

The *Celebrating 60+ Years* Trainmaster

January 2018

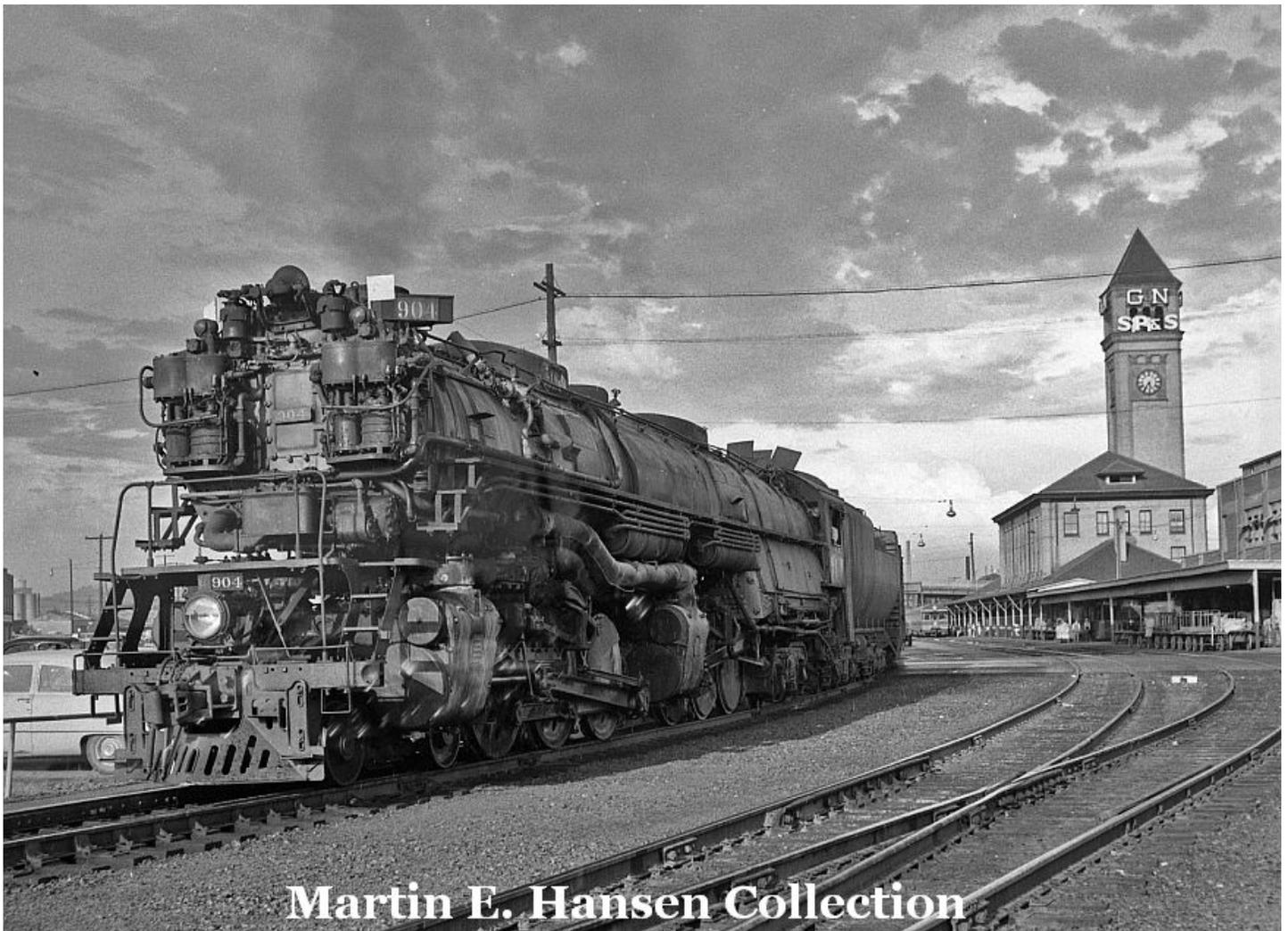
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SP&S's MOST IMPRESSIVE STEAM POWER AT SPOKANE



Martin E. Hansen Collection

Built by ALCO in 1937, SP&S No. 904 was part of the impressive Z-6 Class 4-6-6-4 locomotives that the line became famous for. She cost \$188,393.74 when new.

On October 20, 1939 she, along with her sister engine No. 903 was sold to parent railroad Great Northern as part of a power shuffle. She would wear the number "4001" while in service on the GN until July 1, 1946 when she was sold back to the SP&S for \$112,867.12. She then was given back her No. 904 designation that she wore until she was finally retired in 1956.

In this fine view taken by W. Sievers in 1955 we see No.904 and her train ready to leave the station at Spokane, Washington. The station's joint ownership is quite evident from the signage on it's clock tower.

Spokane still sees it's share of trains daily. However, none leave the impression on the soul that #904 does in this view. Trainorders 12/09/2017 posting by Martin E. Hansen; republished with permission.

SAD - POINT DEFIANCE BYPASS

Photos and Text By Gordon Russ

It's with much sadness that I write this. After two years of following the construction of the Point Defiance Bypass only to have its much-anticipated opening end with disaster and death takes a lot away from you. Many of us have had similar experiences, so I know I am not alone. In fact, I am not directly affected, except I spent many hours recording its construction at DuPont, Washington and the new Tacoma Depot. I took pride watching each step and talking to some of the construction workers, inspectors and managers as I walked along the tracks. Oh, it will be back and safer. But it hurts to see the beginning end like this. The return to rail commuting is the wave of the future.

The problem is I knew what happened probably would happen. I could see it coming. I do not like to visualize a possible disaster and have it come true just like I saw it coming knowing there was nothing I could do.

The first time I really remember it happening was the Challenger disaster in 1986. I had been an Army technician working with liquid propelled missiles. Having some experience with O rings that sealed propellant piping connections I knew freezing weather was not a good thing. Before the launch of the challenger Florida had several days of freezing weather. There was some question if they should launch with the integrity of the O rings being in question. I remember thinking they wouldn't do that they are big time engineers they would know better. Well with me screaming no, no, no in my head they lit the fuse and the rest is history.

I do not pretend to know more than the designers whose job it is to design railroad systems. I do not pretend I know what happen, because I don't. As with the Challenger I had several no, no, no moments in my thoughts while I as photographing the site of the Point Defiance disaster long before the incident.

I thought Members might be interested in seeing some of the pictures I have taken over the past two years. These photographs were take along I-5 near the community DuPont, WA located about ten miles south of Olympia, WA. The rail line runs parallel to I-5 in this area. About a half mile west of DuPont it turns south and crosses I-5 running into the Nisqually Valley to meet the BNSF and Union Pacific rail lines in the Nisqually Valley. I-5 runs east-west at this location not the usual north-south direction many of us are used to. It can be confusing because most of the time objects alongside I-5 are either on the east side or west side. Here they are on the north side or south side. The pictures were taken over one and a half year period from the beginning of construction until the rail lines were near completion.



The Start of Construction

bound lanes is part of the ridge above the Nisqually Valley the rail line runs on. The highway was cut through the ridge on its way west. Note the truck passing under the railroad bridge. I-5 lanes pass under two short bridges that cover the lanes and not one long continuous over pass.

Closer view of the rail line bridge reconstruction. This was where I first got my "No, no, no Holy Jumpin Up and Down Martha no" moment. This does not look good to me. But then trains have passed through here for years and made it. So what do I know.

The start of the new line construction. Trees and brush are being removed in the process of cleaning up along the rail line. At this point the rails are starting to turn south across I-5 and into the Nisqually Valley. Note the old rails are in place with the new rails ready to put in place once the old rails and ties are remove and the ground prepared to receive the new ties.

This is the I-5 bridge being refurbished. The bridge is over the south bound lanes. Between the south bound and the north



The I-5 bridge being refurbished



Looking east toward DuPont from the Mounts Road car bridge.

Looking east toward DuPont from the Mounts Road car bridge. New track is in place and retaining walls are being completed.

Looking west with new track, retaining walls and fence in place. The curve turns south and crosses I-5 Highway. South bound traffic is on the left. In the distance on the left the north bound traffic and its bridge can be seen.

Picture from Mounts/Old Nisqually bridge west of DuPont. Bridge was built in 1960. This was I had long planned to take my first pictures of opening of the new line.

Track completed over I-5 highway and just waiting for signal and clean up completion. My last No, no, moment. I had a bad feeling.



Closer view of the rail line bridge reconstruction



Picture from Mounts/Old Nisqually bridge west of DuPont. Bridge was built in 1960.

I was excited the morning of the first run. Two years of waiting was over. I went to the New Depot open house on December 15th. Now I planned to be on the Mounts road bridge on the first run. But it was dark and rainy so decided to wait until later. I was reviewing the train schedule for a better time to take the long-awaited pictures of the train passing under the Mounts road bridge when my visiting daughter said, "Dad the train derailed onto the highway". One more time my No, no, no moment came true.



Looking west with new track, retaining walls and fence in place



Track completed and just waiting for signal and clean up completion.



Track completed over I-5 highway and just waiting for signal and clean up completion.

IN REMEMBRANCE Quite a few of the people who boarded Amtrak Cascades Train No. 501 on December 18th for the maiden southbound run were railfans. And when the train crashed off the newly refurbished rails south of Tacoma with 77 passengers aboard, at least two of the three people who were killed in the accident came from the railfan world.

James Hamre, 61, was a train enthusiast to his marrow, the son and grandson of railway employees, who spent his retirement promoting train travel.

Zack Willhoite, 35, his close friend, worked for a transportation agency in Washington State and volunteered his free time for a regional rail advocacy group.

THE HOLST LEGACY – SUZAN FOUND!

By Arlen Sheldrake

Since 1981 the Chapter has been honoring the memory of Jack M. Holst with the annual award recognizing an outstanding Chapter member. Most of us know the story about Jack's dedication to railroad history and specifically the preservation of the steam locomotives donated to the City of Portland in 1958; the reason behind the naming of the award. In the cab of the SP 4449 is a plaque also honoring Jack's dedication. The plaque was put in the cab as the 4449 was being restored to operation for the American Freedom Train romp back in 1975. Jack dreamed but never got to see this historic restoration to operation as he died in 1972.

For years, many of us have talked about trying to find Jack's daughter Suzan that he wrote about in his autobiography. No one knew her married name, no one knew where she lived or whether or not she was still alive. If found, did she care about her father's rail history legacy?

Fast forward to July 4, 2017.....locomotive engineer Scott Gordon is sitting in the cab of the McCloud 25 on the Oregon Coast Scenic Railway and a fellow comes up and starts chatting....just another rail fan....., then the fellow asks Scott if he ever heard of a Jack Holst.....well yes, Scott replies....and the fellow says that he is married to Jack's daughter Suzan. While the story is a bit more complicated, the bottom line is that Scott's encounter on July 4th on the OCSR led to our finding Suzan.

On December 8th, Suzan, husband John and daughter Casandra were hosted by the Friends of SP4449 for a cab ride during the Holiday Express. This was the first time Suzan had seen the plaque in the 4449 cab honoring her father or been in the 4449 cab; there were tears, not all of them hers. This was an emotional experience for all involved. The engineer, Doyle McCormack, was overjoyed



Ed Immel, John Holloway, The Miller Family, Doyle McCormack and Scott Gordon in front of the SP 4449

to finally meet Suzan and host her and her family in "his" cab.

This is yet another example of how connections are important in this short life of ours. Scott spends a great deal of time volunteering for various railroads including the 4449 group in addition to his "real" job on Tacoma Rail. If he had not known about Jack, this contact would have been lost. If John Miller, Suzan's husband, had talked to someone who hadn't spent hours seeing Jack's plaque in the 4449 cab, the contact would never have happened.

The idea of inviting Suzan and her family for a cab ride was enthusiastically embraced by Friends of SP 4449 President Pat Tracy and CMO Doyle. Pat's wife even developed the Friends of SP 4449 letterhead form for the invitation.....and the weather person provided an absolutely gorgeous late fall day for a train ride.

The photo of Suzan looking at her father's plaque is by Scott Gordon who was firing for the cab ride trip, the group photo by the author with from left to right: Ed Immel, John Holloway, (both Ed and John knew Jack), John Miller, Casandra Miller, Suzan Holst Miller, Doyle McCormack, Scott Gordon and of course the 4449.



Suzan views the Plaque in honor of her father, Jack Holst



PNW RAIL NEWS

by Arlen L. Sheldrake



HAPPY NEW YEAR! I would like to thank all the readers of the *Trainmaster* and this “stuff” I put out monthly. Each and every month I start out wondering if there will be anything to write about...and by the end of the month, surprise, as I dump 4-5 pages on Trent. Thanks also to those that spot something of interest and giving me a heads up. I really appreciate working with Trent and his expertise. Each and every month and on special issues he does his *magic* to get it all to fit and look great.

With 2018 a new Railrider opportunity joins the other two operations, Joseph Branch and Oregon Coast. Vance Creek Railriders joins the mix and runs near Shelton, Washington. The new run starts out from Historic “Camp 1” and goes to the city of Shelton and back. The 14-mile 2.5-hour round trip explores awesome timbered forest featuring fir, cedar, and maple trees. The operation opens at the end of May and runs to the first week of October. More information: vcrailriders.com

Bonner County EMS gets a New Off-Road Ambulance. The rugged terrain of northern Idaho can provide some challenges for first responders. With the help from the BNSF Railway Foundation, the Bonner County EMS was able to purchase an ASAP off-road ambulance. The ambulance is based on a Polaris Ranger 6x6 chassis with on-demand 6x6 drive. The ASAP off road ambulance is model MEDSTAT. More information about ASAP: www.asap911.com.



BNSF Railway Northwest news 11/29/2017.

Light the Fire: a Feather River Rail Society fund raising event to return the WP 165 steam engine to operation will be held May 12, 2018 from 6 to 9 pm at the Western Pacific Railroad Museum in Portola, California. Featured speakers: Doyle McCormack and Steve Lee. More information: www.wplives.org. [Some of us have a great memory of these two steam rail history icons as our *Go By Train* 2005 NRHS convention banquet speakers here in Portland.]



New Holiday Express video is available. Brian McCamish has developed a 40+ minute video of the 2017 Oregon Rail Heritage Foundation's Holiday Express. The video makes extensive use of a well-piloted drone with some excellent views. This is very well done and an enjoyable viewing; it is available on YouTube: <https://youtu.be/DAccBjonwVw>. Many know Brian in his role of managing the Oregon Pacific Railroad Saturday passenger runs out of ORHC as well as developing and managing the OPR web and facebook sites. Brian is also quite the OPR historian. **Brian McCamish 11/28/2017 email.**



The 2017 recipient of Progressive Railroading's Railroad Innovator Award is Genesee & Wyoming Inc.'s Chairman, President and Chief Executive Officer Jack Hellmann. The award was made at the Rail Trends Conference December 1st in New York City. Hellmann joined G&W in 2000 as chief financial officer. In 2005, he was promoted to president; in 2007, G&W added “CEO” to his title. On May 24 of this year, Hellmann was named chairman, succeeding Mort Fuller, who retired. **Progressive Railroading November 2017.**



The Union Pacific Railroad is doing much needed major crossing repairs north of the Oregon Rail Heritage Center in an area of the Brooklyn Sub some call “whistle alley”. On December 1st both mainlines were under Form B orders with red signs in place. According to Doyle McCormack this means that the engineers must ask for and receive proceed orders from the dispatcher before passing as the section of track is under the control of Maintenance of Way. Today, December 5th, Clay Street is closed with UP working to rehabilitate the crossing with Form B in place.

On December 1st the Mt. Hood Railway train 3-miles south of Hood River headed to Christmas Town carrying more than 214 passengers derailed four cars at about 5:15 pm. No injuries were reported; the cars remained upright. The train never made it to Christmas Town so Santa came to the train before buses arrived to take the passengers back to Hood River. **The Oregonian & KATU 12/1/2017.**



NARP is now RPA. The National Association of Railroad Passengers (NARP) has changed its name to Rail Passengers Association (RPA). The new logo is designed as a rail passenger window allowing various scenes to be displayed even a video. In addition, a new web site has been launched: www.railpassengers.org. **RPA news 11/27/2017.** [I will say it one more time, when will we change our name?...I have to take a breath before getting all the words (7) out....]



As we face the next Cascadia Event, I am pleased to see that the Oregon Department of Transportation, both highway and rail, are evaluating the impacts of a serious seismic event. Not until 1990 was highway bridge design and construction really focused on withstanding seismic activity and by that time 80% of all Oregon bridges had been built. Bridges are a primary concern as collapsed overpasses will be bulldozed out of the way. Railway bridges historically have survived seismic events better than highway bridges. **ODOT Rail Advisory Committee minutes 3/7/2017.**

The 13-member Oregon Department of Transportation Rail Advisory Committee represents diverse interest in rail transportation statewide. The committee is chaired by Kevin Haugh, General Manager of Portland & Western Railroad. Committee members were appointed by ODOT Director Matt Garrett. Roster published 6/28/2017:



- Johan Hellman, BNSF Railway
- Clint Schelbitzki, Union Pacific
- Robert Eaton, Amtrak
- Donald Leap, Retired [active in AORTA]
- Kevin Haugh, Portland & Western Railroad
- Bruce Carswell, Oregon Eastern Division
- Randy Russ, United Transportation Union
- Mark Davidson, Union County
- Kathryn Williams, Port of Portland
- Craig Levie, Tangent Services
- Paul Langner, Teevin Brothers
- Mark Eitzen, Gunderson LLC
- Gary Cardwell, Northwest Container Services

A treasure trove of WW1 film coming to video at National Archives. It is almost eerie to watch the silent black-and-white footage, panning over the rubble remaining from small villages of France and Belgium, seeing cannons fire, and watching a zeppelin drop bombs on London rooftops, all without a sound. The National Archives houses the largest repository of World War 1 documents in the United States, and it encompasses not just paper records but also still pictures, microfilm, and motion pictures related to the conflict. One may be surprised to learn that we hold more than 1,600 reels of documentary film regarding World War 1. The film is spread out over a number of record groups, but there are four larger collections:

- Two of the record groups, the U.S. Army Signal Corps Historical Collection and the CBS World War 1 Collection, focused on documenting the activities of the Great War, including soldier training, daily camp life, and combat.
- The Ford Film Collection documents similar aspects of the war, as well as some home front activities such as raw materials rationing, Liberty Loan drives to help fund the war, and footage of the eventual Armistice celebrations.
- The final record group, the Durborough War Pictures, contains original footage taken by American press photographer Wilbur H. Durborough, who documented what he saw as he traveled Europe in the midst of the fighting.

More information: www.archives.gov/topics/ww1. This graphic is the front of the 2018 to be released dollar coin.



Need help with a research project. For years we have honored and credited **Jack Holst** for his extensive maintenance efforts preserving the City of Portland steam locomotives while they languished near Oaks Amusement Park in SE Portland. The years of interest are 1959 – 1972 as Jack died August 26, 1972. What specifically did Jack do to help preserve these locomotives and who all helped him? All information appreciated: asheldrake@comcast.net.

The Washington Rural Heritage, a collection of local history collections hosted by the Washington State Library, has holdings of **148** institutions and **473** privately held collections from throughout the state of Washington. The service provides access to digitized primary sources documenting the early culture, industry, and community life of Washington State. This is an interesting statewide service that recognizes the inability of relatively small organizations to provide this level of technology while at the same time providing a single searchable source for researchers. More information and access to some

interesting pictures: www.washingtonruralheritage.org

PORT MOODY, BC: Evergreen sparks tremendous growth in transit use. TransLink is celebrating the first anniversary of the Evergreen Extension of the Millennium Line, a year which has seen tremendous growth in transit use in the Tri-Cities. The 11-kilomere, six-station Evergreen Extension opened to the public December 2, 2016. Since that time, transit use in the Northeast Section (Coquitlam, Port Moody, Port Coquitlam, Anmore and Belcarra) has taken off in a

stunning way as Evergreen has become a central fixture in the lives of Tri-Cities residents. Evergreen Stats:

- 34,900 – Average weekday boardings
- 36,900 – Boardings on Saturday, July 1, 2017 (busiest single day)
- 23,000 – Boardings on typical summer Saturday.
- 8.6 million – Boardings December 2, 2016 – October 31, 2017
- 51 per cent – percentage of transit journeys in Tri-Cities that begin on Evergreen



TransLink 12/1/2017 news release.

Congratulations to the Oregon Rail Heritage Foundation for the 2017 Volunteer Service Award received at the November conference of the Oregon Recreation & Parks Association. ORHF was nominated by the City of Portland Parks & Recreation with a video made by Parks staff. To view this three-minute video: www.orpa.org, click on about, click on annual award, then scroll down to Volunteer Service.



On June 13, 2014 the Oregon Historical Society posted a 25-minute movie of 35mm film shot by a Raymond Rogers with excellent clips of Portland history ca. 1935-1958 or so. While no audio, lots and lots of great views of Portland history including streetcars, ship launches, Vanport flood at Union Station, Henry Thieles, and, would you believe, the delivery of the SP4449 to Oaks Park in 1958. This is the first time I have seen film of this event and it includes SP and City of Portland officials. The location of the plaque that SP presented to the City of Portland at the delivery celebration that is pictured is being researched. I will leave it to others to figure out the background of Raymond Rogers but he sure captured some great Portland history. The posting: https://www.youtube.com/watch?v=1WDF_dcG7V4&feature=youtu.be or do a Raymond Rogers Home Movies web search.



Orchard Supply Hardware continues their tradition of publishing railroad themed calendars. 2018 is no exception with some nice Daylight images: April with May having double-headed GS-3s. The rail paintings are done by John Winfield and the nice sized wall calendars are free at the stores. [And a note, neither ORHF or any of the partner organizations are publishing a 2018 calendar.]

Eagle Cap Excursion Train had banner year. Friends of the Joseph Branch reported at the annual meeting December 2nd that \$105,400 in revenue was received in 2017 against \$76,000 in expenses. A total of 1,671 passengers boarded for one of the weekend rides. Much of the profit will go to Wallowa Union Rail Authority, which owns and operates the track on which the excursion train runs. Significant efforts are underway to maintain and improve the rail cars used on the trains. Several need new wheels. Additional improvements in the condition of the track – including major repair of the bridge at Water Creek - - will mean speedier and longer runs. Additional volunteers are needed to staff as hosts in the vintage cars on the weekend runs. **Wallowa County Chieftain 12/13/2017.**

A brand new feasibility study of bullet train service between Portland, Seattle and Vancouver, BC puts a sky-high price tag on construction costs. But Washington Gov. Jay Inslee signaled he's not deterred and is asking the Legislature to pay for further study. A consultant hired by Washington State Department of Transportation examined several different train technologies that could whisk you along the I-5 corridor at 250 miles per hour or faster. The options reviewed include: high speed rail as found in Europe and East Asia; even faster magnetic levitation – or maglev – trains in limited use in Asia; and the still conceptual Hyperloop, which involves passenger capsules propelled through tubes or tunnels maintained in a partial vacuum. Consultant Scott Richman of the firm CH2M pegged the ballpark cost to acquire right-of-way and build a system at between \$24 to 48 billion, which even he called “astronomical.” The five month feasibility study was paid for with \$300,000 in state taxpayer dollars. Microsoft contributed \$50,000 and construction trade unions kicked in \$10,000 to perform additional economic analysis, which is still in progress. On Thursday, Inslee asked state legislators to allocate a fresh \$3.6 million to continue studying ultra-high speed rail, including a hiring a consultant to develop the “business case analysis.” The primary corridor in the study was between Vancouver, British Columbia and Portland, Oregon. Connecting corridors: East-West via the Stampede Pass (possibly Ellensburg, Moses Lake, Spokane);



and South connection to California High Speed Rail. Of the five Corridors in the study, Corridor 1A with nearest station locations of Pacific Central Station, Vancouver; Fairhaven Station, Bellingham; Everett Station (new); Stadium Station, Seattle; Tacoma Dome Station; Centennial Station, Lacey; and Rose Quarter Station (TriMet Max Station), Portland had the highest ridership projection with both high-speed rail and MagLev. The 14-page summary report to the WSDOT Joint Transportation Committee is available:

<http://leg.wa.gov/JTC/Meetings/Documents/Agendas/2017%20Agendas/Dec%202017%20Meeting/WSDOTUltraHighSpeedRail.pdf>. NW News Network 12/14/2017.

Yet another mystery.....In the November 1963 Chapter Trainmaster newsletter No. 74, it is noted that “Our own member, C.J. Keenan, on November 7th personally presented to Señor Adolpho Mateos, President of Mexico, a certificate honoring the election of Mexican citizen, Jesus Garcia to the National Railroad Hall of Fame. Some 40 years ago Jesus Garcia was an employee of the Nacozarc Railroad between Agua Prieta, Sonora and the mining town of Nacozari – a train of dynamite in the yards at Nacozari caught fire and could not be extinguished – Jesus Garcia sensing the situation climbed aboard the engine, coupled on and headed out of town with the cut of cars which blew up far enough away from the town to save the citizens and the town of Nacozari. Jesus Garcia was killed in this act of heroism. Mexico has declared November 7 a national holiday in honor of railway hero Jesus Garcia. The Nacozari Railroad is the only railroad property in Mexico which is still owned by Southern Pacific.” The Mayor of the City of Phoenix, Arizona proclaimed November 7th, 2017 as Jesus Garcia Day with the information that Garcia became the first Mexican national to receive the American Cross of Honor in 1908 and that he was inducted into the National Railroad Hall of Fame and in 2001 he was inducted into the National Mining Hall of Fame. After a failed search on the web site, a message to the National Railroad Hall of Fame (www.nrrhof.org) on November 29, 2017 got this response: “Thank you for your message. Our organization was not founded until 2003, so it would not have been us. No one on our staff has heard of a National Railroad Hall of Fame that existed as early as the 1960s, so I am sorry that we cannot be of more help.” Does anyone know of the earlier National Railroad Hall of Fame?



One of the many passengers injured during the horrific September 18th crash of the first southbound passenger train, Amtrak Cascades No. 501, on the Tacoma-Point Defiance Bypass was our own member (we share with the Tacoma Chapter) **Ed Berntsen**. As of September 19th, Ed is out of surgery and is recovering at the Providence St. Peter Hospital in Olympia. Ed suffered approximately 16 fractured bones from his right shoulder, to ribs, hip, leg and finger. Best

wishes Ed for a speedy recovery and the same wish to all the others injured; and condolences to the families of those who died. The new Charger unit in the wreck was No. 1402 that was pulling the WSDOT owned *Mount Adams* Talgo trainset. Travelers should note that the loss of this trainset has necessitated a revised Amtrak Cascades schedule effective December 20 – January 2, 2018. Some of this information kindly forwarded by Tacoma Chapter member Bud Thompson.



The Railway Age **Overspeed Cause of Amtrak Cascades Fatal Derailment** article reports: BNSF has implemented PTC (positive train control) on all 88 planned subdivisions. The Seattle Subdivision is one of them. All BNSF and Union Pacific trains operate with PTC just as if it were already required by FRA regulations. For many months now, the *only* trains operating on the Seattle Subdivision without operational PTC have been Amtrak trains. The same situation exists on many other BNSF subdivisions. As a matter of fact, PTC had already been installed and was in full operation on the Seattle Sub when an Amtrak train passed a red absolute signal and derailed in the switch point power derail protecting the Chambers Bay Drawbridge earlier this year. The problem was Amtrak trains were not PTC-equipped. **Railway Age 12/20/2017.**

The 4th quarter 2017 issue of *Trains & Railroads of the Past* magazine has on page 47 a nice picture of the 4449 and the following caption: ...we have a classic side view showing off the beautiful Daylight colors of semi-streamlined Southern Pacific 4449 in May 1984. This was a real test for the Lima 4-8-4 as it pulled a passenger consist across the country in May 1984, resulting in an appearance at the Worlds Fair in New Orleans. We owe Doyle McCormack a debt of gratitude for its restoration and operation, but also a tip of the hat to the late Jack Holst, who kept the 4449 oiled for many years while on display at Oaks Amusement Park in Portland, Oregon, allowing it to be quickly pressed into service in order to power the American Freedom Train. Photo by Jim Boyd, collection of Kevin EuDaly. (Thanks to David Larsen for the information.)



[Note: this was a Chapter managed trip.]

Portland Train Day is again coming to the Oregon Rail Heritage Center in 2018. The date is May 19th and the theme for 2018 is the 80th birthday of the SP&S 700. Built in 1938, this 4-8-4 is currently undergoing the FRA 15-year inspection and is expected to return to service in early 2019. Jeff Knapp is again leading this event planning effort for the Oregon Rail Heritage Foundation.



Bringing the 27 miles of levees in the Columbia River flood-control system up to new, stricter safety standards won't come cheap. Recent engineering studies have shown that the main east-west levee, which lies under

Marine Drive is mostly up to snuff. But several other costly projects are needed, some of them urgently. Replace railroad embankment: Levee Ready Columbia officials are realizing they need to build a new north-south levee segment parallel to the railroad embankment, since the two railroads that own it won't even allow it to be studied. A rough cost estimate: \$15 million. [It was this railroad embankment that gave way resulting in the 1948 Vanport flood.] More information: www.leveereadycolumbia.org. **Portland Tribune 12/21/2017.**

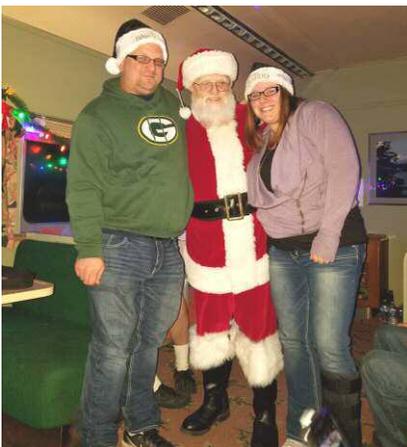


The Sound Transit Board on December 21st approved the Tacoma Dome Link Extension, establishing a \$125.7 million budget for preliminary engineering for the project and giving the green light to extend light rail further south from South King into Pierce County. In a related action, the Board executed a \$10.3 million consultant contract with HCR Engineering Inc. to begin project development services. The Tacoma Dome Link Extension is part of the Sound Transit 3 (ST3) Plan approved by voters last November. The project extends light rail 9.7 miles to the cities of Federal Way, Milton, Fife, Tacoma and the Puyallup Tribe of Indians Reservation, with service beginning by 2030. **Sound Transit news release 12/22/2017.**



HOLIDAY EXPRESS 2017

Wow, we got through 72 train rides on the 13th annual Holiday Express in 2017 spread over four weekends! The volunteers from the Pacific Northwest Chapter as well as the other member organizations from the Oregon Rail Heritage Foundation hosted over 14,660 ticketed guests and passed out more than 15,000 Candy Canes (and what are those made out of again?). What a holiday accomplishment for our volunteers!!! And there was lots going on at Oaks Park - people were guided safely to & from the parking lot and across streets to the train, passengers were loaded and unloaded, cars cleaned, guests entertained & souvenirs sold in the decorated tent, volunteers feed and trains kept to the scheduled departure times (even with sometimes interesting cold and rainy weather!). Many heartfelt thanks to all of the volunteers for giving their time and enthusiasm to Holiday Express 2017. Without their hard work, attention to customer service, and for their smiles, we would not have the SUCCESS we realized again this year.



A Visit with Santa



A view of Santa visiting the guests in the Round End Car



Mark Reynolds and Eriqre Martinez talking with guests in the baggage Car



Mika Telling Santa what she wants for Christmas



One of the Trees aboard the Baggage Car, with the Oregon Rail Historical Map in the background



Ron Nierenberg created this display promoting the upcoming ORHC Brooklyn Turntable project

December Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on December 15, 2017

At 6:30pm December 15, 2015 PNWC members and guests assembled and began to feast at the annual potluck dinner. The main meat course, ham, was provided by the Hickok family. Great food was enjoyed by all. Special guests were Suzan Miller and her husband. Suzan is the daughter of Jack Holst. Also Shawn and Brian Cass were there representing Catholic Charities. As people finished eating they were encouraged to vote for the chapter officers for the year of 2018.

President Fleschner called the general meeting to order at 7:45pm.

Ron McCoy made the announcement the December Unsung Hero award went to Trent Stetz for his many hours of work for the chapter and Holiday Express 2017.

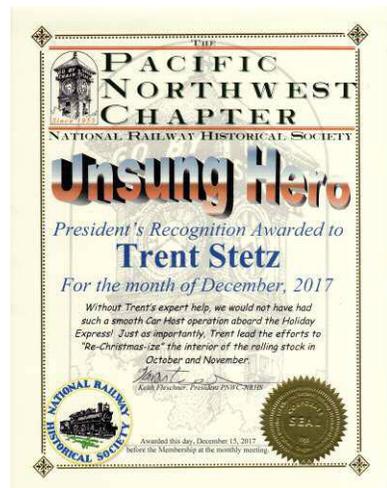
George Hickok, Treasurer, made the presentation of the 2018 chapter budget request. Doug Auburg made a motion to pass the budget request, Al Hall seconded the motion and the membership voted to approve the budget request.

President Fleschner announced that the Train Toys for Tots drive had received sixty seven toys. Brian Cass said his wife had a cold and had lost her voice so he accepted the toys on her behalf for the Catholic Charities.

George Hickok then announced that the Chapter officers had all been re-elected by a landslide. The officers are; President Keith Fleschner, Vice President Mark Reynolds,

Secretary Jim Hokinson, Treasurer George Hickok, National Representative Al Baker. Directors-at-Large; Bryan Ackler, David Cautley, (and continuing their three year terms as Directors-At-Large are Phil Barney, Ken Vannice, Rolf Schuler and Bruce Strange.)

The meeting was adjourned at 8:15pm.



Folks Enjoying the Annual Potluck



George Hickok reviews the 2018 Budget



Folks Enjoying the Annual Potluck



Ron McCoy presents the Unsung Hero Award



Dec. Unsung Hero Trent Stetz at a Chapter event on the Mt Hood



Brian Cass Receives the Toys for Catholic Charities



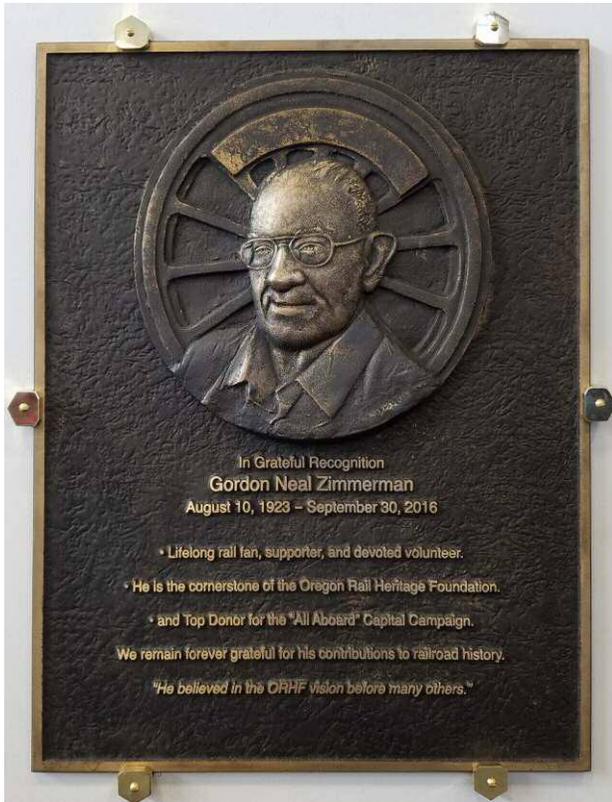
Folks Enjoying the Annual Potluck



Brian Cass Receives the Toys for Catholic Charities

Respectfully submitted by Jim Hokinson, Secretary

IN RECOGNITION OF GORDON ZIMMERMAN



This plaque honoring longtime railfan and Capital Campaign major contributor Gordon Zimmerman was recently installed at the Oregon Rail Heritage Center.

LENDING LIBRARY will be open Saturday, January 20th afternoon. The Library is also open every Monday morning from 10:00 AM to noon. A wealth of material is available for PNWC member check-out.

Bill of Lading

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Chapter Officers

President	Keith Fleschner	503.516.9272
Vice President	Mark Reynolds	503.638.7411
Treasurer	George Hickok	503.649.5762
Secretary	Jim Hokinson	503.635.4826
National Rep.	Al Baker	503.645.9079

Chapter Directors-at-Large

Phil Barney (2nd Term)	2016-2018	503.706.0498
Ken Vannice (2nd Term)	2016-2018	503.244.8732
Bryan Ackler (2nd Term)	2018-2020	503.246.2165
David Cautley (2nd Term)	2018-2020	503.631.7516
Rolf Schuler (1st Term)	2017-2019	503.285.7941
Bruce Strange (1st Term)	2017-2019	503.901.7815

Committee Chairs

Activities	Ron McCoy	503.310.4811
Archives	William Hyde	503.666.5530
Auditor	Bob McCoy	360.459.3251
Car Host	Mark Reynolds	503.638.7411
Concessions	Dave Larsen (Acting)	
Chapter Rep., Oregon Rail Heritage Foundation	Keith Fleschner	503.516.9272
Chapter Rep. Powerland	Mark Reynolds	503.638.7411
Elections	Jim Loomis	503.253.3926
Excursions	Vacant	
Flanger Restoration	Phil Barney	503.706.0498
Library	Ken Vannice	503.244.8732
Meeting Programs	Al Baker	503.645.9079
Membership	Lila Stephens	503.246.2165
Rolling Stock	George Hickok	503.649.5762
	Keith Fleschner	503.516.9272
Chief Mech. Officer	Peter Rodabaugh	503.701.7040
Car Rental Agt.	Bob Jackson	503.231.4808
Safety Officer	Keith Fleschner	503.516.9272
S-2 Restoration	Mark Reynolds	503.638.7411
Webmasters	Jim Long	503.313.7382
	Mark Whitson	503.533.7005

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Articles which appear in *The Trainmaster* do not express the official position of the organization on any subject unless specifically noted as such.

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PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 666

Membership Meetings: St. Mark's Lutheran Church, 5415 SE Powell Blvd. 7:30 pm
Guests Most Welcome! Chapter Meetings held on the 3rd Friday of each month.

- January 19:** *Night Mail (1936 B/W 16mm)*, Video from the British Railway Post Office. This classic 1936 documentary was made by the General Post Office Film Unit. Night Mail shows the Postal Special's train service run from London to Scotland. Video provided by Paul Consani.
- February 16:** *Rails of New England* – Mt. Washington Cog Railway, Conway Scenic Railroad including yard, Amtrak Vermonter & Cape Cod Central Railroad presented by Ken Vannice.
- March 16:** Do you have a topic to Present? Let us know!
- April 7:** *Annual Chapter Banquet* – Hayden's Lakefront Grill, Tualatin. Mark your calendars!

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

Board of Director's Meetings: **Jan. 11**, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
Feb. 08, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
(Open to all Chapter Members. Note ***New Location*** for Chapter Board meetings)

NOTABLE NON-CHAPTER EVENTS:

☆ ☆ ☆ ☆ ☆ ☆ ☆ 2018 ☆ ☆ ☆ ☆ ☆ ☆ ☆

- Jan. 14 *Sunday Brunch*, Albany & Eastern, Lebanon OR, santiamexcursiontrains.com (monthly)
- Feb. 1-3 *Portland Winter Light Festival*, SE Portland waterfront & ORHC, www.pdxwlf.com
- Feb. 17 *SP&S Railway Historical Society Swap Meet*, 9:30-2:30, 100 Columbia, Vancouver WA, www.spshts.org
- Mar. 17 *Winterail*, 40th Anniversary, Corvallis High School, Corvallis OR, www.winterail.com
- Mar. 31 *Easter Brunch*, Albany & Eastern, Lebanon OR, santiamexcursiontrains.com
- May 12 *Light the Fire*, WP Railroad Museum fund raiser, Doyle McCormack & Steve Lee, www.wplives.org
- May 19 *Portland Train Day* at the Oregon Rail Heritage Center, www.orhf.org
- Jun. 6-9 *Friends of Burlington Northern Railroad Convention*, Aurora IL, www.fobnr.org
- Jun. 16 *Trains In The Garden Summer Tour*, Rose City Garden Railway Society, www.rcgrs.com
- Jun. 25 – Jul. 1 *Train Mountain Triennial*, Chiloquin OR, www.trainmtn.org
- July 14 & 15 *Clamshell Railroad Days*, Ilwaco WA, www.columbiapacificheritagemuseum.org
- July 18-21 *Union Pacific Historical Society Convention*, Olympia WA, www.uphs.org (joint w/Milwaukee Road)
- Aug 7-12 *NRHS Convention*, Cumberland MD, www.nrhs.com (tentative dates)
- Sept 7-9 *SP&S Historical Society Convention*, Chehalis WA, www.spshts.org (tentative dates)
- Sept. 14-19 *GN Railway Historical Society 2018 Convention*, Bellingham, WA, www.gnrhs.org
- Oct. 31 – Nov. 3 *SP Historical & Technical Society Convention*, Monterey, CA, sphts.org

PNWC – NRHS MISSION

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



Continuing the tradition in a New Venue...

Vic & Annie Neves

Present

WINTERAIL 2018



Celebrating our 40th Year

RAILROAD PHOTOGRAPHY EXPOSITION AND RAILROADIANA SHOW & SALE

SATURDAY, MARCH 17, 2018 -- 9:00 A.M. to 10:00 P.M.

CORVALLIS HIGH SCHOOL-1400 NW BUCHANAN AVE., CORVALLIS, OREGON

Join us as we begin our 40th year where it is a pleasure to bring to the discriminating railfan:

- * High-quality, multi-visual digital slide presentations.
- * The improved photo print competition.
- * Railroad historical societies and groups will have displays you can visit.
- * The always-popular Railroadiana Show where you may purchase a variety of railroad collectables that include books, china, keys, lanterns, passes, photos, slides, videos, railroad apparel, plus other larger items.

For Winterail 2018 we have this exciting lineup planned:

Headliners include: *Ted Benson, Charles Dischinger, Dick Dorn, Gordon Glattenberg, Dave Hardie, Joel Hawthorn, Mark Hemphill, Blair Kooistra, Dan Scheidell and Dave Stanley plus more to be added.*

As always, we'll include *Shorts, Three Favorites*, and the *Winterail Hall of Fame*, rounding out a full day of multi-media digital slide shows sure to capture the imagination and please all.

Special Friday Night Show to be Announced! Check website as details are revealed!

WINTERAIL FARES:

- **Saturday, March 17: Full Event** Entrance to Railroad Photography Exposition and Railroadiana Show is *still only* \$45 per person **by advance mail only with a self-addressed, stamped envelope**. Due to limited seating for the Photography Exposition, only 600 full event tickets will be sold. Since seating is limited, children 5 and under will be admitted free provided they do not occupy a seat. Sorry, no half-fares for juniors.
 - **EventBrite** ticket holders will be given ticket stub/ballot at the door.
 - **At The Door** tickets will be \$55.
- **Railroadiana Show:** A Single Event Ticket grants pass to Railroadiana Show only – Saturday-\$5 at the door, no advance sales. Early admission to the Railroadiana Show will be on Friday for \$10. 5-9pm
- **Tables:** Table reservations are handled in advance of regular ticket sales. Table sales for 2018 are still available. If you would like to be on the dealers list for 2018, please send a written request to Vic Neves.
- **There will be a Friday Early Admission to Railroadiana Show:** \$10 at the door for the public. 5pm-9pm.
- Dealers have the option to set up on Friday.

Please note: Alcoholic beverages, dogs (except service animals), smoking or overnight camping are not allowed on Corvallis School District property.

Camping is available at Benton Oaks RV & Campground and KOA Kampground in Corvallis

ALL TICKET ORDERS WILL BE PROCESSED IN THE ORDER IN WHICH THEY ARE RECEIVED.

Information on the photo exhibition, balloting, area map and lodging will be mailed with each ticket order.



YES! I WANT TO ATTEND!

***Make your check or money order payable to Vic Neves.
All requests MUST include a business-sized, stamped, self-addressed envelope.***

***ORDERS WITHOUT AN ENCLOSED SELF-ADDRESSED STAMPED ENVELOPE WILL BE
PUT AT THE BACK OF THE STACK AND PROCESSED IN FEBRUARY.
(Don't be "that guy...")***

I wish to order: _____ Saturday Full Event Tickets at \$45 each.

I am enclosing a check/money order for \$ _____

Name _____

E mail _____

Mailing

Address _____

City, State & Zip _____

Phone _____

***Mail your order to: Vic Neves – Winterail 2018
P. O. Box 944
Albany , OR. 97321***

A self-addressed, stamped envelope is enclosed for mailing of my tickets.

Checklist for your order:

- Order form – *please include your email address so we may send you advance information for future Winterail shows! We promise: No SPAM will assault your inbox, no salesman will call.*
- Check/money order
- Self-addressed, stamped envelope, because I want to get my tickets sooner rather than later!