

The Trainmaster

January,
1999

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



December/January Meetings:

Board of Directors Meetings:

January 7, February 11, Room 208, Portland Union Station, 7:30 PM

General Membership Meetings:

January 15, February 19, St. Marks's Lutheran Church, 5415 S.E. Powell Blvd., 7:30 PM

Bond Repayment Completed!

Although it appears as only a small item in the chapter meeting minutes in this issue, the *Trainmaster* editor would like to draw member's attention to one particular item: the last of the remaining bonds have been reported as retired.

Mailbag

Management of Union Station to Change

Dear Union Station Building Tenants,

On November 18, 1998, the PDC Commission Board of Directors approved the transfer of property management responsibilities from the Grubb & Ellis Company to the City of Portland, Bureau of General Services (BGS). We expect that this will become effective January 1, 1999. During the month of December, Grubb & Ellis and BGS will be transitioning all of the files, leases, collections, etc. Hopefully, everything will go smoothly as we move into a new era.

BGS, as you may know, is responsible for the management and maintenance of all of the City's buildings, including historic properties such as City Hall. They employ numerous maintenance staff as well as architectural, engineering and property management personnel. BGS is, in our opinion, well positioned to assume responsibility for the Station and I believe we all can look forward to the best possible level of service and stewardship from them.

PDC will still be involved and we will continue to manage the surrounding vacant land and oversee the new development for a

number of years. It is, though, with mixed emotions that we say goodbye to our tenants in the Station, not to mention, the building itself.

S. Bruce Allen

Development Manager

Portland Development Commission,
(current owner of Union Station), in a letter dated November 20, 1998.

Information on George M. Thomas?

I'm looking for a man named George M. Thomas. He was my Great Great Grandfather. His last known address was that of the Portland Railroad Station (1910?). Nobody knows what happened to him. I would appreciate you sharing this e-mail with your newsletter. Maybe somebody may have known him or heard of him. I thank you in advance for your help.

Suzanne Bowman

djbowman@gte.net

(509) 967-9014

Information on 1916 Train Wreck?

Dear Folks,

I have discovered that my grandfather, Arthur Franklin Sevits, disappeared on October 26, 1916. He had said he was going to

the neighborhood of Hazelgreen (Marion County), Oregon, from Oregon City (Clackamas County), Oregon, to dig his potato crop. When he had not returned in a year and a half, my grandmother "divorced" him. However, we have recently learned that she had later been notified that he was killed at the site of a train wreck. I would assume it was between these two locations.

The story is that he was killed when the wreckage landed on him as he stood nearby. and that it took quite a long time to identify him, so long in fact, that notification of my grandmother took place sometime after two full years had passed. I would appreciate any help you or your newsletter subscribers can give in documenting this story.

Kathleen White
3713 Kildee Cove
Memphis, TN 38128
franics@sprynet.com

Hanging Ceiling Light?

Hi, guys,

I am looking for a hanging ceiling light that has a train motif, especially the SP Daylight on its shade. Has anyone seen anything like this? (It's for my electric train room, so a Lionel logo would be good, also, but no one can find one.)

Thanks!

Bob Gould <gould@lava.net>

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

From The Wire



("ALL THE NEWS THAT'S PRINTED TO FIT")

PV's Run "Farewell to Conrail" Excursion

A colorful private car special departed from 30th Street Station, Philadelphia, on Friday morning, October 2 in an opulent salute to the departing Conrail. The American Association of Private Car Owners (AARPCO) sponsored the four-day "Farewell to Conrail" excursion, with Bennett Levin's tuscan-red *Pennsylvania 120* bringing up the markers. As least one NRHS-owned car, the Piedmont

Carolinas Chapter *Pine Tree State* bedroom-lounge, was included in the 13 car consist.

Powered by Amtrak locomotives, the train operated via the Northeast Corridor to Perryville, MD, Conrail's Port Road branch to Enola Yard near Harrisburg, then via the Buffalo Line to Lock Haven, the Nittany & Bald Eagle to Tyrone and on to Altoona, where it laid over for the first night.

The next morning, passengers had an opportunity to visit the Altoona Railroaders Memorial Museum during the Railfest '98 open house, before the train departed for Pittsburgh [via famous Horseshoe Curve].

On Sunday, the train ran via Conway yard, Youngstown and Ashtabula, OH, then eastward on the Chicago Line for an overnight at Buffalo.

Monday, the final day ran on the scenic ex-Pennsy Buffalo line via Renovo and Lock Haven to Harrisburg, Conrail's Harrisburg line via Reading, and the West Philadelphia High Line, with a spectacular view of downtown Philadelphia, before arriving at 30th Street Sta.

- From the November, 1998 *Cinders*, newsletter of the Philadelphia Chapter, NRHS

A Bit About Chehalis-Centralia #15

Specifications:

Wheel Arrangement:	2-8-2
Builder:	Baldwin, C/N #44106
Date Built:	Sept. 1916
Cylinders:	20 1/2" x 28" (Dia. and stroke)
Boiler Pressure:	160 lbs. per sq. inch)
Total Weight of	179,000 lbs.
Engine:	
Weight on Drivers:	141,500 lbs.
Weight on Leading	15,500 lbs.
Truck:	
Weight on Trailing	22,000 lbs.
Truck:	
Total Weight, Engine	270,000 lbs.
& Tender:	
Tender Capacity:	Fuel Oil: 2,000 gals. Water: 4,500 gals.

The steam locomotive was originally built as number 200 for the Puget Sound and

Cascade Railway, located near Mt. Vernon, Washington.

About 1928, the locomotive was sold to the Cowlitz, Chehalis and Cascade Railway where she was renumbered 15. In the years that followed, #15 pulled log trains over the 31 1/2 mile line that extended southeast from Chehalis to East Winston.

After abandonment of the CC&C in 1955, #15 was put on display in Chehalis Recreation Park. She was removed from the park in 1987 and moved to the shops of the Mt. Rainier Scenic Railroad in Mineral for rebuilding.

It is now the primary motive power on the Chehalis-Centralia Railroad Association's tourist railroad.

- As printed in the February, 1998 issue of *Makin' Tracks*, the newsletter of the Chehalis-Centralia Railroad Association. This operation was visited on a chapter excursion in 1994.

C&NW Bi-Levels Preserved

A few of the Chicago & North Western's extensive fleet of bi-level commuter cars are being preserved. Three of the cars, including the number 1, the first bi-level, were at Horicon on October 29 to be painted in the old "yellow and green" paint scheme. The work is to be done for the Illinois Railroad Museum at Union, the current owner of the cars.

- from the December, 1998 issue of *Sparks & Cinders*, the Wisconsin Chapter, NRHS

Amtrak Express Service to Move?

As reported in a recent article in the Portland based daily newspaper *The Oregonian*, the State of Washington is planning to expand funding of Seattle to Portland trains to the point where there are 20 trains a day between Portland and Seattle. The WashDOT is apparently very serious about expanding the use of railroad transportation.

As it is also fairly well known, the Portland Development Commission recently removed several platforms and tracks from Portland's Union Station in order to increase the amount of land available for conversion into high-density housing. At the time, the discussions of increased train service between Seattle and

Portland was in a preliminary stage, and the Portland Development Commission apparently felt that Portland would never see that level of train service at the station. The PDC felt that two tracks was sufficient to satisfy the transportation needs there (track 1 is used by the Amtrak express operation, while tracks 4 and 5 are the mainline through tracks, leaving only two passenger tracks).

In a conversation with an Amtrak employee during the Holiday Junction at the Oregon Museum of Science and Industry, the Chapter Museum Committee Chair and Assistant Editor of the *Trainmaster*, asked what Amtrak planned to do at the station to add capacity.

One option might be to add another track, as the Portland Development Commission did leave enough space between the housing complex and the non-removed station tracks to reconstruct one more track.

Another idea that has apparently been mentioned is to move the Amtrak express operation to the north end of the station.

It should be pointed out, however, that right now only one new Talgo set is in operation, and that the operation of 20 trains per day remains in the future.

Union Station has certainly come a long ways since 1927, when over 100 trains per day operated out of or through the station.

General Business Meeting November 20th, 1998

CIO: 7:45PM

Welcome Members & Guests.

Officer's Reports:

• **President: George Hickok—**

Annual Budget – It was recommended by the Board of Directors to go with the same budget as last year. The motion was made by Ralph Johnson and seconded by John Willworth and it was carried by the Chapter.

Caboose – The P&W/W&P has decided not to use our caboose for a control unit for their rock train and requested to return it for our "B unit". They will trade it to another organization for an "A unit" which will be a better fit for their need. The motion was made by Ed Ackerman and seconded by Ken Peters and was carried by the Chapter.

1999 Goals --

Find a permanent home for our rolling stock, the 700, and the 4449 – hopefully under the same roof.

Continue to build our relationship with the P&W/W&P, the PRPA, and Friends of the 4449. We are all working together.

Brooklyn Roundhouse – It's days are numbered (TriMet?)

• **Treasurer's Report: Janet Larson—**

General Fund [REDACTED]

Emergency Fund [REDACTED]

1998 Highlights

Paid off the remaining bonds (\$26,000 total)

Received @\$7200 in cash donations

All 1998 excursions were profitable

Beaverton/Hopmere	\$11,000 (Diesel)
St. Johns/St. Helens	\$ 4,000 (700 steam engine broke down – Diesel)
Light Rail Commuter Train	\$ 7,000 (contract with P&W/W&P – Diesel)
Tualatin Valley Steam	\$ 5,000 (700 steam engine)
Total	\$27,000

• **We had a great time!**

• **National Director: Gerry Schuler—**

NRHS polo shirts will be available soon from National.

National will soon be publishing a list of discounted rail-fares for NRHS members.

The National Convention will be in Sacramento 6/21 – 6/26 during Railfair.

• **Vice President: Ralph Johnson—**

The program tonight will be presented by Don Hunter – "1950's Oregon Steam."

The library committee will be having a meeting at 1:30PM on Saturday to discuss our compliance for the \$2500 grant we received from National.



Memorandum to: All NRHS Chapters

From: National Office Search Committee
Larry Eastwood, National VP, Committee Chair
Jim Laessle, C E, West Jersey
Dr. Wesley Ross, Ohio Valley Regional VP
John Sweigart, Architect, Pottstown & Reading

Does your chapter or a chapter affiliate own property, real estate or a building? Does your chapter lease a facility? If you do, is your chapter glad that it does, or has it turned into an "albatross"? If you had it to do over, would you do the same?

The National Office Search Committee has been charged with investigating the merits of owning a building for a national office compared to leasing office space as we do now for an annual rental of about \$38,000.00.

In order to benefit from the experience of chapters that do own a building or some other structure, we ask for the pros and cons that your chapter has to offer to this committee. The chapter activities issue of the BULLETIN indicates that of the chapters reporting, about 64 may have some sort of roofed facility, either owned outright or leased.

Should your chapter own property, it would help the committee to know

How was it acquired, a gift, a purchase, a lease purchase.

If it was purchased, how was the acquisition financed, a mortgage, a fund drive, out of cash on hand?

What is the principle use of the facility, a museum, an office, a work shop, a meeting facility?

What kind of operating expenses are there and how are these funded.

What grant, community or corporate support has your chapter received for your facility?

Has having the facility attracted new members?

For instance, a chapter in Texas (Bluebonnet) has a real long term, token amount a year lease on a building for a museum type facility and that the operating expenses are paid for out of a municipally imposed hotel-motel tax. This is the kind of information from which the committee can benefit.

So please share with us your experiences and help the National decide on the course to pursue. It's your money! Send your advice to

Larry Eastwood, VP NRHS
c/o National Railway Historical Society
P O Box 58547
Philadelphia, PA 19102-8547

The Tacoma Camp 6 Lidgerwood Skidder

The Lidgerwood Skidder was an extremely versatile application of steam force applied to logging operations. This rail-mounted machine combined all of the equipment needed by both a yarding machine and a loading machine into a 240-ton unit that also included a 100-foot tall steel spar pole along with auxiliary steam engines used to tighten guy lines, rip-up work, and spot log cars. A crew of about fifteen men was required to operate this equipment. Like any other type of logging operation, it was highly dangerous and many men involved in its operation were killed or injured over the year.

It was set up over the railroad tracks it was moved to the site on. The economical distance for yarding logs up to the loading area was usually about 1,000 feet, or, if using a skyline, 1,500 feet. This minimum might be exceeded in a particular situation such as reaching a far corner or logging across deep canyons or environmentally important areas.

Just prior to World War II, almost all the timber that could be economically reached from the railroad had been logged. These machines then became "dinosaurs". As logging trucks and the more adaptable diesel equipment took over, steam-powered rail skidders fell victim to the scrapper's torch almost overnight (they could be rolled up to the door of the scrap yard).

Today, our Lidgerwood Skidder Number 3, built in 1929 at the Pacific Iron & Steel Works on the Tacoma Tideflats, is not only the largest model built, but is now the sole survivor of that era. It was last used by Weyerhaeuser Timber Company Longview operations in the Mt. St. Helens Tree Farm area.

On its first day of operation in 1929, Ike Bagnall was at the controls. From then and for the next 24 years, Lidgerwood number 3 yarded and loaded 35 to 40 rail cars of logs daily. Bagnall remained Number 3's one and only "leverman" until they both retired together in 1953.

- reprinted from the May, 1998 *Trainsheet*, from the Tacoma Chapter, NRHS, which operates the Camp 6 Museum in Tacoma.

Chapter Timetable #435 - January 1999

Monthly Board of Directors Meetings:

January 7, February 11, 7:30 pm. Room 208, Union Station. These meetings are scheduled on the Thursday evening prior to the monthly membership meeting.

Monthly Membership Meetings:

January 15, February 19, St. Mark's Lutheran Church, 5415 S.E. Powell Blvd., 7:30 pm. (third Friday evening of every month).

Quarterly Chapter Potluck:

Every March, June, September, and December there will be a potluck the evening of the membership meeting. Activities will start at 6:30 pm. For more information, contact activities chair Marilyn Edgar, (503) 236-7271.

Chapter Banquet:

Planning is underway for the annual chapter banquet. For more information, contact activities chair Marilyn Edgar, (503) 236-7271.

Upcoming Membership Meeting Programs :

January: Newsreel style program featuring chapter members favorite slides. If you are interested in contributing, contact Ralph Johnson at (503) 654-1930.

If you have any programs or program suggestions that you feel would be of interest to the Chapter, Please contact Ralph Johnson at (503) 654-1930.

At the January Meeting, members will be voting on our annual award. The three nominated candidates are:

**George Hickok
Judy Hall
Ralph Johnson**

Member Al Viewig has brought to our attention that a book titled *Exploring Oregon's Historic Courthouses* has been published. The book's author, Kathleen M. Wiederhold, was a chapter member in the early 1980's.

Kathleen traveled throughout Oregon to visit and research the various courthouses.

The book is in paperback form, has 288 pages, with illustrations. It is published under ISBN 0-87071-436-8, and is available for \$17.95.



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The NRHS was formed in 1935 to preserve historical material and information pertaining to railroad transportation. The Pacific Northwest Chapter, one of more than 170 affiliates, was formed in 1955 as a non-profit Oregon corporation. Any person age 16 or older with an interest in railroad history and transportation is eligible for membership.

Please address contributions, correspondence, and exchange copies of newsletters to:

Attn.: Trainmaster Editor

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Please be sure to inform the membership chair at Membership Services, PNWC-NRHS, P.O. Box 2384, Portland, OR 97208-2384 of any changes in the status of your address.

Membership

in the Pacific Northwest Chapter, National Railway Historical Society is available as follows:

Regular: \$32/year, Joint: \$40/year

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

Trainmaster Contributions:

Contributions for the *Trainmaster* are most welcome. Deadline for each issue is the 20th of the previous month. Last minute additions may be made after that time, but publication can not be guaranteed. Contributions should be sent to the address, e-mail address, or fax at the top of this column, or be left in the mailbox in the door of Room 1, Union Station. Typed or word-processed material (3 1/2" disk, Mac or MS-DOS plain text) is preferred for legibility, but not necessary.

Committee Chairs

Activities: Marilyn Edgar, (503) 236-7271
Meeting Programs: Ralph Johnson, (503) 654-1930
Concessions: Jean Hickok, (503) 649-5762
Excursions: Darel Mack ('98): (503) 654-5017
Finance: Ralph Johnson, (503) 654-1930
Library & Historical Foundation: vacant
Membership: Ralph Johnson, (503) 654-1930
Museum: Glenn Laubaugh, (503) 655-5466
Public Relations: Gerald Schuler, (503) 285-7941
Publications: Vacant
Rolling Stock: Vacant
Chief Mechanical Officer:
Peter Rodabaugh, (503) 771-8545
Car Rental Agent:
Bob Jackson, (503) 231-4808
Safety: Judy Hall, (503) 699-5042

Chapter Officers

President ('98): George Hickok, (503) 649-5762
Vice-President ('98): Ralph Johnson, (503) 654-1930
Secretary ('98): Al Hall, (503) 699-5042
Treasurer ('98): Janet Larson (503) 253-7436
National Director ('94 , '95, '96, '97, '98):
Gerald Schuler (503) 285-7941

Directors-at-Large:

Ed Ackerman ('98, '99, '00): (503) 649-6000
Bob Jackson ('97, '98, '99): (503) 244-4440
Glenn Laubaugh ('98, '99, '00): (503) 655-5466
Darel Mack ('98): (503) 654-5017
(Filled vacancy, position opens at end of 1998)
John Willworth ('97, '98, '99): (503) 284-8628
Frank Weiler ('96, '97, '98): (503) 774-3319

The *Trainmaster* would like to thank chapter member William Einzig for his donation of funds that will allow for first class mailing of this edition of the *Trainmaster* to chapter members.

The *TRAINMASTER*
Pacific Northwest Chapter
National Railway Historical Society
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