

The

December 2009



Trainmaster

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



PACIFIC NORTHWEST CHAPTER TIMETABLE #569

Board of Director's meetings: December 10 & January 7, Thursdays, 9320 SW Barbur Blvd Suite 200, 7:30 pm (Note address for Board meetings; follow instructions posted on the door for entry.)

Lending Library is open two Saturday afternoons from 1:00 to 4:00 pm: the Saturday following the membership meeting (December 19) and also the following Saturday (December 26). It is also open every Monday morning from 10 am to noon. A wealth of material is available for PNWC member check-out.

Archives work parties on Mondays from 10 am until at least noon.

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

December 18 6:30 PM – Potluck: 2010 Officer/Director Election, 2010 Budget Approval, 2009 - Year in Review.

January 15 7:30 PM – Program: Video: *Glacier Park Lodges and Related Great Northern RR History*, Jim Long

Forward program ideas to Al Baker, 503.645.9079 or albaker33@comcast.net.

NOTABLE NON-CHAPTER EVENTS:

October 30 – January 31, *The West the Railroads Made* Exhibit, Oregon Historical Society Museum, Portland, Oregon, www.ohs.org

December 4-5-6, *Holiday Express '09 (SP&S 700)*, Oregon Rail Heritage Foundation, www.orhf.org

December 9,11,14,16,18,19, *Christmas Ships Parade*, Willamette Shore Trolley, 503.697.7436

December 11-12-13, *Holiday Express '09 (SP4449)*, Oregon Rail Heritage Foundation, www.orhf.org

January 23, 2010, *SP&S Historical Society* swapmeet, 10 – 3, Holiday Inn, 8439 NE Columbia Blvd, Portland, Oregon

May 8, 2010, *Amtrak's National Train Day*, 10- 4, Portland Union Station

June 22 – 26, 2010, *Endless Mountain Rails*, NRHS 2010 Convention, Scranton, Pennsylvania, www.endlessmountainrails.com

July 13 – 17, 2010, *Northern Pacific Railway Historical Association* convention, Spokane, Washington www.nprha.org

October 19-21, 2010, *Rail-Volution 2010*, Portland, www.railvolution.com

January 2011, Brooklyn Roundhouse, yard vacated

June 2011 *Cascade Rails 2011*, NRHS convention, Tacoma Washington

January 2012, Brooklyn Roundhouse, vacated & steam locomotives moved

PNWC – NRHS MISSION

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

NOTES FROM A MEETING

Keith Fleschner, President

This is shaping up to be a very busy month. ORHF's plans to build a new home for the locomotives is moving into high gear, which is a fancy way of saying monies going out the door fast. Current plans include storage for the *Holiday Express* consist which includes the *Mt. Hood*, 6200 and 6800. The *Holiday Express* is ORHF's premier fundraising event. Like most of these events, the *Holiday Express* runs on volunteers and many of them come from the Chapter. We provide all the Car Hosts (contact Karl Wescott) and the carmen. Many members assist ORHF directly by signing up on their website, www.orhf.org. It's a worthy event, with lots of happy kids, so please volunteer.

Several members of your Chapter are also ramping up for future events. Very early planning has started for Amtrak's *National Train Day 2010*. Chapter members are also assisting the Tacoma Chapter with plans for *Cascade Rails 2011*.

Don't forget the Potluck at December's meeting. Yes, I had the time wrong - it starts at 6:30 pm. Once again, the U.S. Marine Corps will be on hand to collect donations for the Toys for Tots program. Your new, unwrapped, train toy is highly appreciated during these hard times and helps create the next generation of rail fans. The December meeting is also our annual meeting and election. We always have too much food so come and enjoy the evening.

On a sad note, we've lost several members recently. Gerald Schuler served in various capacities on the Chapter's Board for many years. I was a Board member when Gerald served as National Director and Regional Vice President. Gerald was one my role models and he'll be missed by us all. Our condolences also go out to the friends and family of Vivian Grail, a PNWC member since 1996. Vivian Grail passed away on September 26 at 90 years of age, according to her son Don Yedloutschnig, also a PNWC member.

Oregon Rail Heritage Foundation



Fridays, Saturdays & Sundays

First Weekend #700 - Second Weekend #4449
Oaks Park Station, 7100 SE Oaks Park Drive, Portland

Join Santa and his elves for a magical ride behind Portland's famous steam locomotives. Vintage rail cars transport you through wilderness in the heart of the city. Roundtrip rides leave from Oaks Park Station on the Oregon Pacific Railroad.

Fully decorated & steam-heated trains. Perfect for the whole family!

Help support ORHF!

Tickets available from TicketsWest Ticket Centers or www.TicketsWest.com.

**Ticket prices: Adult - \$14
Children under 12 - \$8**



**Special Family & Group
discounts available!**

PNW SHORT LINES

by Arlen L. Sheldrake

As authorized by the 2009 Oregon Legislature, *ConnectOregon III* applications are due by November 20. \$100 million in lottery-backed bonds will fund improved connections between highway and other modes of transportation. Awards by the Oregon Transportation Commission are expected in August 2010. Funds are distributed to air, marine, rail, transit and other multimodal projects statewide with at least five percent allocated to rural airports. No less than 10 percent of the funds must be distributed to each of the five regions of the state, provided that there are qualified projects in the region.

SP 4449 returned home on October 20 after 3+ months in Minnesota and Michigan and covering a total of 6,000 miles. Amtrak Systems Operations Transportation Notice 002-10-W: Minneapolis, MN – Portland, OR, Tuesday, October 13, 2009 – Tuesday, October 20, 2009. This is a Charter Train movement with Steam Locomotive 4449 and Private Cars returning to Portland, OR from Minneapolis, MN.

Consist:

Steam Locomotive, SP4449; Auxilliary Tender, DLMX 4219; and an Amtrak Locomotive
14 Private Cars:

- 800631 Gordon Zimmerman (Friends of SP4449 baggage car)
- 800224 Goombay Sunrise (sleeper/lounge owned by Gunderson and used as 4449 staff sleeper).
- 800333 Silver Solarium – dome sleeper/obs.
- 800190 Silver Lariat – vista dome
- 800481 Silver Rapids - sleeper
- 800061 Colonial Crafts – sleeper/lounge
- 800384 NYC 3 (Portland) – Pullman palace car
- 800045 Caritas – sleeper/lounge, open platform
- 800261 Wenonah- coach
- 800195 Minnesota River – Pullman sleeper
- 800628 Lounge Car
- 800393 MKT 403 - observation
- 800862 Milwaukee Super Dome
- 800040 Milwaukee Cedar Rapids skytop

Operating Notes:

- 1) Steam engine 4449 is capable of negotiating 17 degree curves. Locomotive has 80-inch driving wheels and is capable of maintaining passenger speeds.
- 2) Train to operate at a maximum authorized speed of 70 MPH.
- 3) Steam engine carries enough fuel and water to run all day (approximately 50,000 gals. water). No intermediate watering stops are required.
- 4) Train must stop every 150 miles for steam engine servicing. Servicing takes approximately 20-30 minutes and can be done at a siding while awaiting other trains.
- 5) No BNSF and/or Amtrak personnel are required for servicing.
- 6) Fuel for the steam engine will be delivered by outside contractor in the evenings after 8 pm.
- 7) Steam engine will take water at night from any nearby fire hydrant. Train carries approximately 400 feet of fire hose.
- 8) Steam locomotive is manned 24 hours a day.

Chapter member Joe Harper is at it again with his latest video “Chasing SP4449”, covering the trip from Portland to Devil’s Lake, ND; Steamfest in Owosso, MI; excursion trips out of Minneapolis; and the Minot, ND to Portland return. A DVD or VHS copy may be purchased for \$25 (free shipping and

handling); send check specifying DVD or VHS to Joe Harper, PO Box 1110, Centralia WA 98531. Proceeds go to the Oregon Rail Heritage Foundation.

The \$1.2 million restoration of the 1911 *Northern Pacific* Hoquiam Train Depot is now completed. BN donated the depot to the City in 1992.

The Port of Astoria has finalized a lease agreement for the industrial property at North Tongue Point and will take control of the facility on November 1. The lease is with property owner Washington Group of Missoula, Montana. Long term, the Port intends to purchase the property. The Port plan is to attract tenants who will help justify returning freight rail service to Astoria via the *Portland & Western Railroad A-Line*.

The Nisqually River Bridge, out of service since November 2006, is being rebuilt and *Mount Rainier Scenic Railroad* expects to be back running out of their Elbe depot this coming spring.

In September, *Watco Transportation Services* reached agreement with *Rio Grande Pacific Corporation* to obtain 36 miles of track from the *Idaho Northern & Pacific Railroad*, a Rio Grande subsidiary. Watco will operate the track as *Boise Valley Railroad* (BVRR) headquartered in Boise. BVRR will operate two branches: the 11-mile Wilder Branch, from Wilder to Caldwell; and the 25-mile Boise Cutoff, which runs from Nampa to just southeast of Boise. The agreement also includes trackage rights from Nampa to Caldwell. The railroad will serve 84 customers.

MEETING SNACK SIGN-UPS

All months are available. This is one area where the Chapter really needs your help. To volunteer, please contact Keith at 503.516.9272 or email to: keithfleschner@msn.com.

PERRYDALE DEPOT DISMANTLED

On October 4, David Pinyerd of Historic Preservation Northwest, reported visiting the community of Perrydale, Oregon to find that the Perrydale Depot has been dismantled and moved to a private residence. A local family is doing extensive Perrydale research and intends to reassemble the depot, probably on their property.

Readers may remember David, as he and his company did the July 2007 Condition Assessment study funded by the PNWC and Northwest Rail Museum to determine if the depot could be saved.

The May 2009 *Trainmaster* contains a Gordon Zimmerman photo of the depot during its operating days.



Fall Colors Special



My Trip of a Lifetime by Arlen L. Sheldrake

Amtrak's Empire Builder route from Minneapolis Junction to Portland, all in the daylight behind the Daylight in a Milwaukee Super Dome; how does one resist? With encouragement from Rita, a ticket was ordered and hotel recommendations were received and booked. My adventure began with a MAX ride to PDX for a flight to Minneapolis.

This was an eight-day trip, October 13-20, 2009, with two layover days in Minot and Whitefish. Tickets were sold for each of the day-long legs: Minneapolis-Fargo, Fargo-Minot, Minot-Havre, Havre-Whitefish, Whitefish-Spokane, and Spokane-Portland. Three classes of ticket were available: coach, premium, and first class sleeper. Various private car owners were selling sleeper accommodations as well as day accommodations. The Friends of 261 and Steam Railroading Institute were selling coach and premium tickets. I chose premium to have access to the Milwaukee Road Super Dome and the Skytop, both located on the tail end of the train.

The on-board service was outstanding. Breakfast and lunch were cooked in the Super Dome and delivered to our seats. Whatever beverage one wanted was available; coffee in the morning and a couple glasses of Merlot in the afternoon were my choices.

The consist was 14 private cars, two were for staff and the other 12 were revenue cars. The Friends of SP4449 baggage car *Gordon Zimmerman* wasn't ready for the eastbound trip but some heavy duty work got it ready for the westbound. Doyle McCormick accompanied the Zimmerman and the Gunderson-borrowed *Goombay Sunrise* back to Minneapolis on regular *Empire Builder* service. The Goombay was used as the crew sleeper/lounge with the Zimmerman carrying the needed tools and the concessions inventory. In addition to the 14 private cars, the consist included an Amtrak locomotive and the 4449's auxiliary tender.

With the auxiliary tender, water and fuel was acquired during evening hours with two or three day-

time stops for lubrication. It was truly amazing that during the first two legs we did NOT take a siding for a freight train once. On the third leg, we took the siding for the eastbound Empire Builder to pass. And we took the siding right in front of the Izaak Walton Inn prompting all the patrons trackside. Out of Sandpoint, next to the Sandpoint Airport, we waited for four eastbound freights, but then that is the infamous “funnel”. And speaking of the funnel, Sandpoint is really a mess around the station as the by-pass highway is being built right next to it.

Ed and Rachel Immel drove the “sag wagon” doing what probably seemed like thousands of errands. Ed now knows where every hardware store is between Minneapolis and Spokane. One of his additional activities was advance publicity so that local media could hype the train schedule. Watching the crowds welcoming us in the many small towns proved this worked well. An example was the Spokane October 20 *Spokesman-Review* newspaper front page “RAIL BLAZER” article with two color pictures. I am reminded of the seven or so grain elevator workers in some small North Dakota town lined up on top of one of their loading grain cars waving to us as we passed at track speed.

I am also reminded of some of the crazy car chasers. One father in a Mustang convertible, with the top down, racing us on multiple days with what appeared to be a 12 year-old-son. He eventually got busted for speeding but one could also make an argument for child abuse. It was cold, so cold that vestibule time was limited.

The cold provided some excellent steam action. On many occasions the steam just rolled back over the entire consist suggesting this radio alert: “Breaker, breaker, fog bank moving west, speed approximately 60 MPH.”

As noted earlier, we had two layover days, one in Minot and one in Whitefish. In Minot, the consist was parked right in front of the BNSF crew change office. The weather was chilly but the snow stopped



The Northstar Commuter Rail service opened November 16 from Big Lake to Minneapolis, Minnesota. Photos were being taken from both trains.

and we got a steady flow of visitors from around the area. Those able to climb the cab ladder were given a cab tour. While the media tried to have folk drive to the BNSF facility, many just crossed the mainline tracks from downtown Minot. BNSF accommodated this dangerous act by posting BNSF volunteers who stopped the pedestrians when trains were in the yard. The Daylight was sharing the yard with some large BNSF power on a westbound freight.



due. One of the absolutely GREAT features of this spot was that the BNSF crews changed right in front of us. Sometimes these were hot trains with the crews changing in seconds, other times the train would stop right next to the 4449, providing some excellent photos. One of my many favorite memories of Minot was the passenger van that pulled up but no one stepped out. Being somewhat curious I stepped over to find that the van contained some special needs adults and their chaperones who came to see the locomotive. I gave them some handouts; those smiles will stay with me forever.



Richard Hie and Bob Slover are shown admiring SOO Line #735, an H-3 Pacific, preserved at Roosevelt Farm Park in Minot, North Dakota.

In Whitefish, we spent the layover day parked on a nice spur built, I am told, for the AOE immediately east of the beautiful Whitefish depot. Our Whitefish weather was almost warm, making a certain Friends of SP4449 volunteer who dressed in shorts almost correctly dressed. A continuous stream of visitors came to see the 4449 the whole day. With no whistle restrictions, the cab crew did some cord pulling on the half hour; with the semi-regular schedule we could warn those with dogs and napping babies. A couple of my favorite memories of Whitefish: finding Full Sail IPA; the Whitefish Museum (in the depot) opening especially because of the train visit; and the 4449 crew washing the 4449 and both tenders and then going ahead and washing the Amtrak locomotive. And I won't forget finding Pat Tracy hunched over a borrowed laptop computer in the Goombay as he (no one else was around to sell tickets) worked to get a nice couple tickets for the Whitefish to Portland legs and return tickets on Amtrak via Seattle since the Portland-Spokane Amtrak tickets were sold out.

During both layover days, I enjoyed greeting the visitors and handing out Oregon Rail Heritage Foundation information and a sheet with the three City of Portland locomotive descriptions. Most visitors were amazed by the size and beauty of the 4449 and that it is owned by the City of Portland. All appreciated the visit and all hoped that the 4449 would return. Some day, Travel Portland (our visitors bureau) will also come to the conclusion that the 4449 & 700 (and in the future the 197) are terrific City of Portland rolling ambassadors.

During the entire trip, it was amazing to see the hundreds of interested BNSF employees along the way. When we passed BNSF freights on the siding, the engine crew was most likely on the ground or out of the cab taking pictures as we passed, as were some of the track crew members. And we passed a lot of BNSF freights!

I am very grateful to a supportive wife and the people of the Friends of 261, the Steam Railroading Institute, the Friends of SP4449, Amtrak, and BNSF Railway for providing what I consider to be a once-in-a-lifetime experience.

The total mileage for the 4449 on this July 3 – October 20, 2009 odyssey is estimated at 6,000 miles.



Left: The Superdome provided an excellent platform to view the Izaak Walton Inn, located in Essex, Montana. The Inn started life as a Great Northern crew hotel but has since been developed as a private vacation spot. It's proximity to the tracks makes it highly desirable for railfans.

Right: The Best Western Great Northern Inn in Havre, Montana has an interesting and very apropos insignia in the bottom of their pool.



Below: Communities not on the mainline of the Great Northern were served by a fleet of passenger/baggage buses, such as this excellent example preserved in Whitefish, Montana.





On display in Whitefish, Montana, above, is Great Northern #181, a rare NW3 EMD road switcher. The #181 was originally GN #5406 and was one of only seven of the type ever constructed, all going to the Great Northern. Despite its size, it only boasted 1000 horsepower. The #181 was the last of the series and was outshopped in March of 1942.

The Friends of 4449 did not waste any opportunity to open their concession stand. Here they are shown hawking their wares in Spokane, Washington.





In a mild overcast, 4449 and her train arrive in Spokane in preparation for the last leg of the trip to Portland.



October 20, 2009, crew photo, at Portland Union Station. Bottom row, left to right: Ed Bohm, Phil Barney, Luke Johnson, Doyle McCormack, Pat Tracy, Bob Slover, Dale Birkholz, & Justin Tracy. Second row: Phil Selinger & Bill Stetler. Third row: Chris Fussell, Dave Brown, Mike Manwiller, Scott Edwards, Phil Marceau, & John Rupert. Top row: Nick Cabral, Richard Hie, Mark Kramer, Joe Strasburg & John Pholpeter. Not pictured: Ed & Rachel Immel, Martin & Marie Hansen, George Lavacot, Todd Landwehr, & Carl Petterson. *Photo by Andrew Temoshek*

S2 #36 Restoration Fund

DONORS

GOAL \$40,000

Golden Spike level: \$1000 and up

John & Lois Sheldrake♥, Rita & Arlen Sheldrake,
Jim & Valinda Hokinson, Gordon Zimmerman,
Anonymous

Rail level: \$500 to \$999

Darel & Diana Mack, Al & Judy Hall,
Steve & Mimi Cogswell

Cross-Tie level: \$100 to \$499

Roberta Ballard*, Al Baker, Todd Landwehr,
Chuck McGaffey, Friends of SP 4449*
Misc. Public Donations

Tie Plate level: \$50 to \$99

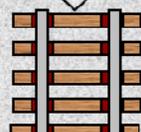
Phil Barney, Robert Wenzel, Thomas Barrett, Ron McCoy &
Christopher Bowers, Mark Whitson

Steel spike: \$1 to \$49

Ted Ahlberg♥, Doug Auburg, Thomas Vandegriff*,
Tammy Auburg, Jim Long, George & Jean Hickok,
Anonymous, Gerald & Olive Schuler
(♥= In Memoriam * = non-member)

**\$12,003
raised!**

as of 11-13-2009



If you'd like to help restore the Chapter's S-2,
make a donation to the restoration fund.

Add your support to this worthwhile project.

Make a gift to the Pacific Northwest Chapter. Then make
a matching gift to the Oregon Cultural Trust and claim
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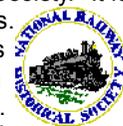


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