

Yaquina Shortline

August/September 2011

Vol IX-5

Monthly Meeting

Friday

September 16th.

5:30 P.M.

Union Hall



Yaquina Shortline

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Yaquina Pacific

Railroad

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Summer's been a busy time. Visitor count exceeds records.

Blessed with several weeks of good weather, several projects and events were completed and staged. Under the guidance of project manager, Richard Cullison, work continues on "One Spot". Along with Greg Smith, they re-mounted the main connecting rods and driving rods that were removed back in 2000 when the engine was moved to it's present site. This required the use of the Scoopmobile to pull the engine forward rotating the wheels enough to position the replacement of the bushing and pin.

At about the same time, Pres. Bill Bain supervised grading by Ron Dundas, who donated his services to lay the base for an extension of a siding once known as the Engine Track. The rail had been removed several years ago to allow soil removal and site examination. The stack of ties in the right of the picture were laid by members with the track to be put down later. Bob Deming loaned his Kubota tractor with bucket to spread the ballast.



On July 27th. YPRHS celebrated the *Owney Station Celebration*. In conjunction with the USPS issuance of a postage stamp honoring a dog that adopted the Postal service and began riding on Rail Mail Cars all

over the US and abroad for seven years back in the late 1800's, Railway Postal Car, SP 5132 became the center of the activities. The newly released "Owney" stamp was affixed to envelopes provided by YPRHS or individuals and posted with a special mark designed by Michelle Bowles, the 16



year old daughter of Toledo Post Master George Bowles. 500 Owney stamps were sold with about 250 of them being marked in the RPO. (*the stamp is on sale at all Post Offices, and the special post mark is available at the Toledo Post Office and in the RPO car until September 27th. The local Postmaster states that he gets from 5-10 requests each day from folks all over for the special post mark. No doubt this is due to the publication of the event in several stamp collector publications.*). Featured also during the celebration were agility and obedience demonstrations by Sue Giles Green



Carolyn Loveall, Toledo Postal Clerk, applies special post mark to "Owney" stamped envelopes



Jeannie with "Spike", Kim with "Freida", George Bowles, Toledo Post Master. Photos by Nancy Lynne

local dog trainer, members of the Lincoln County 4-H and former students.

The first place "Owney" Look-Alike contest was shared by "Spike" owned by Jeannie Andre and "Freida" owned by Kim Monroe, co-owner of Sassafras Sue's, a local deli and bakery. (The other dog? "Buckley", checking out the big bone prize held by Jeannie). Lots of folks brought their dogs to the event and the Lincoln County Animal Shelter brought an adoptable dog and treats. Dove Lewis Vet Tech's were present as were Vet's from both the Grove Veterinary Clinic and from Dr. Bauman's office. Toledo Feed and Seed donated sample packets of dog food and the prizes for the Owney Look-alike contest.



Sue Giles Green, dog trainer puts her students and their handlers through demonstrations.

Stories with Nana, featured Sharon Yeck reading the story, "Owney The Rail-Mail Pooch" in the Dangler Memorial Library located in the baggage car end of SP RPO #5132.



As this event was marketed by the Post Office Public Affairs office, several off-duty postal employees, checked out the action in the rail post office car.

Shown below, senior member, Edna Abbott, welcomed visitors to the caboose. Charles Hurley, DVM, explains micro-chip placement to Leonard Freidberg who had taken a short break from his hot dog and hamburger cooking duties in the Loose Caboose Café. Once again, Parade Train engineer Stan Seyb gave lots of rides to little folks and some bigger ones too.



Edna keeps reminding us that she is 90 & 3/4. What's her secret? ... keeping active.



205th Meeting of the YPRHS, Held on June 17th, 2011, at the Union Hall, Toledo, Oregon.

Called to order at: 1730 Hrs.

Present: Bill Bain, President, Lane Plotner, Vice President, Tom Chandler, Conductor, Allan Preece, Treasurer, Mark Seibert, Secretary, Leonard Friedberg, Bob Topham, Ralph Grutschmacher, Edna Abbott, Stan Syb and Bob Demming. Misty Lambrecht came in later.

Minutes of the 204th. Meeting adopted as posted in the newsletter. Note: Stan and Allan not getting e-mail copies of the Shortline Magazine.

Old Business, site preparation. Aluminum flat car, velocipede and wig-wag signal painted. RPO done with Brian Plotner heading up the project.

Docents Guide: Ralph and Bill. Bill proposed a one page guide for each piece of rolling stock, to be laminated and used by all when tours are conducted. Bill is drawing these up. I proposed that some be printed as handouts to the public. To include history of the unit, who gave it to us, cost of restoration and any other pertinent facts.

Modular Buildings, Bill. Port is not interested in helping with such a structure. They think it will not be presentable in its present form. 2 units can be ours and they are the newest and best of those on offer. Without interest from Port District, two units not feasible. One could be put on site of Loose Caboose. Bob Demming would make a donation to that effort, but a favorable vote to do so and all permits in hand before the donation can go forward. A motion to put one unit on our existing property made by Bob D. and seconded by Allan. Discussion indicated that Lane is for this approach, as is Bill and Allan. Ralph proposed a top limit of \$20,000.00 for entire project to move one unit to our property, or \$10,000 to move unit and make it habitable. This was accepted by the majority by hand vote. Two abstained. Bill will check into this, seconded by Tom. More on this later.

Bob D. hosting one of our Hwy. 20 signs. Thank you Bob.

New Business: Parade train to operate this year? Yes, by Stan (P.T.E. Parade Train Engineer), Mark to assist as needed (also P.T.E.).

Owney Day. Envelopes to be provided for a hoped for \$5.00 donation. If you are involved in handing out these envelopes, please have those purchasing them, fill out their own information.

Parker Posie Perpetual Award 2011, goes to Allan Preece for his countless hours as both Treasurer and Head Librarian. **Meeting adjourned** at: 1900 Hrs.



Marlyn Kaps sanding down 32' wooden flag pole donated by Bill Chandler of San Jose. More later.

List of 2011 Officers, Staff and Appointees (to date)

President - Bill Bain

National Director-Bob Topham

Time Keeper-Allan Preece

Vice President- Lane Plotner

Chapter Historian - Lloyd Palmer

Senior Director- John Keefer

Secretary- Mark Seibert

Conductor-Tom Chandler

Webmaster -Misty Lambrecht

Treasurer- Allan Preece

C.C.B.W-Leonard Freidberg

Small Engines - Lane Plotner

Special Meeting Minutes-6/28/11-11:00 A.M.

In attendance: Bill Bain, Lane Plotner, Edna Abbott, Mark Seibert, Ralph Grutsmacher, Richard Cullison, Greg Smith, Leonard Freidberg, Allan Preece, Tom Chandler Non members: Marilyn Kaps, Brian Plotner.

A comprehensive discussion was held concerning increased costs of obtaining one of the portable classrooms on offer to us. Costs to move a single unit to our site estimated at \$7500.00. This is just to get the building on site - no electrical, sewer or other hookups and independent of permit and other costs. At our regular meeting, it was voted to put a cap on the purchase of this building - including hookups, permits and other associated costs - of \$20,000. If costs were found to exceed this cap, another meeting was to be called. Hence the meeting this date. It now appears that costs would be in excess of \$27,000, exceeding the purchase cap. The building would have to be about three feet off the present grade at the South end and some four feet at the North end and power and water hookups independent of our present system would be needed, at greatly increased costs.

After much discussion by those present - both pro and con - concerning this purchase, a motion was made by Ralph G. and seconded by M. Seibert to not go forward with the purchase of this building. A show of hand vote was called for and the motion passed with one dissenting vote and two abstentions. **Meeting adjourned** at: 1230 Hrs.

206th Meeting of the YPRHS, held on July 15th. 5:30 P.M. @ Union Hall, Toledo, Oregon.

Present: Bill Bain, President, Lane Plotner, Vice President, Tom Chandler, Conductor, Allan Preece, Treasurer, Lloyd Palmer, Historian, Mark Seibert, Secretary, Richard Cullison, Stan Seyb, Edna Abbott, Leonard Freidberg, James Spang, Greg and Barbara Smith Guest: Brian Plotner, (now new member). **Meeting called to order** at: 1730 Hrs

Minutes of the 205 th. Meeting and special meeting regarding the acquisition and placement of a Lincoln County School District surplus portable classroom, approved as posted.

Old Business - Disconnects - Lloyd. Disconnects are showing weather damage. Lloyd presented three options for improving weather protection. 1. Three sided Kiosk. 2. Four post, gabled roof, open on one or more sides. 3. A R.R. themed platform. It was brought to our attention that the particular disconnects we have were never used to transport logs, but instead used for building materials, such as bridge components, etc. Lloyd was asked to bring back cost estimates and after some discussion by those present, it was decided to table this proposal in light of some other more pressing concerns about providing covers over our rolling stock.

Rolling Stock Covers - tabled for discussion by a special meeting of officers and other interested members. Time and date to be posted later.

Thanks to Greg and Barb Smith and Bob Deming. for sponsoring HWY 20 *Yaquina Pacific RR Museum* signs for 2012.

New Donations Help to Establish Funding Opportunities for Matching Gifts from Individuals and Corporations.

Recently, members and friends of the organization, have made substantial gifts to start and build a funding base for projects present and future. Robert Topham was observant during our recent march to acquire a portable classroom and stepped forward to establish a "Building Fund" in memory of his late wife Audrey. This fund is available for matching gifts and the intended use is for a future physical building for a museum.

Another new gift, for an ongoing project, came from Richard Cullison family for restoration of our 2-8-2 Baldwin engine, "One Spot". Richard, who lives in Yachats, is a long time member and has spent countless hours and resources on restoration of the locomotive. Very shortly thereafter, a matching gift was made by Greg and Barb Smith to this same fund. Greg has become Richard's number one helper. The next major effort on this 1922 icon is to replace the existing boiler jacket.

Both of these funds are open for additional funding, All gifts and donations made to the Yaquina Pacific Railroad Historical Society are tax deductible to the extent allowed by law.

The Toledo Hauler-Trackside Series #30 –by, Lloyd M. Palmer, Chapter Historian

This installment of our Trackside Series is the reprinting of an article that first appeared in the summer 1995 issue of the *S. P. Trainline* magazine which is the official publication of the Southern Pacific Historical & Technical Society. The article was written by well known author and Southern Pacific RR historian Tom Dill and is reproduced here with permission of both he and the society.



On July 1, 1915, the Southern Pacific took over official control and began operating what had been known as the Corvallis & Eastern. The line extended from Yaquina, near the Oregon Coast, to Idanha, deep in the heart of the Cascades. The section west of the Southern Pacific crossing at Albany became the Yaquina Branch. In 1937 the track west of Altree [near Toledo] to Yaquina was abandoned. Henceforth the line has been referred to as the Toledo Branch.

As with most Oregon branch lines the primary traffic is lumber related. From the late teens until the mid 1960s most of the Coast Range was heavily logged. Small lumber mills dotted the line at such places as Wrens, Alder, Blodgett, Nashville, Chitwood and Eddyville sending their products via rail to markets around the country. The largest shipper on the line was the C. D. Johnson lumber mill in Toledo. While business was generally good, the branch didn't rate more than one through freight daily each way. This train became known as the "Toledo Hauler" and was carded as numbers 705-706 in timetables for much of its career. Until about 1961 the home terminal for this run was Albany. Two crews were assigned, working over to Toledo one day and returning the next. On duty times at both locations was about 7am, making for a daylight run over the lovely Coast Range. Sometimes when traffic was heavy a double-header job was put on the train.

During the steam era the small TW-2 through TW-6 class 2900 4-8-0s were the principle motive power. One of these locomotives could handle 24 loads out of Toledo to Nashville. A second small 2099 would run light in the morning from Corvallis to Nashville where it would meet the train from Toledo. At Nashville the crews would eat at Frieda Grusing's boarding house, take water. Turn the helper engine and inspect their train. The two 2900s could only handle 12 loads up the 2.58% five mile grade to Summit. This restriction often necessitated doubling the hill before proceeding on to Corvallis. It seems remarkable that these engines were the heaviest rated for this line. This was due primarily to the fact that many of the bridges spanning the numerous crossings of the Mary's River were archaic "strained beam truss" wooden design. A little way west of Philomath is a spindly iron truss bridge, the approaches to which were marked with speed signs "10 mph, WHEN TWO ENGINES COUPLED". The improvements needed to upgrade the branch so even Consolidations could be used were apparently not deemed feasible until diesels began arriving. All of these old bridges were then replaced with steel girders. Some of these spans were turntable bridges, taken out of various locations when steam was phased out.

East trains headed toward the Coast occasionally had to be double-headed out of Corvallis as the line between Philomath and Summit is a real roller-coaster with grades over 1.5%. Retainers had to be set up at Summit for the downgrade to Nashville where they were knocked down. Air brake rules called for one retainer for every 60 tons in the train. As on the westward trip, the crew would take water on the engine and go eat at Nashville. Additional water tanks were located at Toledo, Philomath and Corvallis with fuel oil being available at Toledo and Corvallis. From Nashville to Toledo the railroad generally followed the Yaquina River on a water level grade for a distance of 32 miles.

After initially being tested at various locations around the SP system, Baldwin road switchers 5200, 5201 and 5202 were assigned to the Toledo Branch in 1950, effectively ending the use of steam. These units were the first six-axle road switchers purchased by the SP. Their A1A-A1A wheel arrangement allowed the locomotive's 131 ton weight to be spread over six axles, an important feature considering that light rail and bridges then in use on the Toledo Branch. For a time one of the units was used as a helper and the operation continued much as it had when steam was used, except that doubling the hill was now sometimes unnecessary. In 1953 these units were equipped for multiple unit operation thus doing away with the helper assignment based at Corvallis. The east-bound train out of Albany would have two of the Baldwins. At Nashville one of the diesels would be set out for train 705, westbound from Toledo, for the climb to Summit and the remainder of the trip to Albany. Each of the Baldwins could handle about ten loads up the hill. While not especially favored by engine crews their pulling ability was legendary. They would get down to a crawl without slipping and losing traction.

In 1952 the Georgia-Pacific Corporation purchased the C.D. Johnson Lumber Company and made its entry into the paper business by construction a new mill at Toledo in 1957. A bag plant was added in 1962.

In the early 1960's the Baldwin road switchers were replaced on the Toledo Hauler with F-7 "covered wagons" which in turn were being "bumped" by the new second generation diesels. In multiples of six to eight, these engines were ideal for this assignment as little switching had to be done enroute. Often SD-9 and GP-9's were spliced into the consist. An engine rating table dated January 1, 1969 rated F-7's at 750 tons, GP-9's at 925 and SD-9's at 1100 tons on the ruling grade between Nashville and Summit. These ratings were under ideal conditions and didn't take into account wet rail, weak units or leaves on the rail during the Fall. The train crew would take these things into account when figuring maximum tonnage. Often they were overruled by the dispatcher or trainmaster with the undesirable edict, "double the hill!" Maximum tonnage without a helper was 4200 tons. Later this was increased to 4900 tons after improvements had been made to the right-of-way. Helpers were called on an infrequent basis as needed and were protected by Brooklyn Pool engineers. During periods of inclement weather a track walker would often proceed the "Hauler." In Oregon's Coast Range rainfall often exceeds fifty inches a year. Slides, washouts and especially downed trees often block the right-of-way. Even with this precaution, mishaps occasionally occur.



The Toledo Hauler as a Southern Pacific consist.

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In 1961 the home terminal for the "Hauler" was moved to Eugene. Two crews were bulletined for the run, going to Toledo one day and returning the next. On duty time was 11:00 pm. Upon arrival at Toledo the crew would get eight hours rest before returning with the westbound train in the afternoon. Late the on duty time was set ahead to 4:00 or 5:00 pm with the crew making the entire 232 mile round trip in under 16 hours (the maximum time allowed on duty by Federal law). Primarily because of this requirement Trains 705-706 had a high priority. It was a real "high baller," having rights over most trains other than passenger, on the mainline between Albany and Eugene. At Toledo the crew would put their train away and eat before the return trip to Eugene. On the westbound trip the crew would do the necessary switching at Eddyville and Nashville.

In the late 1960's and early 1970's many of the old F-7's ran out their last miles working the "Toledo Hauler." Southern Pacific tried replacing them with newer SD-40 and SD-45's but the longer wheelbase and six axle trucks played havoc with the rail and roadbed. By the mid 1970's derailments were almost a weekly occurrence on the Toledo Branch. A major rebuilding then took place which was to last a number of years. New ties, ribbon rail and ballast greatly improved the old right-of-way. The high horsepower six axle units were replaced with reliable SD-9's and, new to Oregon, 7600 class GP-40's MU'ed with slugs.

A reduction in carloadings in the mid 1980's reduced the "Hauler" to one crew. The train would run Eugene to Toledo one day, returning the next. Because tonnage was often too heavy to have all the power on the point, a double-header assignment was bulletined for enginemen. The last few years once again saw the use of two crews. On duty around 5 to 7:00 am, the crew worked to Toledo, getting at least eight hours rest before going back on duty about midnight. The only work enroute was to set out and pick up cars at Albany. Usual meeting point for the two trains was at Eugene yard or at one of the mainline sidings between Eugene and Albany. Freight traffic over the line has been good in recent years what with the large Georgia-Pacific paper mill increasing output, but it is virtually the only significant shipper west of Philomath and as it goes so too will the future of the Toledo Branch. In February of 1993 Southern Pacific's "Toledo Hauler" made its last run. In that month SP's lease of the line to the non-union shortline, Willamette & Pacific, became official. The WP, based in Albany, continues to run a daily train to Toledo and is actively pursuing new business on the line. *(postscript to this article is that W&P's existing "Toledo Hauler" motive power now carries the Portland & Western herald. Georgia-Pacific is still the largest customer on this branch. W&P offices are now in Salem).*

Coordinated Activities with local events provides marketing opportunities

Working with leadership of the **Toledo Summer Festival**, YPRHS put their Parade Train to good use by providing the leading and packed train for the kids parade, which had a huge turnout of kids of all sizes and costumes. Then again on the following day, Stan Seyb, the primary engineer for the PT entered the train in the Summer Festival Parade. Engine got a new tire for the event.



Crew working on "1 Spot"

Once again, the parade train was enlisted by business members of the Toledo Main Street program to provide some youth rides during their **Block Party**. On this occasion Leonard took the controls and for some 3 hours gave rides on the blocked off main street. He says that he had better than 100 participants.

The **Antique Street Fair and Car Show** on August 7th. provided yet another opportunity to pull out the stops at the Train Museum. We were given permission by the Portland & Western RR to use the back track for demonstrations of the motorcars. This allows the members and volunteers to get the batteries charged, engines oiled and gassed along with do safety checks and briefings of both equipment and personnel. Some 70 folks took advantage of the demonstrations on that Sunday.

The next major event on August 20-21, was the Port of Toledo's 7th. Annual

Wooden Boat Show. This is usually the largest draw of visitors and once again we had track privileges to operated the motorcars. Boarding statistics assembled afterwards from the Release Forms completed by each participant showed that 200+ got a motorized tour of the site from the Port's main venue past the museum. Operators and on-board conductors pointed out the various pieces of equipment, their origin, age and the number of volunteer hours spent in restoration and repair. They also pointed out that the Loose Caboose Café was serving hamburgers and hot-dogs with Leonards' grilled onions.



Georgia-Pacific's paperboard entry. Made it all the way to railroad bridge and back.

Attendance Figures show steady increase in Visitor Count for past 6 of 8 months. This may, in part, have resulted from new summer hours of 10-4 until this coming Labor Day then back to 10-2.

	Local	In State	Out of State	'11 Month	'10 Month	'09 Month	'08 Month	'07 Month
January	19	19	6	44	56	54	39	26
February	7	58	20	85	48	69	52	51
March	21	41	10	72	163	116	61	59
April	88	27	20	135	78	109	46	50
May	83	83	44	210	88	101	115	94
June	39	78	77	194	107	163	102	74
July	189	116	63	368	209	290	138	129
August	331	278	96	785	666	760	358	494
September					223	159	101	118
October					130	63	92	67
November					120	40	89	80
December					221	240	212	26
TOTAL	777	700	337	1893	2109	2164	1405	1268

HERE'S A LITTLE TEST

Brian Plotner recently painted the 1907 Southern Pacific Caboose



#573. Although the pictures are of opposite sides of the unit, can you spot the difference in the two photo's? If you do, you get a free trip to Chitwood. Great flowers by Bob.



Yaquina Shortline

YAQUINA PACIFIC RAILROAD HISTORICAL SOCIETY
Post Office Box 119—100 N.W. "A" Street
Toledo, Oregon 97391

UPCOMING EVENTS:

- **Member and "Board" meeting—Sept. 16**
- **Museum Day—in cooperation with The Smithsonian and museums across the United States September 24th. -10:00 to 4:00**



The Toledo Hauler today with four GP 39's and two slugs for power to pull the hill. At left is #2307 "*The Independence*".

