



WESTERN RAILWAY PRESERVATION SOCIETY

*Dedicated to Preserving the Skills and
Artifacts of Our Western Railway Heritage*

E-News Issue - 6 Spring 2011

The Electronic Newsletter of the WRPS

President's Report

Welcome to the latest E-Newsletter produced by the Western Railway Preservation Society and e-mailed to all our WRPS members in order to keep you up to date on the latest news from the Preservation Society.

It has been a busy winter and an even busier spring around the McEwen shops. Jerry Huck and the students from Oregon Youth Conservation Corp. have been working hard on transforming the new restoration office into a very nice office and future museum for our growing collection of artifacts. When you see the building now, it's really hard to believe it's the same structure that was sitting next to the backshop building only a year ago. Look for Jerry's report in the following pages.

Jerry and the OYCC students have also been making great progress on the D&RG bunk car. At their current rate, this car should also be completed by the end of this year. We have also had a huge boost for this project from two grants recently received from the Oregon Community Foundation and the Meyer Memorial Trust that have both stepped forward to help fund this restoration project.

Also, after spending the winter collecting new steel plates, water pumps and other materials,

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[President's Report continued from P.1](#)

Mike Roberts and his crew are back to work on the final stages of the West Side tank car restoration.

Look for Mike's full report on page 6 of this newsletter.

In other news, the WRPS has recently acquired four wooden "log" flatcars originally from the West Side Lumber Company. We have had our eyes on these cars located in Montana for some time. However, the opportunity to purchase these cars came with very little warning and left us scrambling for the equipment and funding to complete the purchase and get all four cars moved the 600 miles to our shop in Oregon.

However, many members of the WRPS came forward with donations that allowed Jerry Huck, Taylor Rush and myself to put 4800 miles on Jerry's truck and bring all four flatcars to McEwen.

Look for Jerry's full report on these flatcars on page 9 of this newsletter.

The last thing I have to report this spring is that the WRPS has a new president. After two years, I must now step down as president because of family issues. In my place, Jerry Huck will be filling the position. Jerry, who has served since our founding as treasurer will now hand those duties over to our newly appointed director, Mr. Ken Hittle.

I will still be around to help our new president and directors in anyway I can and would encourage everyone to give them your support as well.

Over the last few years, the WRPS has grown well beyond the expectation that I envisioned when Jerry Huck and I founded the society two years ago. The WRPS currently owns 8 pieces of rolling stock and will have another three restoration projects completed before the end of this year.

The members of the WRPS have already accomplished a lot and now under Jerry's leadership, I expect the WRPS to continue to grow in its efforts to preserve not only the history the Sumpter Valley Railway but many other western railways such as the West Side Lumber, Southern Pacific and the D&RGW just to name a few.

In closing, I would like to give my personal thanks to all the directors, supporters and members of the Western Railway Preservation Society that have contributed their time, money and encouragement to the work of the Society. Without your ongoing support, we could not have completed all the work that we have over the two last year.

I hope you will enjoy this current newsletter and thank you once again for your support of the WRPS.



Tim Bain
Former President & Founder
Western Railway Preservation Society

Along the Right of Way

By Jerry Huck

Progress is Made on New Restoration Office



Work has continued throughout the spring on the renovation of the small white shop building into an office and museum space for the restoration department.

Considerable progress has been made in painting the museum space. It was hoped this project would be completed

by now, but several interruptions have put it far behind schedule. The BYCAP crews, working with Taylor, have nearly completed all the trim work.

However, since a picture is worth a thousand words, I have prepared a small pictorial of the progress for this report.



The office portion is painted and awaiting installation of the flooring.

Taylor, with BYCAP students Linda Raney and LaDel Jones have been painting the office and museum space.



Here's Jerry putting a new coat of paint on the walls in the future museum display area.



Rick Gorden, Taylor, and I constructed a new sliding door to replace the missing original door and I am pleased to report it works great !





There is still a lot of work to do on the exterior of the building and the roof but we are nearing completion of the renovation. Visitors are impressed that we have recycled the building from a pile of wreckage into a serviceable facility.



Sumpter Valley caboose #3 parked at the platform of the Restoration Office and future museum.

West Side Lumber Company Tank Car #5

A Short History and the Resurrection - Part 5

By Mike Roberts

Here is Ken Hittle and Keith Masterson building the tool box platform frame on top of the “coffin tank” of #5. On the left can be seen the forge that we may need if new rivets are needed in #5’s tank.



It's the start of the sixth season of the West Side #5 tank car restoration story. After a quiet end to the 2010 season, the work pace is beginning to accelerate again, and there is now more to do than volunteers to do it.

The six steel tank patch panels and baffle replacement showed up earlier this year, and the new tank baffle has been cut, fit, and drilled for the thirty-eight new rivets. Fitting of the first patch panel has also begun. The patch panels will be welded in, and we have figured out a way to reuse most of the old external cone-shaped rivet heads to keep the correct look along the rivet lines.

Recently, while surveying the four WRPS-purchased West Side flat cars at the Alder Gulch tourist railroad in Montana, volunteers Jerry Huck and Taylor Rush unexpectedly found and bought a whole set of unused West Side brake shoes that will work great for Tank #5. The flats also yielded patterns for the correct brake shoe pins and cotter keys, long gone from our car. A complete Climax coupler lock and lift link set will allow us to have some these new parts cast and fabricated, too.

A new brake wheel casting is in the works, and we will soon start on a pattern for lost-wax cast coupler

West Side Tank Car – continued from p.6

knuckles. We still need to finish the design work for the brake staff, and we can start fabricating the two missing brake rods that tie the trucks to the undercar brake rigging. Also, a replacement coupler lift bar was fabricated by Jeremy Lewis (Raven Forge, Bend, OR), and it is almost impossible to tell it's not an original piece. Our trial lost-wax casting of a new coupler lock piece was successfully machined by Dennis Jones (Bend, OR), too.

The original angle cock valves and the cylinder cutoff valve have been fully rebuilt in-house, and have been reinstalled. The triple valve is ready to go, and we hope to get the air

First of the new steel patches being fitted in the tank. Note the extensive rust holes on the right that will be replaced by another new panel.



The new tank baffle in place. It will take 38 rivets or bolts to fasten it into place.



Arnie and Ken cut the new steel tank baffle to size.



Mike Stewart is seen here grinding off rivet heads, getting ready for the fitting and installation of the first new

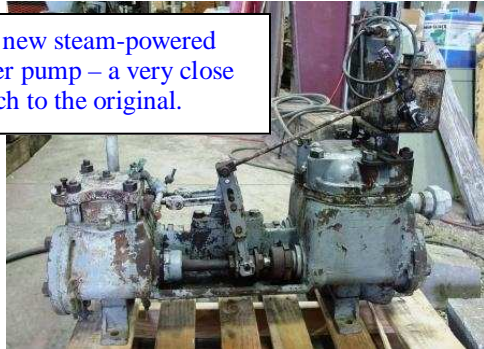


Mike carefully looking through a collection of steam pumps belonging to Brad Milne (left) to see if the correct one is here.



Here's Mike R. carefully loading up his new steam pump for the trip home.

Our new steam-powered water pump – a very close match to the original.



West Side Tank Car – continued from p.7

brake system ready to test in the near future – all we need is some new brake hose to wrap things up.

Another very obvious missing item on tank #5 was the two-cylinder steam powered water pump that sat on the 'A' end of tank #5's flat car deck. This last April, a perfect replacement pump was purchased from the Brad Milne collection located in Washington. It's a Fairbanks Morse 4-1/2" X 3" X 4" stroke, just like the original. This one has a serial number about 50,000 units higher, and the only noticeable difference is a slight change in the top water pump cover. The pump also included a complete mechanical lubricator. The new pump is rebuildable, but that's going to wait until the rest of #5 is finished.

There are still many more odds and ends that need to be taken care of, but the end is definitely in sight for tank #5 resurrection. Time will tell if it will all be wrapped up this year – we'll cover that and more in a later WRPS newsletter.....

Four Flats and I

A Moving Experience

By Jerry Huck

Photos by Tim Bain

Recently the Montana Heritage Commission, which operates the Alder Gulch Shortline in Nevada City, Montana, decided to clean up the rail yard and dispose of surplus equipment.

Among the items offered for sale were four West Side Lumber Co. flatcars. At 24 feet long and still equipped with link and pin couplers these flats were a perfect addition to our growing collection of West Side rolling stock which already includes caboose number 3 and the coffin tank car. In addition very similar cars were rostered on the Sumpter Valley Railway and several of the local logging lines had many flatcars of this type, thus, although in need of a complete restoration, they were a perfect fit for our collection.

A bid was submitted, and we were the lucky (?) winners of the cars. Several members of the society

donated funds to purchase the flat cars and help with the transportation costs of moving them to Oregon. Taylor and I were off to Nevada City to examine the cars and prepare them for shipment. Upon arrival we discovered that in the piles designated as scrap, there were many parts useful to our restoration activities including, a dozen brake shoes for the coffin tank car. Mike has been trying to secure brake shoes for several years. And there they were new original West Side brake shoes, in the scrap!

A call to Tim Bain put us in contact with the scrapper, who was happy to sell us several items from the pile including, an original West Side coupling link which, we had been searching for as a pattern to make links for caboose number 3. Our conversations with the scrapper led to an interesting side trip to Anaconda which Taylor will cover in his article.



With flat car #297 all loaded up, Jerry (seen here) and Tim were ready for the 600 mile return trip to Oregon. Only three more to move now!!

Four Flat Cars – continued from p.9

Our trip confirmed the flat cars were in good enough condition to roll, so a large trailer was rented by Tim and I and our adventure commenced.

For the drive to Nevada City, We chose the interstate thru southern Idaho, then, up into Montana. Which, with it being spring we encountered rain and snow most of the trip, which took us approximately 12 hours each way. Tim and I took rail and materials to construct a ramp up onto the trailer and were ready to load the first car that afternoon. But of course, when pulling the car by its coupler we discovered it rolled freely enough, to climb part way up the ramp where it promptly derailed!

Examining the car we discovered the bolster was badly damaged by a previous collision and was allowing the truck to wedge itself against the needle beam preventing it from turning, causing the derailment.

We decided to enlist the aid of a contractor who just happened to be repairing a water line nearby. With the use of his backhoe we had the car loaded in no time and headed back, though we decided to overnight in Dillon, Montana.

Back at McEwen unloading was accomplished using the railroads forklift, and we were ready to go again.



We didn't have much notice about the equipment auction at the Alder Gulch, so we missed out on a large collection of valuable parts that unfortunately went to the scrappers. *Taylor Rush photo*

It turned out that loading car #297 was the easiest of all for cars to be loading, but only because we had the help of a backhoe and an operator that knew how to use it.



With help from the fork lift, we see flatcar #294 being unloaded in the McEwen rail yard.

Four Flat Cars – continued from p.10

Thankfully experience allowed us to load the next two cars without any additional problems. Aside from many long hours on the road, the cars moved without a hitch.

We quickly discovered that we were not going to be able to move all four cars in the time we had set aside, Tim was able to help with the first three cars, but had to return home leaving Taylor and I to move the final car.

Using a different lighter trailer meant rebuilding the ramp before we could load the last flat. Unfortunately the winch we were using to pull the car suffered a catastrophic failure during loading. Since it was late at that point and there are no all night hardware stores nearby, we decided to start fresh in the morning. We headed over the hill to Ennis, Montana to find a motel. Imagine Taylors surprise to discover that the seven

With no backhoe available to help with loading car #277 in Nevada City, we had to use the labor intensive come-a-long for loading. Here's Jerry taking his turn on the handle.



After 30 minutes of working the winch, car #277 is nearly on the trailer.



Here's Jerry hard a work changing out the flat tire that our trailer suffered in Dillon, Montana.



Many of our members donated funds to help get these flat cars moved to Oregon. One of the largest donations came from Mr. Ron Harr of Sumpter seen here with Jerry Huck outside the restoration shop in McEwen, Oregon.

The first flatcar to be delivered to McEwen was #297 seen here on live rail for the first time in nearly 50 years. However, this car may be soon leaving Oregon for another new home.



Four Flat Cars – continued from p.11

motels in town were all closed! We returned to nearby Alder which is just slightly larger than McEwen, finding a nice motel there.

Bright and early the next morning we backtracked 25 miles, purchased a new winch, then, returned to finish loading the flat car. Five minutes into pulling the car onto the trailer the replacement winch failed in exactly the same way!

Luckily, as we were pondering our situation, a local resident, Roger

Williams showed up to help. It turned out Roger had worked for the Alder Gulch Shortline for many years and was very happy the cars were going to a new home to be rebuilt. Roger's pickup mounted winch made short work of loading the car. Finally we were on our way home for the last time.

I would like to Thank Roger, Jenna and all the nice people at Nevada City for their assistance in purchasing and moving the West Side flats to their new home at Sumpter Valley Railroad.



Sumpter Valley RR president and WRPS board member Taylor Rush inspecting flat car #294 on its arrival in McEwen, Oregon.

Denver & Rio Grande Western Bunk Car #04951

Part 2 - Project Update

By Jerry Huck – Photos by Tim Bain

For the first time in over 60 years, bunk car 04951 is sitting on wheels again. However, these wheels are only temporary. These trucks are only being used under the 04951 so we can move the car in and out of the restoration shop as needed. A correct set of D&RG trucks are on the way and soon will be permanently installed under this 1895 railcar.



Considerable progress has been made on the D&RGW outfit sleeper 04951 since our last report. The BYCAP crew has stripped all the hardware and siding of the car and has completed repairs to the framing. The car had several structural issues which occurred when framing was removed by the Denver and Rio Grande during its conversion from a boxcar to an outfit car. Several frame members were removed to allow for windows and no replacement framing was installed, the window frame was simply nailed to the existing siding. Over time the windows developed several issues, including one instance where one of the windows fell off. Ben Titus and his crew have redesigned the framing to add stability to the car body while

properly supporting the window frames.

Of interest was the discovery of a door in the A end of the car which had been covered over in later years, we will be reinstalling the door as a second exit from the bunk area of the car.

As the plan calls for the 04951 to be available for use by crews at Sumpter Valley Railroad, a second exit seems like a good idea and it fits our goal of restoring the car to its 1920's appearance.

Once the framing repairs were complete the ends were insulated and Tim Bain applied new siding to both ends of the car along with a new fascia board on the A end.



The bunk car did not originally have insulation. However, since we plan to use this car for crew accommodations, we felt a little modern insulation would be a welcome addition.



Here we see some of the car's new siding being installed. However, as the original siding was being removed, we discovered an end door that was covered over during a past rebuild decades ago. Since we are returning this car to its 1930's configuration, this end door will be reinsulated.



When the 04951 was converted into a bunk car, it had four windows cut into the sides of the car. However, when the Rio Grande RR originally did this, they only cut holes in the old boxcar's siding and never took the time to build new framing for the widows. This is something that we corrected and some of the new car body frame structure can be seen here in this photo.

D&RGW Bunk car – continued from page 13

Bill Berry of Sumpter cut new coupler blocks for the car and they will be installed soon along with couplers and draft gear.

The BYCAP crew has installed a new roof on the car made from rough cut 1x6 material, which will support a new metal roof, the plan is to apply the metal then seal it with roofing tar lending an appropriate appearance while giving us a good solid low maintenance roof.

Once the roofing is installed, the roof walk, smoke jack and grab irons will be installed.

We are anticipating the arrival of the correct D&RGW trucks in July which will allow the installation of the brake components; we are hoping to have the outfit car completed and available for use in the fall photo trains in October. The trucks will be purchased and shipped thanks to a recent grant from the Oregon Communities Foundation and the Meyer Memorial Trust.

While the car will be operable, we are still short on funds to complete the interior, new flooring and interior siding still need to be purchased and installed along with paint, hardware and interior furnishings.

As always, any donations to help complete the 04951 project would be greatly appreciated.

Artwork Auction

A Beautiful Way You Can Preserve History

As a fundraiser, the Western Railway Preservation Society is offering for sale two beautiful pieces of railway artwork. Proceeds from the sale of these items will go towards our continuing preservation work.

For more information on these paintings or to place a bid, please contact Jerry Huck at (509) 540-7306 or; jerry@westernrailwaypreservation.com

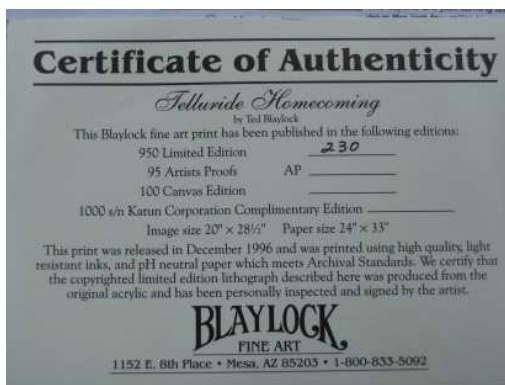
Original Northern Pacific Yellowstone Park Poster

The first item we are offering is an original poster featuring a scene by noted artist Thomas Moran. This painting was commissioned by the Northern Pacific Railway, and was displayed in their depots to promote tourism to Yellowstone Park. This original poster is very nicely framed and is in very good condition. These posters have routinely sold in the 3,000 dollar range, so we are opening the bidding at that level.



“Telluride Homecoming” by Ted Blaylock

The Second item we are offering is a lithograph originally painted by noted railway artist Ted Blaylock. This scene is based on one of the most beautiful areas along the historic Rio Grande Southern Railway in Colorado. It is titled “Telluride Homecoming” and is being offered at \$500. This lithograph is very nicely framed and is in great condition.



For more information on any of these paintings, please contact;

Jerry Huck at (509) 540-7306 or at;
jerry@westernrailwaypreservation.com

We look forward to hearing from you and would like to thank everyone for their support of the Western Railway Preservation Society.

Treasure in the Trash

By Taylor Rush



I had never been to the Alder Gulch before so I didn't really know what to expect when Jerry and I arrived there to assess the recently purchased West Side Lumber flats. While the auction had only taken place a few weeks before, it was clear that the scrappers had already been at work. A former steam crane was in a ragged bite-sized pile, many auctioned pieces of machinery had already headed for the furnace, and there were several nice clean rectangles in the yard that left no hint of their former contents but a battered auction lot number. Regardless, it was amazing to see what was still piled

around the yard, and reflect on how much heritage was about to be lost. There were small mountains of brake shoes, coupler parts, truck frames, and track materials, all practically irreplaceable these days.

After taking a quick tour of the doomed equipment and materials, we thoroughly inspected the flatcars and made sure that there were no parts off of them that were lingering around the yard. We also inspected the two standard gauge passenger cars that the scrapper had backed out of his bid on

due to there being asbestos on the steam pipes. One was a former Great Northern combine that had last been used on the Montana Western, and the other was Butte Anaconda & Pacific coach number 11. We were informed that the plan had been to tip the cars and burn them on site and then scrap what was left. Thank god for asbestos as both these cars date from the very beginning of the 20th century and are almost fully intact inside and out. The cars have since been purchased by the WRPS and plans are underway to find both new homes where they can be protected and restored.

The day was winding down and as we prepared to leave we decided to take a quick look at the aforementioned steam crane heap. Mixed in the tangled wreckage were dozens of pieces of hardware from the West Side Lumber Company. Stake pockets, couplers, truck bolsters, and “brand new old stock” brakeshoes that were needed for the coffin tankcar project. We were lucky that we were able to get in touch with the scrapper and were then able to purchase the brakeshoes from him at a very reasonable rate. He also invited us down to Anaconda to have a look at some other rail equipment he had that was going to scrap and would be available. He said it was mostly standard gauge equipment, but we figured it wouldn’t hurt to look.



This former Great Northern Ry. combine was about to be burned for scrap metal. However, the WRPS stepped in to see if we could find it a good home. This car will live another day.

We met up with him and his son in Anaconda and he had us follow him to his scrap yard. The yard turned out to be the railyard and shops of the former Butte Anaconda & Pacific Railway. Huge roundhouse, full backshops, all the service buildings, and a fleet of rolling stock, some dating back to the construction of the line. The best way I can describe it would be that if you took the complete Nevada Northern collection.....and then scrapped it. He told us they had been cutting stuff up for the past five years since the railroad changed hands and the new owners wanted everything disposed of. We were taken on a quick tour through the foundry and boiler houses and it was a veritable trip back in time. I’ve never seen so much vintage equipment still in place and was saddened to think of what it must have been like before the place shut down. What a museum it would have made. However, we were there to look at scrap and boy was it worth it. Apart from the piles of track tools and pretty much everything else that was small enough to heap into a mound, there were some real treasures hidden within. In the space of an hour we dug out two headlights, several signs and stencils, a couple of air tools, a bucket of air brake parts, and even a can of metal polish that later research revealed had been developed for the German armies of the Kaiser. I wished we had had a bigger vehicle, as we knew that anything we didn’t take was going to be gone for good.

You can’t save everything of course, but you sure want to try. Keep your eyes on the scrap piles; you never know what might be in there as there is often treasure in the trash.

WRPS Membership Information

The Western Railway Preservation Society is *dedicated to preserving the skills and artifacts of our western railway heritage*, with particular attention given to the narrow gauge railways such as the Sumpter Valley Railway in northeastern Oregon.

If you have not already done so, please consider joining the Western Railway Preservation Society. All you need to do is send your e-mail address to;

tim@westernrailwaypreservation.org

and we will place you on the e-mail list. Then, we will be sending you our e-mail newsletter, where you can stay informed on the progress of the WRPS's restoration projects.

Membership levels are;

General \$20

Sustaining \$35

Life Membership \$250

Membership fees and donations for the Western Railway Preservation Society can be mailed to;

Western Railway Preservation Society
PO Box 1112
Baker City, Oregon 97814

If you have any questions or comments about the WRPS or any of our projects, please feel free to contact Jerry Huck at;

jerry@westernrailwaypreservation.org

We would be happy to answer any questions you may have.

Progress on the New Restoration Office

When the old ranch building that was to become the new restoration office and museum was first moved to its new location, it had no interior, floor or any kind of a foundation as can be seen in the photo on the left. Even part of the wall was missing as you can see. However, after a long winter of hard work from the BYCAP students and the project manager, Jerry Huck we can see the huge difference in the photo on the right, taken from the same spot but seven months apart.



October 2010



May 2011