

The *Celebrating 60+ Years* Trainmaster

November 2018

ISSUE N^o 676



The Official Publication of the
Pacific Northwest Chapter of the
National Railway Historical Society
Portland, Oregon
www.pnwc-nrhs.org



HISTORIC SP&S FA-1 No. 866 TO BE PRESERVED



On October 13th the Exhibits Committee of the Oregon Rail Heritage Foundation recommended that this very historic locomotive should be moved to the Oregon Rail Heritage Center and cosmetically preserved and displayed as an exhibit.

The No. 866 is believed to be the only survivor of the 28 FA-1 and FA-2 (14 were FA-1s) locomotives owned by the Spokane Portland and Seattle Railroad. It was delivered to the SP&S in January 1950 as American Locomotive Works construction No. 78286 and was the last FA-1 locomotive constructed by ALCO.

The engine was absorbed into the Burlington Northern and renumbered No. 4120. It later became the Long Island's No. 613. Long Island retired the 613 in 1998 with a scrap company in New Jersey purchasing it.

The Northwest Rail Museum (NRM) had the 613 inspected and although missing the prime mover and power packs, was in pretty good shape. The NRM purchased the locomotive around 1998 and the railroads moved it gratis to Portland's Brooklyn Roundhouse where volunteers did some restoration work.

Several gallons of Bondo were used on the nose followed by a coat of Imron Pullman green paint. The 866 has been stored and weathering for several years as seen in this October 12, 2018 picture.

With NRM's support, the ORHF Exhibits Committee believes the 866, after some major cosmetic effort, will make an excellent and informative exhibit. The intent is to return the 866 to SP&S 866 livery that it wore in service in the Columbia River Gorge.

NRM, based in Portland, is one of the ORHF partner organizations. It was formed in 1986 to build a transportation museum; the reason for acquiring the SP&S No. 866.

Article and photo by Arlen Sheldrake from information provided by Ed Immel, Northwest Rail Museum.

Salem Celebrates History of 100-year-old Railroad Station

by Arlen L. Sheldrake

On September 25th the Oregon Department of Transportation celebrated the Centennial of the Salem Railroad Station. The beautiful Beaux Arts station, costing \$26,000, was opened on September 25, 1918 without ceremony. The architect was J.H. Christie, a Southern Pacific employee, and it is the only Beaux Arts style rail station in Oregon. The Salem station is constructed of masonry and is one of five masonry structures along the original Southern Pacific West Coast Line. The other depots are located in Albany, Medford, Roseburg, and Eugene. The station and adjoining baggage depot were added to the National Register of



The Salem Station and the Attendees for the Event

Historic Places on February 12, 2010. Among the politicians to visit Salem by train were President Woodrow Wilson, 1919; Gen. John J. Pershing, 1920; President Warren G. Harding, 1923; future President Franklin D. Roosevelt, 1931; former President Herbert Hoover, 1934; and Gen. Dwight D. Eisenhower, 1952.

The Station underwent a nearly \$1 million overhaul that was completed in 2000 restoring it to her original grandeur with ionic columns and other architectural touches adorning the exterior and marble, terrazzo and oak in the interior.

The 100th anniversary celebration was hosted by the Oregon Department of Transportation, the station's owner. Keynote speaker for the event was ODOT Director Matthew Garrett along with Salem Mayor Chuck Bennett. To commemorate the

100th anniversary, ODOT has added many historical photos in the Station's lobby. Many of these photos were provided by historian Ed Austin with ODOT Rail Division/historian Bob Melbo assisting.

Rail passengers and Salem visitors are encouraged to visit the Station and the older adjacent Greyhound Bus Station and enjoy the pictures and other artifacts.

Celebration attendees included Bob Melbo, Ed Austin, Donald Leap (AORTA) and the author who also took these pictures and enjoyed two (2) cookies.

The Salem station is served by the Amtrak Cascades service as well as the daily north and southbound Coast Starlight. The Cascades service added another trip through the Willamette Valley in early 2014, for a total of four northbound and five southbound daily trips. This is about half as many trains which stopped at the station when it was completed in 1918. In 2017, the Salem Station recorded 63,311 passenger boardings and detainings, an increase of about 3.4% over the previous year.



Matthew Garrett, ODOT Director



Cookies with the 100th Anniversary Logo

Looking toward the future, the 150th anniversary of passenger rail service in Salem will be commemorated in September 2020. The first passenger train arrived on Sept. 27, 1870, just in time for the Oregon State Fair

So now rail fans/historians have at least three (3) reasons to visit this section of Salem; all are within an easy walk:

- 1) Lunch and a draft at the Ram Restaurant & Brewery (ask for a track viewing table or booth)
- 2) The Willamette Heritage Center and the O&C caboose No. 507
- 3) The Salem Railroad Station & Greyhound Bus Terminal

(Some information extracted from the *Salem Statesman* 9/26/2018 article.)

STEAM LOCOMOTIVE INJECTORS

By. T. Trent Stetz



Photo of SP&S No. 70 Steam Injector, Located below the Fireman's side of the Cab

Working with injectors at my “day job” got me curious how they work. How does this device “push” a cold low pressure fluid into a hot and pressurized system?

A steam injector is typically used to deliver cold water to a boiler against its own pressure using its own live or exhaust steam, replacing any mechanical pump. This was the purpose for which it was originally invented in 1858 by Henri Giffard (the same inventor who developed a steam powered dirigible. Wondering a bit about the combination of fire for steam and hydrogen). The injector for the steam locomotive was patented in the United Kingdom by Messrs Sharp Stewart & Co. of Glasgow Its operation was from the start intriguing since it seemed paradoxical, almost like perpetual motion.

The injector consists of a body containing a series of three or more “cones” containing nozzles along one axis. It uses the Venturi effect to convert the “pressure energy” of the steam to “velocity energy” in the entrance cone. (Conservation of Energy at work here... I do like physics after all!) This reduces the pressure in the injector to below atmospheric pressure which allows the cold water to enter the flow. This mixture then enters the exit cone which slows the jet, converting it back from “kinetic energy” to “pressure energy”, above the pressure of the boiler. Voila!

Resource material from en.wikipedia.org/wiki/Injector

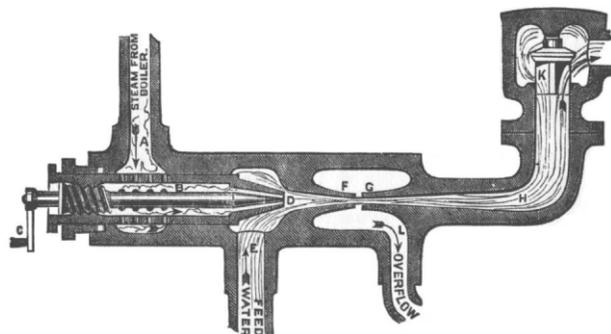


FIG. 6.— Section of Giffard's Injector.

A- Steam from boiler, B- Needle valve, C- Needle valve handle, D- Steam and water combine, E- Water feed, F- Combining cone, G- Delivery nozzle and cone, H- delivery chamber and pipe, K- Check valve, L- Overflow

From the book "Discoveries and Inventions of the 19th Century" by Robert Routledge, published in the early 1890s

LERRO PHOTOGRAPHY CHARTER

By. Arlen L. Sheldrake

On October 15th the Oregon Rail Heritage Center was the site for a Friends of SP4449 /Lerro Photography charter with some 40 photographers from around the world in attendance. The Friends of 4449 crew had the consist of the Gordon N. Zimmerman baggage car, Red River 6800 coach, and the James J. Gilmore observation lounge along with the SP4449/tender, clean and sparkling on an absolutely perfect weather day.



The runs started at 3 pm and continued into the evening with night photo opportunities running on the Oregon Pacific Railroad north of the OPR/MAX

diamond. Photographers were from multiple states, and foreign countries including the United Kingdom, and Italy. One of photographers was Steve Barry, Editor, Railfan & Railroad magazine. The group had previously been at a photo shoot on the Sumpter Valley Railroad and following the stint at ORHC were headed to Garibaldi and the Oregon Coast Scenic Railroad. The weather at all three sites was abnormally perfect.

More information about Lerro Photography:
www.lerrophotography.com

Photo and article by Arlen L. Sheldrake





PNW RAIL NEWS

by Arlen L. Sheldrake



► The Sound Transit Board on September 27th selected an elevated light rail alignment to downtown Redmond that incorporates refinements the board recommended for further study in 2017. The action moves the Downtown Redmond Link Extension project closer to the start of construction in 2019 and service beginning in 2024, only one year after opening of light rail to Redmond's Overlake area. From the future Redmond Technology Station, the route will run along the SR 520 corridor to an at-grade southeast Redmond station located near the SR 520 and SR 202 intersection. After the southeast Redmond station, the route will turn west under SR 520 using the former BNSF Railway corridor, where it will be elevated to cross Bear Creek and terminate at an elevated station at 166th Avenue Northeast and the Redmond Central Connector Trail. **Sound Transit 9/27/2018 news release.**



► Imperial Western Beer Company is the primary new tenant of the former Harvey House space on Union Station property, just to the right of the front doors of the historic Downtown/Chinatown building in Los Angeles. The working brewery is filled with games like pool and shuffleboard and checkers with tall booths ringing two sides for more intimate memory-making with friends. There are two bars pegged to the center of the gigantic room (which can hold up to 435 people at a time), one small grab-and-go stand that will offer some snacks from a display case. The other is a wraparound wood behemoth touched off with flashy Art Deco details in all directions. There's a long, open patio to one side and room to check out the 15-barrel brewing system in the back, but most folks will find their way into the space's historic architecture, which offers an absolutely soaring ceiling and impossible amounts of natural California sunlight. The 213 Hospitality team's years-long work to adapt and retain much of the detail work inside is nothing short of spectacular. **Eater Inside 9/27/2018.** [While this is outside my normal PNW reporting, this gives us yet another reason to ride the Coast Starlight.]



► In late June, the Federal Transit Administration (FTA) sent a report to the Honolulu Authority for Rapid Transportation (HART) noting that the project is estimated to cost nearly \$8.3 billion, which is \$134 million above HART's own cost estimate. HART has until late November to submit a recovery plan to the FTA. If HART fails to submit the plan, FTA may proceed with "remedies set forth" in the project's full funding grant agreement with the federal government. The FTA in late 2012 agreed to provide \$1.55 billion to the city and county of Honolulu for the passenger-rail system, The FTA can demand the money back if the city is in default. **Progressive Railroading 9/27/2018.**



► The Honolulu Authority for Rapid Transportation (HART) and city and county of Honolulu late last week issued a request for proposals (RFP) for a public-private partnership (P3) to help finish the area's 20-mile transit-rail system. The chosen bidder would complete the City Center guideway and stations, as well as the Pearl Highlands Transit Center and Garage. The bidder also would sign a long-term operations and maintenance agreement for HART's rail system. HART's board voted September 27 to pursue a P3 agreement for the project. **Progressive Railroading 10/1/2018.**

► The Chehalis-Centralia Railroad & Museum (CCR&M) may soon see some major management changes. The CCR&M Board asked both its president and treasurer-secretary to resign, after a letter from the Port of Chehalis said it would no longer work with the organization if something didn't change with the non-profit's management. Bill Thompson is the president and Wanda Thompson is the secretary-treasurer; they are married. The Board has requested they resign by September 28th. The Port provides the rail line that CCR&M operates on for \$1 per year. **The Daily Chronicle 9/27/2018.** The Chehalis-Centralia Railroad & Museum is under new management, after board members asked the president and treasurer-secretary to resign in late September. Bill Deutscher, who was previously vice president of CCR&M, is now acting as the president of the organization. Rick Burchett is acting as treasurer, while volunteer Jack Eppert is acting as secretary. The organization intends to stick with its usual schedule of events. It will hold elections for people to permanently fill the president, treasurer and secretary positions in January 2019. **The Daily Chronicle 10/12/2018.**



► Thirty-nine of 123 cars lost coal when a Montana Rail Link train derailed September 25th near Columbus, Montana. The train was carrying coal from the Cloud Peak Spring Creek Mine near the Montana-Wyoming boarder to the TransAlta power



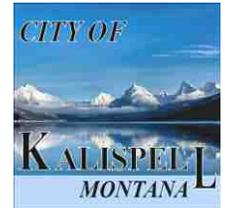
plant in Centralia, Washington. There were no injuries and no gas from the train leaked. **Billings Gazette 9/26/2018.**

- ▶ The Port of Tillamook Bay has been in discussions with the Portland & Western Railroad (P&W) about a possible sale of their Banks rail yard to the P&W. According to P&W, in order for the railyard to work for their business, they need additional trackage north of Banks Road to make their rail car switches. The tracks north of Banks Road are part of the rail banked ROW that the Salmonberry Trail Intergovernmental Agency has responsibility for. If P&W requests a portion of the rail banked ROW to be returned to active freight service, it is expected that the Surface Transportation Board would approve. This sale would prohibit any Banks-Vernonia Trailhead expansion as is suggested in the recently completed Valley Segment Plan. **Salmonberry Trail Intergovernmental Agency 10/4/2018 agenda item #8.**



Salmonberry Trail

- ▶ 125 years after the Great Northern Railway came to town, the railroad that built Kalispell is pulling out of the station. In the last decade, city leaders have eyed the land along the railroad near downtown for redevelopment. In 2015, Kalispell received a \$10 million federal grant to help build a new rail yard near Evergreen. Later this year, Northwest Drywall and CHS Kalispell will move their facilities to the new yard, and the 2 miles of track through downtown will be replaced with a walking trail. **Flathead Beacon 9/5/2018.**



- ▶ On October 15th the Friends of SP4449 hosted a **Lerro Photography** charter of the 4449 for an afternoon and evening photo shoot at the Oregon Rail Heritage Center on the adjacent Oregon Pacific Railroad tracks. Approximately 40 ticketed (\$250) photographers enjoyed the show by the 4449 and crew. Lerro also did photo charters on October 19-20 & October 16-18 on the Oregon Coast Scenic Railroad. And before visiting ORHC a photo charter on the Sumpter Valley Railroad. In all cases the weather was outstanding at all three visited regions of Oregon. Among those attending was Steve Barry, Editor of Railfan & Railroad magazine. Peter Lerro is quite organized and nice to



work with. Lerro did a similar photo charter with the SP&S 700 at ORHC in October 2014. www.lerrophotography.com

- ▶ Lake County is awaiting word on their \$5.6 million Build America Grant application to upgrade the Lake County owned 55-mile line from Lakeview OR to Alturas CA. The line is currently in excepted status and needs to be upgraded to Class 1 to haul fuel from the Red Rock Biofuel plant. Goose Lake Railway (GOOS) took over operations of the Lake County owned line in September 2017 and the Union Pacific-owned 60-mile line from Alturas CA to Perez CA in October 2017. The Better Utilizing Investments to Leverage Development, or BUILD Transportation Discretionary Grant program, awards will be made before December 18, 2018. BUILD is a program of the U.S. Department of Transportation. **Lake County Examiner 9/26/2018 & Union Pacific.**

- ▶ The BNSF intermodal service from the PNW to Texas is a day faster than any other provider. As the largest intermodal carrier in the world, BNSF Railway now offers intermodal service between Seattle/Portland and Dallas/Fort Worth. Comparable to single-driver, over-the-road trucking options, our Pacific Northwest-Texas service operates 5 days a week and is the fastest intermodal service in the industry. With access to the largest markets in Texas, it's the most efficient way to ship throughout the Lone Star state. From BNSF's intermodal facility located just north of Fort Worth, customers can reach any of the major Texas or Oklahoma markets with a short-haul trucking option to move containers and trailers for dry or refrigerated goods. Northbound service also offers both expedited service arriving on the sixth morning and standard service reaching its destination on the sixth day. **bnsfnorthwest.com 10/1/2018.**



- ▶ The November issue of *Trains* magazine has an excellent 10-page **Gliding through the Cascades** article by Scott Lothes. Some great pictures of our very scenic Columbia River Gorge and description of the heavy railroad traffic on both sides. On page 39, Scott notes that municipal waste from Portland, Seattle and even British Columbia and Alaska trip up the Gorge by rail to landfills. [While I know a LOT of garbage goes up the Gorge to landfills by train, the Portland area (Metro) garbage, however, goes by truck.]



- ▶ One of the many benefits of the Oregon Rail Heritage Center facility is the ability to host small to medium size meetings. On October 3rd, eight members of the local area U.S. Department of Homeland Security, Transportation Security Administration, Rail Division held a full morning meeting at ORHC that included an in-depth ORHC tour.



Transportation Security Administration

- ▶ Sound Transit's northbound trains have been abruptly braking to less than 10 mph as they enter Seattle near the south

city limits, after cracks appeared in some of the 9-year-old rails. Train operators on Link have been under a slow order since September 20, when maintenance personnel discovered the cracks during a routine inspection. The damage showed up in a 1,200-foot area, where the Link light-rail corridor crosses over Interstate 5. A 5-mile segment between Rainier Beach Station and Tukwila International Boulevard Station will be shut down on Saturday for track repairs. **Seattle Times 10/2/2018.**

► Coast Guard officials are seeking comment from mariners and maritime stakeholders while reviewing an application from Burlington Northern Santa Fe Railway Company requesting approval of the location and plans to build a movable railroad bridge to be constructed across Salmon Bay 0.3 miles west of the Ballard Locks in Seattle. The comments are needed to establish horizontal and vertical navigation requirements for the new bridge, proposed to replace the current bascule bridge, which has unlimited vertical clearance, with a vertical-lift bridge, which has a finite vertical clearance, to be determined by process of evaluation. **United States Coast Guard News Release 10/01/2018.**



BNSF Railway will invest upwards of \$200 million to build a new bridge spanning Salmon Bay in Seattle. The current bridge is 104 years old and is showing signs of fatigue of the counterweight truss and the trunnion bearings are wearing out. BNSF estimates permitting will take two years and construction will take three years. The proposed bridge would be approximately 450 feet long and have a vertical clearance of 155 feet. **Dallas Business Journal 10/19/2018.**

► The normal service alerts emailed by TriMet include things like car blocking the tracks, collisions with cars, and Steel Bridge lifts. A rare one: 10/5/2018 3:47 pm – MAX Orange Line is delayed up to 15 minutes due to a collision with a crossing gate near Holgate Blvd. After closing ORHC on October 11th the railroad crossing arms on Caruthers came and stayed down indicating I thought an approaching Oregon Pacific Railroad train. So I waited but no train; I called the number on the crossing arm pole to indicate a problem. The fellow answering the call, said he would check but he didn't think the problem was TriMet's. A followup from Dick Samuels indicates the phone number was correct and it was a TriMet problem: a circuit breaker had been thrown and the batteries ran down thus releasing the crossing arms.



► The 2018 Regional Transportation Plan will establish priorities for state, federal and regional funding and help set the stage for the new and expanded options for people and products to get where they need to go. The plan lays out more than \$15 billion in priority investments for federal, state and local transportation funds and includes new strategies for transportation safety, transit improvements, freight movement and emerging technology. Through the end of August and beginning of September, advisory committees reviewed draft Metro staff recommendations that responded to the public comments on the 2018 RTP. The Metro Council will hold a public hearing at 2 p.m. on Thursday, November 8 at Metro Regional Center and on December 6 will hold a final public hearing and take legislative action on adoption of the 2018 RTP. Find out more about the 2018 Regional Transportation Plan at oregonmetro.gov/rtp. **Metro enews 10/5/2018.**



► On October 3rd the Portland District of Army Corps and Multnomah County Drainage District signed a Federal Cost-Share Agreement – the official document that signifies the partnership with the Corps and commits up to \$3 million in federal funding and staff expertise to investigate solutions to modernize the Multnomah County levee systems. This New Start Feasibility Study is unique in that the local sponsors are not required to pay half of the \$3 million. Instead, the study has been 100% funded by Congress under the Army Corps' Fiscal Year 2019 Storm Supplemental, funds made available to the Corps specifically to work on flood and storm damage reduction projects. The process will involve:

- 3 months of planning to assess problem areas, identify potential solutions, and select the project alternatives to further investigate;
- 9 months of investigation and analysis to tentatively select the recommended solutions for the problem areas;
- 6 months of internal review to vet and decide on the recommended project alternatives to pursue going forward;
- 12 months to design the project plans to bring the recommended solutions to life; and
- 6 months for final review of the recommendations in Washington, DC.



[One of the areas that will be covered is what to do about the BNSF railroad embankment that failed causing the 1948 Vanport Flood.] **Levee Ready Columbia news release 10/5/2018.**

► On August 30th the Oahu Railway 302 was loaded onto a ship at the Kailoa Deep Draft Harbor near Campbell Industrial Park for shipment to Portland, Oregon where the locomotive was off loaded and trucked to Wyoming for her

make-over at Wasatch Railroad Contractors. The 45-ton 302 was built in 1944 by Witcomb for the military. **AKAHELE I KE KA'AAHI September/October 2018** [Hawaiian Railway Society] newsletter. An October 12th update email from Bob Melbo: On October 5th the locomotive was offloaded from a barge at the Teevin Brothers' Rainier facility for trucking to Wyoming. Photo by Paul Langner, Teevin Brothers via Bob Melbo.



And on 10/26 Paul reported that the 302 was now on a truck bound for Wyoming.

- ▶ The Oregon Rail Heritage Foundation has hired AECOM to complete the civil engineering and design portion of the Turntable Installation Project.



AECOM will be working under the direction of ORHF project manager Kim Knox of Shiels Obletz Johnsen (SOJ). “AECOM is a global network of design, engineering, construction and management professionals with clients to imagine and deliver a better world. From high-performance buildings and infrastructure, to resilient communities and environments, to stable and secure nations, our vision is to be the premier, fully integrated infrastructure firm; 7 continents, 87,000 employees, 150+ countries. From: www.aecom.com.”

- ▶ Not all of the Oregon Rail Heritage Center recycling projects net dollar returns but a recent scrap metal “boneyard” cleanup netted about \$800 in metal recycling. Other recycling efforts at ORHC include paper, magazines, cardboard, and drink containers. Two car loads of model railroader magazines were recently delivered to the Columbia Gorge Model Railroad Club, 2505 N Vancouver Ave., in North Portland where they will be used as free giveaways to kids during their November open houses. Thanks to Doug Auburg for facilitating the transfer.



- ▶ A new tenant coming to Bruun Docks Studios next door to ORHC is **Brewvana**, a company providing Portland brewery tours of varying lengths for Portland visitors and conventioners. Portland is touted as one of the premier cities with a whole raft of craft brewers. You will see their distinctive vans parked next to the former Inman-Poulsen headquarters building next to the ORHC parking lot. www.brewvana.com



- ▶ Purchases using Amazon Smile can now benefit the Oregon Rail Heritage Foundation. Select ORHF as your charitable organization on your account at smile.amazon.com. Then every eligible purchase you make at smile.amazon.com will result in a donation to ORHF. www.orhf.org



- ▶ A few of many reminder reasons for a visit to the Columbia Gorge Interpretive Center Museum in Stevenson, Washington:

- Many interesting railroad artifacts including information on building the North Bank railroad.
- A nice picture of the SP&S No. 866 FA-1 in operation. The No. 866 is currently owned by the Portland based Northwest Rail Museum and may become an ORHC exhibit.
- As the 100th anniversary commemoration of World War 1 comes to close and the ORHC Spruce Division exhibit is headed to storage, take a look at a restored WW 1 1917 Curtis JN-4 aeroplane hanging from the Museum ceiling.
- Through December 31 an excellent and extensive Eagle Creek Fire Exhibit. One of the very large pictures of the Bridge of the Gods with the fire raging in the background took by breath away.
- And yes, the Skamania Lodge, next door to the museum, has some nice railroad viewing rooms on the fourth floor according to our Editor and we both concur that good food and Gorge views are available in the dining room.



- ▶ Joseph Branch Railriders (Joseph), along with the Oregon Coast Railriders (Bay City) and Vance Creek Railriders (Shelton, WA), will soon change their company name to Railrider Cycling with each of the locations henceforth will be referred to as a branch. The Railrider Cycling season opens May 18 and runs to the first week of October. **Wallowa County Chieftain 10/9/2018.**



- ▶ Canadian Pacific has released the schedule for their 20th Holiday Trains, one train is focused in the eastern U.S. and the other in Canada. The Canadian train visits British Columbia beginning in Golden on December 14 and finishes in Port Coquitlam on December 18. Stops include Revelstoke, Kamloops, Ashcroft, Lytton, and Port Moody. Since its inception, the train has raised more than CA\$14.5 million and gathered more than 4.3 million pounds of food for communities along CP routes in both countries www.cpr.ca 10/11/2018.



► TransLink's Board of Directors has given the "green light" to issue Green Bonds as one way to finance the largest expansion to transit service to our region's history. TransLink will be the first transit agency in Canada to issue Green Bonds. Pursuing Green Bonds is about aligning with TransLink's commitment to sustainability. Last week, the TransLink Board approved a plan to reduce greenhouse gas emissions by 80 per cent and to use 100 percent renewable energy by 2050. **TransLink 10/9/2018 news release.**



► The Oregon Pony Task Force is finalizing their work on recommendations to the Port Commission regarding the new Oregon Pony Building. The Task Force has come up with an exciting option that would create a visitor center, renovate the Museum and construct a new Pony building near the north west end of the current Museum building. The Task Force has set October 29 at 7 pm in The Pavilion for a community meeting to review the recommendations before final presentation to the Commission in December. Included in the Task Force concept are a remodeling of the current Museum building, constructing a new Pony building that will include space for a visitor center as well as class room and activity space in the new Pony Building. The idea is to create an enhancement to the community's year around economic development and provide an exciting and educational approach to the history of the community. **Port Report September 2018** [Port of Cascade Locks newsletter].



► After hearing loads of negative feedback over a proposal to allow industrial development along part of the Chelatchie Prairie rail line south of Brush Prairie, the Clark County Council indicated they're willing to take a different track. An online survey done after an open house at Hockinson High School over the Freight Rail Dependent Uses advisory committee proposal showed well over 80 percent strongly opposed the idea. Many of the respondents were upset over the committee's decision to greatly expand the potential overlay area by increasing the definition of "rail adjacent" to one mile, in an effort to include a rural industrial land bank east of SR-503. **Clark County Today 10/4/2018.**



► Ballard Terminal Railroad engineer James Norwell purchased for \$11,000 the SP&S 870 caboose and paid \$5,500 to have it trucked 80 miles from Watcom County. It will be stored along with Norwell's speeder in the railroad's yard. The 1951 caboose still has the original potbelly stove and ice box. **Seattle Times 10/6/2018.**



► The Port of Pasco has been awarded a \$7.1 million grant by the U.S. Economic Development Administration to improve roads and install stormwater management systems that will aid the operation of the Big Pasco Industrial Park. The improvements will enable multimodal transportation to continue unabated in the face of future snow melts. The park provides barge, rail and road service; BNSF provides the park's rail service and switching.



Progressive Railroading 10/16/2018.

► An interesting web site: "Steam cranes have always been the 'Cinderellas' of the railway steam scene, but as their more glamorous steam locomotive sisters ended their working days, they have often continued to be active in countries with no other real steam. This page links to a series of pages which show not only preserved steam cranes but also a very distinguished few which are still in service although, as they are generally engineers and breakdown cranes, they do not see daily use. Also included are a number of steam to diesel conversions, a selection of known hand cranes and a few historic diesel and electric cranes." www.internationalsteam.co.uk. An excellent site with lots of pictures!

► Corps of Engineers moving forward with review of Longview coal terminal despite state objections. The U.S. Army Corps of Engineers will move forward with an environmental review of a proposed Longview coal-export terminal that already has been delayed and denied a number of permits and approvals because they oppose the project on policy grounds. The Corps issued a draft environmental impact statement about the project in 2016. Work then slowed as the project ran into roadblocks in the state and local permitting process. With the agency short of staff, work slowed on the permit but now the agency has filled vacant positions and has decided to move forward with finishing the project review. A federal permit could not actually be issued so long as the state certification continues to be denied. The developer, Millennium Bulk Terminals, wants the Corps to declare the state has waived its rights under the Clean Water Act because it took too long to make a decision and the denial was not based on factors outlined in federal law. **Seattle Times 10/16/2018.**



► As the Sherwood Railroad Trestle Replacement project gets completed, I find it interesting that the picture provided by Dogcaught.com on the project's City of Sherwood web site is the former wooden trestle with the SP4449 locomotive

on it. Yes, many of us fondly remember the days of the SP4449 in downtown Sherwood being the highlight of the Sherwood Cruisin. www.sherwoodoregon.gov.

► Travel Oregon awarded \$350,000 in 23 2018 Small Grants that will be completed by November 2019.

Rail related matching grants included:

- Oregon Electric Railway Museum to upgrade the museum's Trolley Barn to provide full visitor access with three additional exit doors, upgraded LED lighting and two ADA parking spaces. [Located in Powerland Heritage Park, Brooks OR.]
- Oregon Electric Railway Museum to purchase rare and difficult to acquire parts to restore the last remaining electric interurban car (No. 1067) that was built in Portland, Oregon.



Oregon Heritage News 2018-10-18.

► The Draft Environmental Impact Statement is now available! For several years, Oregon Department of Transportation (ODOT) has studied ways to improve the frequency, convenience, speed and reliability of intercity passenger rail service between the Portland urban area and the Eugene-Springfield urban area. The project has reached an important milestone with the release of the Draft Environmental Impact Statement (DEIS). The DEIS describes why the project is being proposed and the project's alternatives. It examines the potential social, economic and environmental impacts of those alternatives. The "build" alternatives in the DEIS would accommodate increased passenger service.

ODOT is now accepting comments on the DEIS at five public open houses:

- Portland: Nov. 28, 5-7 p.m., ODOT Region 1 Office, 123 NW Flanders St.
- Oregon City: Nov. 29, 4:30-6:30 p.m., Pioneer Community Center, 615 Fifth St.
- Albany: Dec 4, 5-7 p.m., Linn-Benton Community College, Fireside Room, 6500 Pacific Blvd. SW.
- Salem: Dec. 5, 5-7 p.m., Pringle Hall, 606 Church St. NE.
- Eugene: Dec. 6, 5-7 p.m., Main Public Library, 100 W 10 Ave.
- An online open house will also be held between Nov. 28 and Dec. 18.

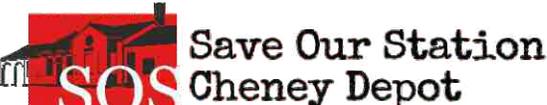


Copies are available for download and more information (www.oregonpassengerrail.org); DEIS =336 pages plus a 240-page appendix. Paper copies are also available for viewing: ODOT Region 1 Office, 123 NW Flanders, Portland; ODOT Transportation Building, 355 Capitol Street NE, Salem; Eugene Downtown Library, 100 W 10th Ave.; Albany Public Library, 2450 14th Ave. SE; Albany City Hall, 333 Broadalbin Street SW; Salem Public Library, 585 Liberty Street SE; Oregon City Public Library, 696 John Adams St. **Oregon Passenger Rail 10/19/2018 email.**

► Heritage Capital Grants announced for 2019-2020. Notice has been received from the Washington State Historical Society (WSHS) that the Cheney Depot Relocation & Restoration Project is one of approximately 36 projects recommended for funding in the ranked list of projects being recommended to the Washington Legislature for inclusion in the Historical Society's capital budget request for 2019-2021. The Cheney Depot project requested a total of \$366,600, which represents approximately 40% of the

total project cost. If you are considering a donation to the Cheney Depot project, we still need your help! The Heritage Capital Grant funds will not be available for nearly a year, and there are a number of things which must be accomplished prior to the effective date of the grant. Your donations will still be matched 1:1 by Dr. Peter Hansen, and all funds received match to the WSHS grant. The Cheney Depot Society is a 501c3 non-profit corporation. Donations may be made through the website: www.cheneydepot.com. **Cheney Depot Society 10/23/2018 email.** [The Depot was built by Northern Pacific in 1929 and features a Spanish Eclectic design. The first project step is to relocate the Depot.]

► A WorkSafe B.C. report obtained by the *Times Colonist* through a freedom of information request concluded that Western Forest Products, the company working on the now-defunct Englewood Railway, failed to ensure the health and safety of all workers on the rail line. On April 20, 2017, a faulty coupler caused 11 cars loaded with logs to detach and roll freely toward the community of Woss, directly into a maintenance crew working downhill on the track, rolling 500 metres from the reload yard and collided with equipment where five men were working. The railcars, the speeder and the backhoe ran out of control down the line for another 1.5 kilometres until they all derailed. Three died and two others were seriously injured. The train would have derailed well before it reached the maintenance crew, but a derail mechanism wasn't working properly. However, the derail device was attached to old rail ties that had rotted away due to wet conditions. The reload operator radioed the rail traffic controller to warn that the cars were rolling down the line, a warning which the controller broadcast repeatedly to anyone on that section of track but no one responded. Western Forest Products announced in November 2017 that it was shutting down the logging train, which was believed the oldest in North America and the last one operating. **Times Colonist 10/24/2018.**



October Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on October 12, 2018

The October 2018 membership meeting was called to order at 7:38pm by President Keith Fleschner.

The minutes of the September meeting were called, Doug Auburg made a motion to approve the minutes, Bryan Ackler seconded and the membership voted to approve the minutes.

President Fleschner said that the current nominations of chapter board officers for the Elections to be held in the December Annual Meeting are: Mark Reynolds for President, George Hickok for Vice President, Jim Hokinson for Secretary, Keith Fleschner for Treasurer and Chuck Fagan running for re-election to the Director-at-Large. President Fleschner then opened to the floor nominations for the Officer positions. Trent Stetz nominated Don Klopfenstein for Director-at-Large, with his permission. There were no further nominations so the nominations were closed.

President Fleschner then announced that the Board had recommended a change to the chapter bylaws. This change would eliminate section 2.03, which requires all chapter members to also be members of the National Organization, NRHS. There will be further discussion at the November 16th Chapter meeting and the vote on the Bylaws Proposal at the December 21st Annual meeting prior to the election of officers.

George Hickok reported that he did not have a full treasurer's report as he has been working on the taxes. He reported that he has sent out forty-one "second notices" for payment of 2018 dues. Soon he will be sending out the 2019 dues notices. Mr. Hickok then reported that the Chapter has provided funds for the NRHS Railcamp in the past, and he has received a nice thank you letter and a metal challenge coin. Doug Auburg made a motion to give the challenge coin to Ed Berntsen, Tammy Auburg seconded and the membership voted to approve the motion.

Mark Reynolds reported that all the railcars except the Plum Creek are ready for Holiday Express decorating on the next two Saturdays. He said each car has a theme in decorating.

Keith Fleschner reported that there have been more problems at the 217 railcar storage site. Apparently a person with a battery powered grinder has cut chains and locks. Mr. Fleschner and aides have 'hardened' the cars against further entry.

George Hickok reminded members about recycling bottles and cans using the blue plastic bags available from him so the chapter can receive the proceeds.

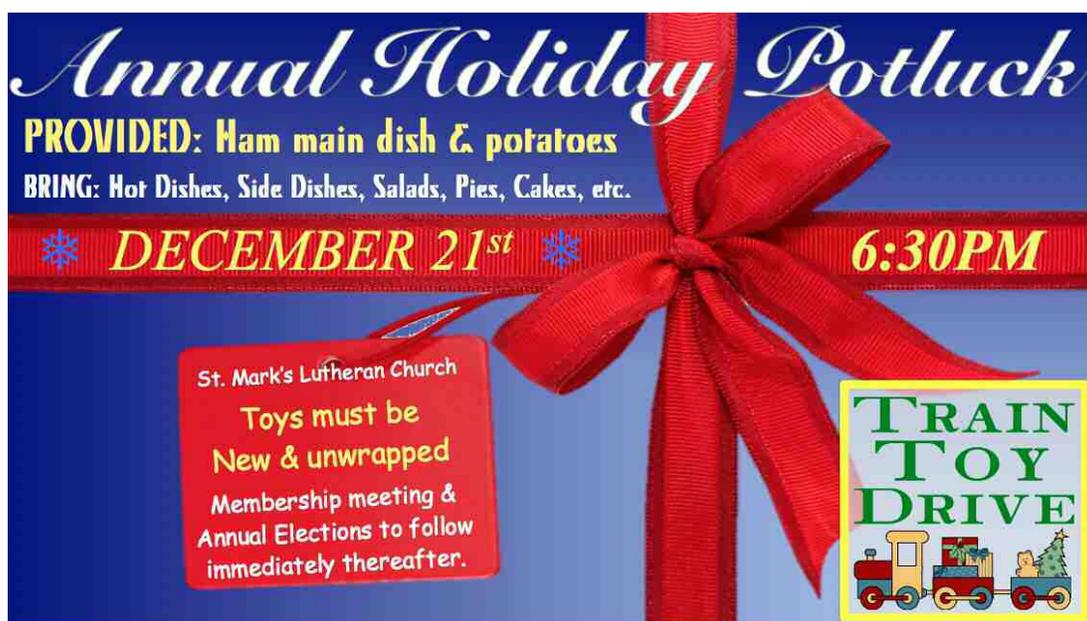
Bruce Strange reported that the Holiday Express Tickets went on sale and on the Annual Holiday Potluck.

The meeting was adjourned at 8:44pm.

Snack time was provide by Lila Stephens and Bryan Ackler. Thank you.

The program for the evening was a video on the history of the caboose.

*Respectfully submitted by Jim
Hokinson, Secretary*



41st Annual Rogue Valley Railroad Show

November 24-25, 2018

Saturday 10:00 AM – 5:00 PM **Sunday** 10:00 AM – 4:00 PM



****Jackson County EXPO****

1 Peninger Road, Central Point, Oregon

SWAP MEET, RAILROAD DISPLAYS, EXHIBITS, AND RAFFLES

Proceeds benefit the Medford Railroad Park

For information mail:
Rogue Valley Railroad Show, P. O. Box 8065, Medford, OR 97501-0965
Or Email:
Roguevalleyrailroadshow@gmail.com

Or call:
Bruce Kelly 541-613-1638
Bill Meyer - 541-821-5547

Admission - \$5 ♦ Ages 6-12 - \$1
5 AND UNDER FREE W/ADULT!

NRHS Reminder: You can join or renew your membership for the National Railway Historical Society online at: www.nrhs.com/membership

Bill of Lading

SP&S No. 866.....	Page 1
Salem Station at 100 Years.....	Page 2
Steam Locomotive Injector.....	Page 3
Lerro Photo Charter.....	Page 3
PNW Rail News.....	Page 4
Chapter Meeting Minutes.....	Page 10
Annual Holiday Potluck.....	Page 10
Rogue Valley Railroad Show.....	Page 11
Officers, Committees & Contacts.....	Page 11
Calendar	Page 12
Mission Statement.....	Page 12

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
Chuck Fagan (1st Term)	2016-2018	
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	Bruce Strange	503.901.7815
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

Printed in the USA

The Trainmaster is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members. 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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Website: www.pnwc-nrhs.org/trainmaster.html
ISSN: 0041-0926



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PACIFIC NORTHWEST CHAPTER TIMETABLE No. 676

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.

November 16: Jeff Schultz presents: *Tren Crucero, Part 2 (or why you need to ride the Guayaquil & Quito Railway)*
The Guayaquil and Quito Railway (G&O) is one of the most unique and scenic narrow gauge railroads ever constructed, and one of the best train rides in the world, with torturous five percent grades, tight curves and the famous "Devil's Nose". Almost abandoned, due to significant and widespread destruction from Mother Nature, the G&O is back and better than ever. Ecuador's G&O Railway has been reborn into a first class railway travel experience that serious railfans, steam aficionados, and leisure travelers will find exceptional. One of South America's smallest countries Ecuador is roughly the size of Wyoming and has some of the most unique forests and animal life anywhere on earth due to its location astride the Equator and the towering Andes mountains slicing through the countries' middle. Ecuador has nine climatic zones ranging from tropical rainforests to alpine meadows and glaciers as well as the famous "Avenue of the Volcanoes". Jeff wrote about his experience riding the first class Tren Crucero (Cruise Train) service over the G&O in the May 2015 issue of Trains magazine (Part 1). His presentation will include several videos and many photos that did not make it into the article. Furthermore, Jeff will provide an update on the current train operations and travel tips for those who are interested in traveling to one of South America's best travel destinations to ride this amazing railway.

December 21: Holiday Potluck starts at 6:30pm
Annual Meeting starts at 7:30pm and includes: Election of Officers, Toy Drive, 2019 Budget Review

Vote on Chapter Bylaws Change Proposal

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

Library and Archives: Portland Union Station Annex, NW 5th and Irving, 503-226-6747, library@pnwc-nrhs.org.

Mondays*: 10 am - 1 pm and by **Appointment**
Researchers Welcome! *Not open on major holidays.
Books and DVDs/VHS are available for member check-out.

See thousands of books, periodicals, timetables, maps, photographs, and documents about railroads.

Catalog on chapter website at:
www.pnwc-nrhs.org/library_main.html

Board of Director's Meetings: **Nov. 08**, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
Dec. 13, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
(Open to all Chapter Members. Note **Location** for Chapter Board meetings)

NOTABLE NON-CHAPTER EVENTS:

Nov. 23 & 24, Dec. 1 & 2, 8 & 9, 15 & 16 *ORHF's Holiday Express* at Oaks Park,

www.orhf.org/the-holiday-express/

Nov. 24 & 25 *41st Annual Rogue Valley Railroad Show*, Jackson County Expo, www.soc-nrhs.org/annualshow.htm

Nov. 24 & 25 *Santa Train*, Northwest Rail Museum, Snoqualmie WA, www.trainmuseum.org

Nov. 24 & 25, Dec. 1 & 2, 8 & 9 *Christmas Tree Special Trains*, Chelatchie Prairie RR, Yacolt WA, tickets.bycx.org

Dec. 1-2, 8-9, 14-16 *Santa Train*, Northwest Rail Museum, Snoqualmie WA, www.trainmuseum.org,

Dec. 15 & 16 *Steam Winter Finale*, Chelatchie Prairie RR, Yacolt WA, tickets.bycx.org



☆ ☆ ☆ ☆ ☆ ☆ ☆ 2019 ☆ ☆ ☆ ☆ ☆ ☆ ☆

Feb. 7-9 *Portland Winter Light Festival*, ORHC & Portland waterfront, www.pdxwlf.com

PNWC – NRHS MISSION

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

November 2018



Election of 2019 Officers

Pacific Northwest Chapter
National Railway Historical Society
Portland, Oregon
www.pnwc-nrhs.org



Attention & Notice

The 2018 General Meeting and Election of 2019 Officers
will be held on December 21, 2018

The Chapter Annual Meeting will be at the monthly meeting location:
St. Marks Lutheran Church, 5415 SE Powell Blvd, Portland, Oregon 97206
The Holiday Potluck will start at 6:30 PM, The Annual Meeting will start at 7:30 PM

Vote on Bylaws Update

Adoption of the Chapter's 2019 Budget
Election of 2019 Officers and Directors

(The 2019 budget will be available for review at the meeting)

Election Statements from the Candidates

For President for 2019

Mark Reynolds

I am submitting my name for nomination for President of PNWC-NRHS for the following reasons:

1. I have been a Member of PNWC since 2001, and have been involved in several activities that support the Chapter in increasing roles of responsibility.
2. I have just completed a term as Vice President.
3. I have been an active car host, Car Host manager, Rolling stock repair, and S2 Repainting and Restoration Committee, APMA Board of Governors Representative, updating the APMA Sound Booth and active APMA Member.
4. I have been a past PNWC Board Member.
5. I am an active member of the Union Pacific, Milwaukee and other Historical Societies.

I have the energy and resources to further the goals of the PNWC and would look forward to supporting the organization in the coming year.

For Vice President for 2019

George Hickok

Hello, I'm George Hickok, candidate for Vice President. I have served the Chapter for many years in several positions, most recently as Treasurer. I'm looking forward to doing something a little different, while remaining in a position where I can work with the Chapter Board. Serving as Vice President will also provide an opportunity for me to step back a bit while I continue to work with the rehabilitation folks on recovery. Things continue to improve for me personally, and I look forward to new challenges and opportunities as the Chapter moves forward. It has been a pleasure to work with and for the Membership, and to work with the Chapter Board. It is amazing what can be accomplished by talented, motivated people who share a common vision. Thanks for your vote.

For Secretary for 2019

Jim Hokinson (Incumbent)

I have been the chapter Secretary for the last nine years and am willing to run for that office again. I also fill and maintain the chapter photograph album. Thank you for your past support and I look forward to your vote.

Election Statements from the Candidates (Continued)

For Treasurer for 2019

Keith Fleschner

It has been, and continues to be, a rare honor to work with everyone in the Chapter. Much of what I do is let other good folks "do their thing". As your Treasurer, I will assist in enabling all of us to continue with our great activities and adding a few new ones. Thank You.

For Director-at-Large (2019-2021, 3 year term)

Chuck Fagan (Incumbent)

I have thoroughly enjoyed my time with the board and look forward to providing a positive contribution to the Chapter. I got involved with the chapter. When my Grandson, who you all know is Paul, went to his first Holiday Express, and fell in love with steam and steam engines. We have been on the merry ride ever since!

He has been my inspiration, and I am confident he will follow as an inspiration to others in the future.

For Director-at-Large (2019-2021, 3 year term)

Don Klopfenstein

I have been a Chapter member for several years and find my fellow members to be lovers of most things rail related. If I am able to help further the goals of the Chapter that would be both an honor and privilege. My work with ORHF for nearly 8 years helps my view of train related subjects. Thanks for the opportunity to help.

For Representative to National Advisory Council for 2019

Al Baker (Incumbent)

I am seeking re-election to the position of National Representative to NRHS. I have served two terms (6 years) as a PNWC Director-at-Large and been the National Representative to the Advisory Council since 2014. I have been the Meeting Programs Coordinator for the last ten years, and I have served on various committees. I have been the Volunteer Coordinator/Administrator at the Oregon Rail Heritage Center since 2013, and serve on other ORHF committees.

I am a retired electrical-electronics engineer working mostly in computer related industry, most recently for Intel. I am also a retired Officer of the US Air Force and Air National Guard. I have memberships in the following railroad associated organizations: ORHF, PRPA, Pennsylvania Railroad Technical and Historical Society, Railway & Locomotive Historical Society, Train Collectors Association and the National Association of S Gaugers.

I have been a member of NRHS since 2004, and I am willing to continue as National Representative to the NRHS Advisory Council, if you choose to re-elect me.

ABSENTEE BALLOT INFORMATION

If you are unable to attend the December 21st, 2018 business meeting to elect officers for 2019, please submit a request for an absentee ballot by December 1st. Send your request in writing to:

Jim Loomis, Election Chair
12440 SE Stephens Street
Portland, OR 97233-1336

You will receive an absentee ballot, secrecy envelope, instructions, and a return envelope. All ballots must be returned prior to the beginning of the December 21st business meeting.
