster of all those who helped out, the Oregon Rail Heritage Foundation's **Holiday Express III** is now history. The 60 trips over the two weekends of December 7-9 and 14-16 were a resounding success transporting over 9,238 smiling passengers. The support of Kelly Anable and Dick Samuels of Oregon Pacific Railroad, who provided the railroad, is really appreciated. Those watching the train noticed a new addition to the rear of the Round End observation car this year. Joining the two-brightness rear headlight was the new *Holiday Express* drumhead, a project of Chapter members Ron McCoy and George Hickok; a real nice surprise addition to a good looking consist. Again this year the entire consist was steam heated providing for excellent passenger comfort and visual effect. Karl Wescott led our Car Host contingent and Keith

Fleschner led our Carman group. Many other Chapter members volunteered in various functions. The Chapter cars 6200, 6800 and Mt. Hood performed well thanks to our Rolling Stock crew. On a personal note, this was our 4-month old grandson Hudson Latham Sheldrake's first train, while he won't remember it, Rita and I will as will his parents with picture reminders for Hudson.

And a couple items from the **Westside Express Service** November update: 1) signal work is proceeding including installing signal houses, providing power to some sites, and retrofitting Portland and Western locomotives (35 will get cab signal equipment); 2) the delivery of the first DMU unit from Colorado Railcar Manufacturing is expected in mid-January.

DAVID BOOTH MARENTETTE

Extraordinary person and SP 4449 volunteer, February 7, 1939 – December 17, 2007, RIP

Remembrances to:

Friends of SP4449, PO Box 42486, Portland OR 97242

or

Brooklyn Botanic Garden, Development Office, 1000 Washington Avenue, Brooklyn, New York 11225

The Chapter Board on December 20th authorized sending \$100 to the Brooklyn Botanic Garden to commemorate David's life. He was known and greatly appreciated by all Chapter members working at the Brooklyn Roundhouse.

The December 21st membership meeting was preceded by an outstanding potluck organized by Ron McCoy, Christopher Bowers, Diana and Darel Mack. Anyone going home hungry didn't attend. An outstanding total of **143 Train Toys** for Tots were collected for the US Marine Corp program organized by Al Hall. Last years record was shattered by your generosity. Our elections, reported elsewhere, filled all positions and the 2008 budget was approved. Thanks to Jim Loomis for handling this years election.

HAPPY NEW YEAR TO ALL !!!

~ ~ PNWC MISSION ~ ~

To preserve and interpret Pacific Northwest railroad history and historical artifacts for the education and enjoyment of current and future generations.

CHAPEL CAR MESSENGER OF PEACE JOINS NRM COLLECTION

The Northwest Railway Museum in Snoqualmie Washington has added Chapel Car *Messenger of Peace* to the large artifact collection. This donation was presented by Art and Mary Hodgins of Vashon Island who inherited the artifact from Art's late father Arthur. *Messenger of Peace* is an all-wood car built by Barney and Smith in 1898. It served the American Baptist Church, specifically serving communities in Washington and Oregon for over 30 years.

The American Baptist Church operated the largest fleet of Chapel Cars, purchasing a total of seven cars and operating this mobile mission until the last car – *Messenger of Peace* – was retired in 1948. Until about 1920, this effort was directed at forming congregations. After 1920, much of the effort was directed at reviving congregations and dealing with other challenges to the church.

The *Messenger of Peace* is in remarkably great shape and will become one of the Northwest Railway Museum's signature pieces. There are several known issues, and of course there is significant rehabilitation that must be performed to return the car to its former glory. Given the age and significance of the car, considerable care is being used to properly research its history and configurations. Over the coming months, a detailed Condition Assessment Report will be prepared. Some stabilization work will also be performed to help ensure the *Messenger of Peace's* preservation.

This information extracted from The Sounder, the official publication of the Northwest Railway Museum, Volume 51, November 2007.

FRA 2007 Railroad Inspection Report Evaluation of Tunnel Conditions – Central Oregon & Pacific Railroad Coos Bay Subdivision

On Wednesday, October 9, 2007, a reconnaissance was conducted by a team of Federal Railroad Administration (FRA) and Federal Highway Administration (FHA) engineers to observe conditions in Tunnels 13, 15, and 18 on the Coos Bay Subdivision of the Central Oregon & Pacific Railroad (CORP). tunnels 13, 15, and 18 had been removed from service by CORP, and the Coos Bay Subdivision, south of Tunnel 13, is currently embargoed for all

traffic. The reconnaissance was conducted by walking through each tunnel from portal to portal, with illumination provided by flood lights mounted in the bed of a highway-rail truck and powered by a portable generator. Conditions observed in the tunnels were compared to the condition descriptors and general condition ratings contained in the report prepared by Shannon and Wilson between March 30 and July 9, 2007, and furnished to FRA by CORP. The team evaluation substantially validates the finds documented in the Shannon and Wilson report.

It should be noted that some conditions have deteriorated even further during the time since the report was prepared, partly due to the passage of time, and partly because of the onset of the wet season in Oregon in the early fall of 2007. These tunnels were generally built in the 1880's, and rebuilt to their present configuration around 1914, using drill and blast methods common in that era. Tunnel lining construction includes unlined "bald" rock, timber sets with timber lagging, steel sets with timber lagging, shotcrete over timber or steel sets, and finally, cast-in-place concrete at both portals of Tunnels 13 and 15, and the south portal of Tunnel 18. Timber sets are constructed of 10" wide by 14" deep solid sawn cedar timbers. These sets are spaced on 48" nominal centers in Tunnels 13 and 18, and on 18" nominal centers in Tunnel 15. Voids between the timber liner and the surrounding rock were filled with cordwood packing.

General Tunnel Observations:

The tunnel bores all appear to have been blasted using the methods of the day, which was to angle drill from the front face and blast. It is doubtful that any type of technique was used to control blast pressures and limit overbreak.

Even with modern controlled blasting techniques, drilling and shooting tunnel bores results in some undesirable overbreak. The overbreak on the tree tunnels has resulted in an oversized bore with irregular pockets and voids. Overbreak from blasting has fractured some of the in-place rock. Thus, the fractured rock has to be supported, or it will continually ravel and fall out. Several areas in these tunnels had cordwood or stone packing as an effort to support the tunnel ceilings and walls. The overbroken voids are particularly difficult to support using these methods.

Detailed observations and conclusions for each of the tunnels are as follows:

Tunnel 13; Milepost (MP) 669.47 to MP 669.94; length 2,489 feet; near Mapleton, Oregon. The portal had a concrete lining that was dated 1914 and extended approximately 65 feet back. In several locations, there are signs of overblasting and large voids in between the timber lagging. Cordwood packing is visible in between the timber lagging and the tunnel rock wall and ceiling face. There are intermittent water seepage areas in this tunnel.

Differential weathering was noted in the tunnel walls. There are areas that have rock debris lying on top of the timber sets. In several locations, rock debris can fall through, or past, rotten timber. The timber set support blocks have rotted in several locations, allowing the timber sets to settle and pull away from the ceiling. In turn, the unsupported ceiling sections have released sandstone rock fragments ranging from gravel to boulder size (2 to 14 inches in diameter). Sagging timber sets have also kicked out from the tunnel walls, allowing sandstone rock fragments from gravel to boulder-size to fall out of the excavated walls and place a thrust load on the timber set and lagging. The tunnel had station markings on the walls from Station 0+00 to 3+00. Shotcrete had been placed, apparently as a past repair. The shotcrete condition looked good. At Station 6+00, a vertical set post is cracked from the footing up (at least 3 feet). This appeared to be an overstress condition. There is a void behind the timber set. From Station 14+00 to 16+00, approximately, the timber sets in the ceiling are bowed downward, apparently from overstress.

The timber set ceiling support is discontinuous, and there is evidence that rock blocks have dropped out of the ceiling. At Station 23+40, timber sets have rotted and fallen down. There is rock debris perched on top of the timber sets, and it is a rock-fall hazard. The Shannon and Wilson report rates this area as a Repair Level 2, but subsequent deterioration would most likely cause it to be downgraded to Repair Level 1. This tunnel has several locations that need immediate lining support repairs. There is a high risk of tunnel support failure and rock-fall hazard to train and maintenance traffic.

Tunnel 15; length 2,148 feet; near Florence, Oregon. The north portal had a concrete lining that was dated 1914 and extended approximately 40 feet back. In general, the sandstone rock was softer than that of Tunnel 13. The tunnel has more seepage water, also. The rock in this area may have been slightly weakened by water saturation. The tunnel has extensive wood rot and questionable tunnel-wall and ceiling support. Several repairs have been

performed, including installation of a concrete footing for timber set support. There are signs of overblasting starbursts in the tunnel walls and voids between the timber lagging and rock face. There is potential for fractured rock to fall from these voids. At Station 14+40, the timber sets are very rotten and have sagged. There is approximately a yard of rock debris perched on the rotten wood. This material will fall down from the ceiling in the very near future.

There is a high concern that rotten timber sets and lagging could fall into the tunnel. There is a high risk of tunnel support failure and some risk of rock-fall hazard to train and maintenance traffic.

Tunnel 18; MP 734.48 to MP 734.77; length 1,532 feet, near Florence, Oregon, off of Five Mile Creek Road. The north portal had a concrete lining that was dated 1914 and extended approximately 5 feet back. Some past shotcreting and steel sets have been installed in this tunnel. In some areas, the timber sets are closely spaced, indicating that during the original design and construction weak sandstone rock was recognized. The rock in this tunnel is the weakest of the tree. The joints appear to be tighter, but the rock exhibits more of a soil character and may tend to slough. There are locations where the lagging has fallen out and the rock face is exposed. At Station 10+80, there is a section of the timber sets where they have apparently rotted at their bases and then slid off their footings. The timber sets have then kicked out approximately 2 feet from their original position.

The weak sandstone needs good ceiling and sidewall support, as the tunnel bore faces have weathered over the years and may be exerting more vertical and lateral pressures than were originally anticipated. At the same time, the strength of the timber sets has diminished over the years. The fact that a section of the timber sets has kicked out supports these concerns. More timber sets could kick out, which is a definite hazard to train and maintenance traffic.

Summary and Conclusions:

The arch segmental timber sets and lagging in these tunnels have reached the end of their useful life and can no longer provide adequate support. As a result, several locations within each of the tree tunnels have unsafe conditions that require repair. It is anticipated that more unsafe conditions will develop in the near future as the tunnel support continues to rot. The existing unsafe conditions include ceiling and wall rock fall, rock debris fall, timber set and lagging instability and vertical timber set kick out.

These tunnels are hazardous to train traffic and maintenance operations. Any future inspection or maintenance should be done with great care, with an understanding of the potential hazards. The original timber set design has severe limitations in its ability to resist lateral earth and rock loads. In addition, the timber sets are susceptible to fire. The team evaluation substantially validates the findings documented in the Shannon and Wilson report. It should be noted that some conditions have deteriorated even further during the time since the report was prepared, partly due to the passage of time, and partly because of the onset of the wet season in Oregon in the early fall of 2007.

In summary, FRA concurs with the recommendations made in the Shannon and Wilson report, that all three tunnels need immediate repairs to permit the safe resumption of railroad operations.

The reconnaissance was not intended to review all of the repair recommendations that were made in the Shannon and Wilson report. All tunnel dimensions provided in this memorandum are approximate and should not be used for design or cost estimating.

Signed: Gordon A. Davids, P.E.; Chief Engineer – Structures
Office of Safety Assurance and Compliance; Federal Railroad Administration

The O & C Lands: A brief history lesson

By Aaron Horton, BLM Salem District Manager

Every day it's in the news: Reports about the Safety Net, the Secure Rural Schools Act, or the O&C Act of 1937. These laws affect all of us in the western Oregon counties.

Compared to other western states, western Oregon's public lands are managed differently by the Bureau of Land Management (BLM). These "O&C lands," and their colorful history, only occur in 18 counties in western Oregon.

In the 1860's, in exchange for building a railroad from the Columbia River to the California border, the Oregon & California (O&C) Railroad was granted rights to four million acres of federal lands in western Oregon. To

encourage settlement, the O&C Railroad was authorized to sell these lands to settlers for no more than \$2.50 an acre and no more than 160 acres per settler.

When these terms were violated, President Theodore Roosevelt and Congress took back over two million acres originally granted to the railroad. These private lands went back to federal ownership and are known today as the "O&C Lands."

Management direction for these lands came along with the Oregon & California Revested Railroad Lands Act of 1937. Under principles of sustained yield forestry, its goal was to provide a steady and reliable source of timber for the nation and the developing west, and to share 50 percent of the revenues from selling the timber with the counties where these lands were located. For the next 50 years, that's exactly what happened.

Increasing environmental concerns, legal gridlock and reduced timber harvests led to the development of the Northwest Forest Plan (NWFP) in 1994. That plan covered 22 million acres of federal lands in Oregon, including all of the O&C Lands.

As a result of the NWFP, approximately 85 percent of BLM's Salem District (337,000) acres were set aside for riparian and old-growth reserves for the benefit of species like the northern spotted owl, while 61,000 acres, 15 percent of O&C lands in Salem, were designated for commercial timber production. However, even on these lands specifically designated for timber production under NWFP, timber sales have, and continue to face legal challenge.

With counties suffering from reduced timber revenues, Congress, in 2000, passed a temporary "safety net" or "county payments" program. Now facing an expired safety net program and diminishing budgets, the O&C Counties are cutting essential county services.

Meanwhile, BLM is revising management plans in western Oregon, which include the O&C Lands. These plans seek to restore the federal government's historic commitment to provide economic support to local communities and the O&C Counties by re-establishing reasonable levels of sustainable timber harvests. Environmental safeguards will be employed to maintain and protect wildlife habitat, protect endangered species and ensure that clean water standards are met.

The BLM invites public involvement and comment on how they are managed. Check out BLM's Western Oregon Plan Revisions at: www.blm.gov/or/plans/wopr. These are your public lands.

This article was originally printed in the Lebanon Express newspaper on August 12, 2007. Permission to re-publish was received from author Aaron Horton on September 3rd.

It Happened in Oregon

Nightcrawler vs. Pony Express

By Curt Deatherage

It may have been one of the most bizarre events held in Oregon during the 1950s; it seems much more likely to have happened a century earlier as the railroad's iron horse was replacing the Pony Express throughout the west.

As the highway and air travel systems improved by the mid-20th century, the Southern Pacific railroad was facing a financial crisis. Declines in both freight shipments and passenger travel, due to the increased competition from bus, truck and airline companies, left the rail line facing nearly half a million dollars in losses.

SP officials had recently announced it was stopping rail service south of Eugene. Cities and towns throughout the affected area complained bitterly. The declaration particularly angered the Roseburg Chamber of Commerce and led to complaints to the Oregon State Public Utility Commission and a public display of displeasure.

An additional announcement from SP that, in addition to cutting service, it was planning to double the size of the Eugene depot's freight yard further added to the ire of the rail customers to the south.

The chamber devised an event to draw attention to their plight. The July 31, 1955 issue of the *Eugene Register-Guard* reported that the PUC had recently instructed the rail line to continue the southbound run until a hearing has been held.

Despite the temporary order from the PUC, the chamber went ahead with their plans; a race between Eugene and Roseburg between the Nightrider, the late night southbound run, and a modern day Pony Express. The event, according to *Eugene Register-Guard* quoting Chamber officials, was being held to "demonstrate dramatically the poor service that Southern Pacific sees fit to afford us."

Just before the clock struck midnight on Sunday, July 31, 1955, the first horse and rider, accompanied by two motorcycles and a truck with floodlights to illuminate the roadway, departed the Eugene rail depot. Ham radio operators with mobile equipment also accompanied to provide communication and progress reports. This pony express was planning to operate as its namesake had in prior years, yet each rider was only going to cover one mile,

with the relief rider mounting a fresh steed for his leg of the race. A shortage of horses required some of the horses to be hauled ahead and used a second time in the race.

Shortly after midnight, nearly 300 spectators watched Nightcrawler, officially known as The Rogue River, depart from the Eugene depot. The train, originally scheduled to depart at the same time as the horse, was delayed when it had to add an extra coach to carry the throng of media members covering the unusual story.

In addition to a barrage of local press coverage, the race attracted nationwide attention. NBC radio planned to tape record the event and broadcast highlights the following weekend. CBS radio scheduled airtime on its News of America to broadcast the results early Monday morning. Time and Life magazines also planned features stories in their publications.

Even though the club car was 'dry,' the bar had closed at 11 PM on the trip from Portland; Nightcrawlers occupants had a great time. At each scheduled stop, enduring boos and chiding remarks from the locals, many would rush from the train to check on the progress of the horse and rider. Interviews with the traveling media and choruses of 'Casey Jones,' a folk song about a legendary engineer from yesteryear, added to the party atmosphere aboard the iron horse.

As the train reached a speed of 50 mph as it passed through Anlauf and chugged down toward Rice Hill, engineer Claude Bridenstine made up for the delayed start and pulled even with his four legged opponent. Railroad officials, who initially ignored the challenge entirely, said the train would travel no faster than its average 26 mph and make every scheduled stop. It was to be business as usual for the Southern Pacific.

At 2:55 AM the train pulled into the depot in Roseburg, covering the 75 mile distance in 2 hours and 39 minutes, for an average of 31.38 mph. Seven minutes later rider Johnny Spencer galloped into the Roseburg depot to a throng of more than 2500 race fans, most of them rooting for the horse. Spencer, who rode both the first and last mile of the race, and the other riders covered a distance of 67 miles in 3 hours and 13 minutes, for an average speed of 21.41 mph, slightly slower than the average 25 mph the original pony express achieved during its existence.

The riders followed the new interstate highway, some of which was not yet open to the public, which accounted for the shorter distance traveled. That brought cries of protest from the railroad, along with claims of additional passenger boarding and sabotage to slow the trains' progress. Protests by the Chamber supporters accused the railroad of shortening its scheduled stops and missing one stop entirely.

Despite losing the race, the Roseburg crowd made the most of the night. Ice cold watermelon was served and an old-time costume contest kept the street party crowd entertained. Maude Kidder, a 76 year young Roseburg native took first prize. Amid the excitement of the unpredictable evening, Chamber of Commerce officials forgot to run the turtle race completely.

Although tempers mellowed in the aftermath of the race, Chamber officials promised a rematch would be held. *The News-Review*, Roseburg's daily newspaper, was quick to point out that had the race been run the following night, the horses would have won by three minutes, as the Nightcrawler arrived ten minutes late.

This article was originally published on August 2, 2007 in The Creswell Chronicle newspaper (serving the Creswell Oregon community) and was spotted by member Kent Hutchens. Kent obtained permission from the author to re-print it in the Trainmaster and the author provided the article electronically.

RAISE THE ROOF FUNDRAISER

Please join the Cowlitz River Valley Historical Society (CRVH) in raising funds to construct a new roof for the historic Morton Train Depot, now undergoing restoration. The depot is the sole remaining structure of the Tacoma Eastern Railroad' built in July of 1910 when the railroad came to Morton and East Lewis County. In 1919 the Milwaukee Road took over all operations and operated the depot for more than 50 years.

The project gained national attention when its relocation in October, 2005 was filmed and aired by the History Channel's *Mega Movers* series.

More than \$800,000 has been raised to date to preserve this one of a kind example of a timber boomtown train depot. The Exterior Restoration and Site Development are currently under way while the Interior Restoration will take place this winter. Many individuals, agencies, and organizations locally and nationally have partnered in this historic preservation project that is helping revitalize an economy and ensure the survival of an architecturally and singularly significant structure of Washington State's rich heritage.

Your tax-deductible donation goes directly towards the \$30,000 necessary to replace the worn cedar shake roof with appropriate and safer fire retardant shingles. The new roof will help cap off a dream over 30 years in the making and will maintain the historical integrity of this National Register of Historic Places eligible structure.

For nearly 100 years the Morton Depot has been a gateway, an engine of economic development to the East Lewis County region. Partner with us to ensure another century of passenger operation for this priceless example of our timber and railroad heritage.

Donations may be mailed to CRVH; Raise the Roof; PO Box 777; Morton WA 98356. Or call: 360.496.0070 for credit card transactions. For more information, contact Project Manager "Clark" at the noted telephone number or at jclark57@aol.com.

On behalf of our members, officers, trustees and community, Thank You! Lennis Allen, President, Cowlitz River Valley Historical Society (who provided this write-up).

ARTIFACT RETURNED

In late October Chapter member Gordon Zimmerman was going through his library and discovered this plaque.



Gordon remembered back to the mid 1980s when he acquired the plaque for safe keeping. Many thanks to Gordon for saving and returning this artifact that memorializes the Chapter's support of RAILFAIR SACRAMENTO 1981. The second line reads: National Railway Historical Society – Portland Chapter and was presented to the Chapter from the Friends of the California State Railroad Museum.

This first Railfair celebrated the opening of the California State Railroad Museum's 100,000 square foot Museum of Railroad History. Portland's SP4449 was one of the honored guests.

Willamina's Galloping Goose by Arlen Sheldrake

The Yamhill Valley News Register newspaper on August 25th featured a front page article titled *Railbus rolls back home* by Paul Daquilante. Keith Fleschner obtained the newspaper prompting a September 14th trip to Willamina by the author resulting in these pictures and article.

According to the newspaper article this Railbus called the *Galloping Goose* was purchased for \$10,000 from the Mount Hood Railroad (MHRR) by the Willamina Economic Improvement District, a tax district supported and managed by local business interests. The Goose was most recently displayed in Parkdale as part of the MHRR end of line facilities. Jack Mills, primary MHRR owner, acquired the Goose thinking that it was one of the four or five that operated on the MHRR. Research by Willamina dentist Gary Brooks, who has a keen interest in local rail history, however found that this Goose was in fact one that was owned by the Grande Ronde-Willamina Railroad

making the rounds between 1921 and 1928. The Goose was built by the White Motor Company and sits on a Mack AC truck frame. The rail wheels are stamped Mack Truck.



The Goose has traveled many miles after leaving service in the Willamette Valley. For many years it was on display in front of the Wheeler County Courthouse in Fossil, it then spent some time on Mt. Rainier Scenic Railway before going to Parkdale. The *Timbertown USA* Willamina folk are working on developing a plan to restore and operate the Goose. The banner on front of the Goose reads: Willamina's Galloping Goose 1921 – 1928; the current location is west end of Main Street next to the railroad in downtown Willamina where these pictures were taken.

The author remembers his father's many tales about riding a MHR Railbus during his early years living in the small community of Mt. Hood near Parkdale.

PACIFIC NORTHWEST CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
Union Station, 800 NW Sixth Avenue, Room 1, Portland,
Oregon 97209
DECEMBER 21, 2007, MEMBERSHIP MEETING
MINUTES

Once again a terrific potluck dinner was enjoyed by all. Following the dinner, the regular December membership meeting was opened by President Arlen Sheldrake at 7:36pm. He gave an extra thanks to Diana and Darel Mack, Ron McCoy and Christopher Bowers for organizing the event.

President Sheldrake announced that the polls were open for the election of Officers, overseen by Jim Loomis. The Polls will close at 8:00pm.

Al Hall announced there were one hundred forty three Train Toys For Tots donated this evening.

The question was posed of the November meeting minutes. Tom Steeves made a motion to accept the minutes and Leonard Morgan seconded. The membership voted to approve the minutes.

Jean Hickok made the end of year Treasurers Report. Ed Berntsen moved to accept the report and Doug Auburg seconded. The membership voted to accept the report. Jean then presented the 2008 budget. Roger Mattson moved to accept and Eileen Brazil seconded. The membership voted to approve the budget. Jean said we have not the income to support the expenses and everyone needs to think of income making ideas.

President Sheldrake announced that the Westside Express Service (WES) will probably have an excursion in February on the Beaverton Wilsonville line.

President Sheldrake then announced that the Holiday Express III carried over nine thousand two hundred passengers in sixty trips, and that he had deposited a check for over one hundred and two thousand dollars. He gave a thank you to the McCoy-Hickok team for the special Holiday Express drumhead that was in place on the rear of the round-end car for the Express runs. There is a volunteer debriefing scheduled for 1:30pm on January 13, 2008 in the Plum Creek car at the Brooklyn Roundhouse. There will be a separate debriefing for car hosts and Carmen.

ORHF held their election of officers on Tuesday night. The slate was elected, which is the same as last year. The land purchase process for the new home for the locomotives is still moving ahead.

President Sheldrake then announced that the Chapter has donated one hundred dollars in memoriam for deceased 4449 volunteer David Marentette.

There will be a special article in the Trainmaster asking for volunteers to fill several positions. The help is much needed. Al Hall and Al Baker will be making telephone solicitations.

Ed Berntsen, our new Regional Vice President, said he would be attending a special strategy planning meeting for N.R.H.S. in Dallas, Texas in January.

Eileen Brazil will take over the operation of the Chapter website.

The President announced that the Lending Library will be closed in December due to the holiday season.

Diana Mack announced that the membership renewals are working quite well.

The New Home Committee, co-chaired by Eileen Brazil and Al Hall will be meeting at 7:00pm on December 27, to move forward on the direction of the membership.

It was announced that 2008 is the one hundredth anniversaries of the Oregon Electric Railway, and of the Spokane, Portland & Seattle Railway.

The NRHS News will carry a photograph of the Flanger and an article about our restoration.

Ed Berntsen reported that the Chehalis, Washington railroad will have to do extensive and expensive track repairs from the flood damage.

Jim Loomis, Elections Committee, announced that the slate of nominees had been elected. The Officers are now;

President - Arlen Sheldrake
Vice President - Keith Fleschner
Secretary - George Hickok
Treasurer - Jean Hickok
National Director - Ed Berntsen

Directors at Large

Eileen Brazil
Jim Hokinson
Mark Reynolds
Charles Stevens
Al Baker

Al Hall, Concessions Chairman, announced that the upcoming concessions events are;

SP&S Swap Meet, January 19, 2008

Model Train Swap Meet, Camp Withycombe, Feb. 23, 2008

Friends of the Gorge show, Multnomah Falls, June 21, 2008

The meeting was closed at 8:42.

Submitted by Jim Hokinson, Secretary Pro Tem.



WHEEL CHOCKS

Thanks to Darel Mack, the Chapter has the best looking as well as highly functional wheel chocks around. One of Darel's chocks is pictured here under the Red River #6800 on October 9, 2007.

Chapter Officers

President: Arlen Sheldrake 503.223.7006
Vice President: Keith Fleschner 503.516.9272
Treasurer: Jean Hickok 503. 649. 5762
Secretary: George Hickok, 503.649.5762
National Director: Edward M. Berntsen, 253.383.2626

Chapter Directors-at-Large

Eileen Brazil: (08,09,10) 503.647.5667
Jim Hokinson (08,09,10) 503.635.4826
Mark Reynolds (06, 07, 08) 638.7411
Charles Stevens (06, 07, 08) 503.692.6611
William D. Hyde (07, 08, 09) 503. 666. 5530
Al Baker (07, 08, 09) 503. 645.9079

Committee Chairs

Activities: Vacant
APMA Site Manager: Eileen Brazil 503.647.5667
Archives: William Hyde 503.666.5530
Auditor: Bob McCoy 360.459.3251
Concessions: Al Hall 503.699.5042
Chapter Rep., Oregon Rail Heritage Foundation:
Arlen Sheldrake 503.223.7006
Chapter Home: Eileen Brazil 503.647.5667 / Al Hall 503.699.5042
Elections: Jim Loomis 503.253.3926
Membership: Diana Mack, 503. 723.3345
Museum: Glenn Laubaugh, 503. 655.5466
Flanger Restoration: Eileen Brazil 503.647.5667
Meeting Programs: vacant
Rolling Stock: vacant, contact President, above
Chief Mechanical Officer:
Peter Rodabaugh, 503. 771.8545
Car Rental Agent: Bob Jackson, 503. 231.4808
Library: Irv Ewen 503.232-2441

Excursions: Jim Long 503.313.7382
Car Host: Karl Wescott 503.658.4943
Safety Officer: Keith Fleschner 503.516.9272
Webmaster: Eileen Brazil, 503.647.5667



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The chapter is a volunteer organization, and to function it
needs the help of those who are members. Please
consider what **you** are able to **do**.

Chapter Help Needed:

Trainmaster Editor:

Rail Car Cleaners

Membership Meeting

Program Coordinator

Rail car repair

Flanger Restoration

Lending Library

Meeting Snacks

Activities Committee

Chair

Car Hosts

**Full Article to come in February
Issue!**

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

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