

The



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SKOOKUM PHOTO CHARTER



On March 14-15 and 17-18 TRAINS Magazine provided two photo charters on the Oregon Coast Scenic Railroad to some 42 passengers on both events. The photo charters also featured Polson No. 2 (2-8-2) and McCloud No. 25 (2-6-2). On the 17th the Skookum suffered a break-in problem requiring repairs following its 15-year OCSR overhaul but it operated on three of the four charter days. The weather on the Oregon Coast for the charters was absolutely gorgeous! The crews of the OCSR and TRAINS Magazine put on a great event with many well-chosen sites for photographers. All trips departed from the OCSR headquarters in Garibaldi and traveled north with lots and lots of photo runbys. Martin E. Hansen was the run-by choreographer with Jim Wrinn working with the TRAINS Magazine staff. PNWC member Jim Abney was one of the locomotive engineers.

The 14 year-long restoration of the Skookum took an assembled team of dedicated and talented men who were devoted to see Skookum run again. While many played various roles in the restoration, there was a core group of steam machinists that did most of the “heavy lifting” when it came to the fabrication and refurbishment part of this herculean project. Scott Wickert and his Tillamook Locomotive Works Company started the project in 2005 and has overseen the entire project. Luke Johnson and his Toutle Valley Locomotive Works Company was brought in a few years ago to pick up the pace of the restoration. Scotty Hutton, CMO for the Sumpter Valley Railway Restoration provided invaluable machine work knowledge to the project. Scott Gordon who grew up at the Mount Rainier Scenic Railroad learning the art of steam railroading from Jack Anderson and Harold Borovec spent many hours away from his “day job” at Tacoma Rail. And Steven Butler, CMO at Mt. Rainier Scenic Railroad brought many talents including his extensive knowledge of Walschaerts Valve gear and spent much of March 18th at the throttle of the Skookum, the last day of the TRAINS magazine charter.

A book about the Skookum and the restoration is available for \$50 plus shipping from: OCSR 888-718-4253 or Roots of Motive Power – mail@rootsofmotivepower.com.

Photo and some text by Arlen L. Sheldrake and some text from Martin E. Hansen 3/20/2019 Trainorders.com posting.

IN REMEMBRANCE OF LAUREL LYON

May 1, 1950 – November 24, 2018

On February 24th some 100+ friends came together at the Oregon Rail Heritage Center to celebrate Laurel's life. A very diverse life that included the love of trains and rail history. The rail history community owes Laurel a great debt of gratitude for her being instrumental in the initial formation of the Oregon Steam Heritage Foundation (now Oregon Rail Heritage Foundation) in 1998 and being ORHF's first President. While the original intent of the organization was to preserve the Brooklyn Roundhouse, Laurel grew to understand that preserving the building was less important than providing a visitor friendly home for the City of Portland's three steam locomotives. I will always be grateful and indebted to Laurel for her 2001 welcoming of PNWC into the already formed OSHF organization. Laurel and husband Phil Barney joined the PNWC in 2006. Rest in peace my friend. Arlen.

In Memoriam

Full of warmth, invention, compassion, and wit, Laurel Lyon was a unique phenomenon. Laurel not only thought outside the box, she lived outside the box. World traveler, field trip maven, green thumb, imaginative cook, athlete, environmentalist, former naked hippie commune resident, she had a penchant for creative performance and costume arts, an enduring legacy of friendships, and love for steam locomotives and rail travel. She died November 24, 2018, from complications of life-long diabetes. She was 68.

She was born in Chicago May 1st, 1950. Her family of origin included three siblings and for several years they lived overseas in Melbourne, Australia. While returning home, the family visited Thailand, Hong Kong, and Japan with a side trip into communist China. The family spent many summer vacations together at her grandparents' cabin on Lake Geneva in Wisconsin and later at her parents' cabin on Lake Michigan. Her family's rich tradition of creative play, invented games, impromptu theater, charades, song fests, and home-made party hats always inspired Laurel to “make something out of nothing.”

Formal higher education began with a BA in Art History from Oberlin, 1972 and Master of Landscape Architecture from University of Oregon, 1980. She continued world travel experiences to Japan, Egypt, Italy, Mexico, Turkey, and France. Laurel's approach in life was as an explorer and observer with unending curiosity and an eye for detail. Laurel always said, “My home is wherever I am.”

Laurel's exploring tendency, sometimes solo and sometimes in company, led to her encyclopedic knowledge of the West's nooks and crannies. A typical thematic trip with her husband was one through Nevada only driving on “blue” highways, and only visiting towns with a population of 300 or less. Another was a two-day bicycle trip beginning at Husum Falls, Washington, and overnight at Mt. Adams Flying A Ranch where she was on a first name basis with the owners and staff, then on to “Stonehenge” and Rodin watercolors at Maryhill Museum of Art.

As an undergraduate at Oberlin, Laurel began her practice of adaptive living in one of the nation's first student co-op houses enigmatically named “Tank.” In 1973, she moved to Oregon and lived with her sister in a naked hippie commune that raised ducks. Next, she resided in a Landscape Architecture student cooperative in the historic Sheldon-McMurphy-Johnson House at the base of Skinner's Butte in Eugene. This was the scene of many legendary costumed Beaux Arts Balls, in which furniture was moved, rugs rolled up to dance, and early dawn ended the parties. The exuberant parties punctuated the long days and nights spent in Design Studios during each term.

An imaginative cook and “green thumb,” Laurel's favorite meal was salad. She loved cooking and eating outdoors whether on the front porch or on a camping trip. Her annual vegetable garden plot was prolific, and often snap peas, basil, Roma tomatoes, and favorite yellow cherry tomatoes were in pots close to the kitchen door.

Laurel's creative imagination was ever-present and always innovative. Her gift “flower” bouquets made from copper wire, electrical hardware, and a multitude of dials are enduring art pieces. Some performance art pieces were made with food; the menu of her “edible banquet” included the plates, cups and utensils. Specific events inspired other food sculptures like the rising submarine cake, and the “Fall of the Berlin Wall” cake. More performance art took the form of Halloween costumes such as “The Simpsons” when Laurel and three other friends each became a family member including a real baby in arms, and “Sushi” with Laurel enveloped in chunks of white cotton batting wrapped around with black plastic, her head and bare



shoulders exposed on top as garnish. Also many costumed annual Red Dress fundraisers.

Travel by rail caught Laurel's imagination with her first train trip from Chicago to California, up the Pacific Coast, and back across Canada, at the age of twelve. As she put it, "You might say I got on the train in 1962 and never got off." She was instrumental in the formation of Oregon Rail Heritage Foundation and, with her husband, Phil Barney, helped to achieve the Center's current success. While working for the affordable housing non-profit, REACH, on the Milwaukie Neighborhood Action Plan, she encountered the Brooklyn Roundhouse and railroad buffs who were restoring three historic steam engines. In 1998 the group became a 501c3 organization with Laurel as the first President. The Holiday Express, most likely the largest party she ever organized, made its first run in 2005 and has continued to be a Seasonal Holiday tradition, its steam whistle resounding all over Portland neighborhoods. The Oregon Rail Heritage Center with red 18 foot tall engine-sized doors (built by Phil Barney) houses four engines and is the locus for maintenance, restoration, and encouragement of historic railway appreciation. As a long-time aficionado said, "The steam engines are closer to a living thing than any other machine man has created," and they have a reputation for personality, power, romance, and magical presence.

Laurel was a loyal friend – her immediacy and warmth drew people to her, and they often connected with each other in extended networks. During her last hours in hospice, the hospital staff "kept having to bring in more chairs." Laurel's legacy of creativity and character is an inspiration to all of us who live semi-outside the box. We miss you Laurel, and we carry your colorful legacy within us always.

Laurel was predeceased by her parents including her birth mother, Wynne Wolf Lyon, her father, Bayard Lyon and stepmother, Nancy Lyon. She is survived by her husband of 17 years Phil Barney, of Portland; sister, Marian and husband John Boye of Brookings, Oregon; nephew Duylan Boye and niece Megan Boye; brother, Bill Lyon and wife Marianne Lyon of Richmond Virginia; sister Ginger Lyon, of Atlanta, Georgia; and also step-siblings Kim Skyelander of Colorado and Bill Hattendorf of Michigan.

Contributions to the Oregon Rail Heritage Foundation in memory of Laurel Lyon may be made at <http://www.orhf.org>, then click on the "Donate" button.

BULL RUN POWERHOUSE TOUR

Ron McCoy coordinated an event at the historic Bull Run Powerhouse on March 23rd. About 50 visitors attended the event. Tours were given throughout the grounds of the facility which was completed in 1912. It provided hydroelectric power to the Portland Area until 2007.



Model, built by Rocky Regula in 2018, of a portion of the three-mile long wooden flume, which provided water to Roslyn Lake and from there to the Powerhouse. The flume had tracks above it to allow for easy access for maintenance via speeder along the full length of the flume.



Tour Guide Claire talking with George Hickok, Bill Markwart and Midori Suzuki in the Generator Room.



Panoramic View of the Powerhouse

Photos by Rolf Schuler



PNW RAIL NEWS

by Arlen L. Sheldrake



▶ The Oregon Cultural Trust reports that \$4.53 million was raised in 2018 from 6,821 donations with 1,352 new donors participating. Included in the total was \$381,124 raised through a partnership with the Willamette Week Give! Guide. More than half of the money raised will be distributed directly to Oregon's cultural groups this summer; the remainder will grow the Cultural Trust permanent fund. [Note: The Oregon Rail Heritage Foundation is one of the 1,489 associated non-profits; if you haven't already, ORHF awaits your Turntable Project donation.]



Oregon Cultural Trust news release 2/25/2019.

▶ Following months of increasing rancor, Clark County and the Portland Vancouver Junction Railroad, the company contracted to operate the county-owned rail line, will enter mediation next month. Over the last year, county officials and Eric Temple, the president of Portland Vancouver Junction Railroad, have been at odds over the implementation of a change to state law that allows freight-dependent industrial development along a stretch of the 33-mile rail line in Brush Prairie. The dispute reached a crescendo late last year, when county officials, including Chief Civil Deputy



Prosecuting Attorney Emily Sheldrick and then-council Chair Marc Boldt, raised concerns over whether the lease was valid.

Columbian 2/21/2019.

▶ Portland Vancouver Junction Railroad and Clark County each filed suits March 15th regarding the 2004 lease agreement to operate the county-owned shortline. The PVJR accuses the county of trying to leverage them out of their lease to operate the 33-mile Chelatchie Prairie shoreline railroad, which is owned by the county. The county filed their own countersuit alleging that the lease agreement with PVJR, formerly Columbia Basin Railroad Company is either no longer valid, or has never been valid. **Clark County Today 3/15/2019.**

▶ The Yaquina Pacific Railroad Historical Society [Toledo, Oregon] celebrated 2018 by completing several significant projects: refurbishing the tender for the One Spot, repairing the parade train, repairing leaks and repainting the roof of the 1923 RPO car, and repairing damaged windows in the 1907 wooden caboos. Elected officers for 2019: Alan Holzapfel, President; Mark Seibert, Vice President, Allan Preece, Treasurer; and Bill Bain, Secretary. **Yaquina Shortline Winter/Spring 2019.**



▶ The Wallowa County, Oregon Planning Commission on February 26 denied the Joseph Branch Trail Consortium's application for a conditional use permit to develop a trail along the railroad tracks between Joseph and Enterprise. Prior to the extensive testimony by dozens of Wallowa County citizens for and against the application, Franz Goebel, the county Planning Director, recommended the planning commission approve the conditional use permit for the proposed 10-foot wide trail stretching from the Joseph Rodeo Grounds to the Marr Pond Wildlife Area on the edge of Enterprise. The 100-page application was denied on a 5-1 vote. Penny

Arentsen, president of the Trail Consortium, said her board of directors will decide whether to appeal the commission's decision when the planning director releases his findings March 26. **Capital Press 3/1/2019.**

▶ The March 3rd second part of the Sunday Oregonian's four-part series, **Polluted by Money, A public stink, minus the public**, focused on the AmeriTies plant in The Dalles. The plant's primary customer is the adjacent Union Pacific Railroad. Read the series online: oregonlive.com/polluted. The AmeriTies treatment plant has been in operation in The Dalles since 1922, with AmeriTies West LLC assuming management from Kerr McGee in February of 2005. AmeriTies West supplies crossties, switch-ties, and bridge timbers to primarily Class 1 railroads. AmeriTies information: www.amerities.com.



▶ The California State Railroad Museum Foundation has extensive plans for commemorating the 150th Anniversary of the completion of the Transcontinental Railroad. Events and Exhibits begin in April and go through May with some of the exhibits going longer. More information: www.californiarailroad.museum or www.Railroad150.org.



▶ Some more information about the Zenith Energy oil export facility on Front Avenue in NW Portland: The terminal is being expanded to allow the simultaneous unloading of 44 tank cars from the previous capacity of 12. Three additional tank car unloading platforms are currently under construction. Unit oil trains can access the site via BNSF or Union Pacific.



▶ Join the Union Pacific Steam Club! Steam Club members get the latest news and scheduling information about Union

Pacific's legendary steam train program! By signing up with your email address you'll get:

- Immediate notification of all No. 844 and No. 4014 train schedules, tour stops and other excursion-related activities.
- Exclusive news and updates about the UP Steam program direct from the Cheyenne Roundhouse.
- Insider-only video access to UP's steam giants from rail-side to the shop floor.



More information: www.up.com/heritage/steam/club/index.htm **Spike 150 News & Updates 3/2019.**

► The Oregon Rail Heritage Foundation Management Group decided at their March 4th meeting to not hold **Portland Train Day** on May 18th. This would have been the 4th Portland Train Day sponsored by ORHF.

► March 2019 Update on Ultra-High-Speed travel in the Pacific Northwest:

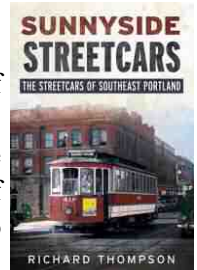
- Governor Inslee included in his proposed budget \$3.25 million to continue work on this concept. His proposal calls for development of a governance and operating structure to move the project forward, as well as a robust community engagement process. The Washington state legislature is currently considering this request. The proposal can be found in Section 222 of House Bill 1160.
- In January, WSDOT presented an update on the ultra-high-speed ground transportation study to the Washington state legislature. Washington Secretary of Transportation Roger Millar introduced the presentation with a visionary perspective that included a comparison between building an ultra-high-speed system compared to adding another lane in each direction on I-5 between Oregon and Canadian borders at an estimated cost of \$106 billion.
- In the upcoming months, WSDOT and its consultants will be refining the business case analysis, which is due to the Governor and legislature in June 2019, it will include:
 - ◆ Corridor options, including station and alignment opportunities, technologies, and costs.
 - ◆ Potential ridership and revenue.
 - ◆ Governing structures and economic impacts.
 - ◆ Funding and finance alternatives.



WSDOT3/4/2019 email.

► For those who have an affinity for Portland's iconic & historic **Steel Bridge**, member Phil Barney found a manufacturer of Steel Bridge model kits: for ages 12 and up; skill level = medium; 8.5" long, 4" tall; illustrated instructions included but no glue; made in Portland, Oregon; company is Houha Designs, laser cut model kits & gifts (www.houhadesigns.com). As some of you and Phil remember, PNWC-NRHS way back in 2012 published *Steel Over the Willamette* authored by Richard Thompson, Steve Hauff, Bob Weaver, Trent Stetz, and me. A few copies of this softcover 57-page publication are still available at ORHC or the PNWC web site: www.pnwc-nrhs.org. Thanks for the model Phil!...now to find someone qualified to build it.

► Prolific author and streetcar historian Richard Thompson on March 25 released his latest work, *Sunnyside Streetcars: the Streetcars of Southeast Portland*. Streetcars played a key role in the frenzy of development that followed the completion of the first bridges across the Willamette River in Portland in 1887. As the carlines radiated eastward, a revolutionary shift in population saw suburban neighborhoods like Sunnyside spring up overnight. In 1889, Southeast Portland residents raised their own money to fund one of the first electric street railways in the country. Lots more history in both text and photographs. Expect to catch Richard at a future membership event.



► The International Port of Coos Bay continues to work on the 100-year-old swing span railroad bridge across the bay, with hopes to restore service in mid-April. Usually, over 40 percent of rail cars that travel on the Coos Bay Rail Line cross this 100-year-old bridge annually. The crews have completed the center shoring towers, jack installation and concrete removal at the center column base connections. An auxiliary drive motor will be installed to support turning the span. **The World 3/1/2019.**



► A MYNorthwest March 6th article *Rare BNSF railroad maps reveal unique Northwest history* provided some additional information about the BNSF effort to preserve their vast history at their Ft. Worth facility. One of the article items: "The oldest piece from Washington in the BNSF collection is a Northern Pacific Railroad map from 1873, which puts it square in the era of Washington Territory, pre-statehood. This map, which may be a form of "filing map," shows one of the earliest rail lines in what's now Washington state, from Kalama, on the Columbia River, all the way north along the Columbia and the Cowlitz. And it's illustrated and hand-colored." <http://mynorthwest.com/1296255/bnsf-railroad-maps-northwest-history/> Thanks to Ken Buyers for the article.



► House Bill 2219 would commission a 17-member task force to study the concept of extending WES commuter rail to Salem, determining whether it would be feasible or beneficial. The bill received an initial public hearing before the Legislature's Joint Transportation Committee on March 4th. No committee vote has yet been scheduled to advance the

legislation. An average commuter trip on WES costs TriMet \$18.14....while MAX's average cooperating cost per ride is \$2.95. The State Representative Mitch Greenlick sponsored bill requires the task force to report to the Legislature by September 15, 2020. **Salem Reporter 3/8/2019.**



► The City of Portland Bureau of Planning and Sustainability is proposing changes to Portland's rules for documenting, designating, and protecting historic resources. The proposed zoning code changes are intended to better protect historic places for the use and enjoyment of the people of Portland – those here today and those who will be here tomorrow. Several of the proposals would affect the Historic Resource Inventory (HRI). Since 1984, Portland's Historic Resource Inventory has meant a classification of resource that has been documented for historic significance but not officially designated. The HRI includes Ranked (significant) and Unranked (interesting, but not significant) properties. The proposed changes would recast the HRI as the City of Portland's full list of documented and designated historic resources. Ranked resources would be renamed Significant Resources. Unranked resources would be removed from the zoning code but would remain on the broader HRI for research purposes. The owner opt-out allowance would be eliminated in the proposed program. The proposed code changes would allow the HRI to be updated regularly, with final decisions on additions and removals made by the City Council. More information: www.portlandoregon.gov/bps/hrcp.

► Genesee & Wyoming Inc., an owner operator of railroads is exploring strategic options including the sale of all or part of itself, according to people with knowledge of the matter. The company is working with a financial adviser and has begun early-stage talks with potential suitors including Brookfield Asset Management Inc. and other infrastructure-investment firms. The Adrien, Connecticut-based company, which has 120 railroads and 8,000 employees across North America, Australia, Europe and the U.K., has a market value of about \$4.9 billion. After Genesee & Wyoming released financial results last month, analysts at Cowen Inc. and other firms said roughly 20 percent of the company's North American business could come under volume or price pressure amid softening in the truckload-shipping market. The North American business contributes roughly 85 percent of Genesee & Wyoming's operating income. **Bloomberg 3/11/2019**



► “With great sadness I must report that long time friend and fellow railroad historian **Charles V. Mutschler** passed away in a tragic 3-car accident in Four Lakes, WA. Charlie was a Professor and Archivist at Eastern Washington University for many decades and lately was the Interim Dean of Librarians. He was a regular at our Saturday Night Dinners where we discussed railroad history, current events and politics. We had dinner this past Saturday and I visited with him briefly with the train show on Sunday. It was a joyous day meeting friends new and old, but a long one for most of us. I was beat by the time I got home late in the afternoon, and not long after noted the passing of several emergency vehicles. I checked online and saw a post about a bad vehicle accident in Four Lakes with one person deceased on arrival. I would not realize until this morning that it was our dear friend that had passed away. Charlie will be missed in more ways that I could possibly count. His railroad books that he authored include:

- *Spokane's Street Railways: An Illustrated History*
- *Wired for Success: The Butte Anaconda & Pacific Railway.*

Charlie also had a great affinity for the narrow gauge railways of Colorado where he grew up as well as the White Pass and Yukon Railway. He could go on in great detail about those railroads and was fascinating to listen to him describe the history of those lines. Charlie was born in Albuquerque, New Mexico in 1956 and was 63 years old, just a few years short of retirement.”

Ted Curphey, Trainorders.com 3/11/2019 posting.

► Amtrak host railroad report card 2018: State Supported Trains – BNSF/UP got a grade of **F** for having 64% of *Cascades* trains on-time within 15 minutes. Long Distance Trains – BNSF/UP got a grade of **F** for failing to achieve 70% on-time for the *Coast Starlight* with a 55%. BNSF/CP got a grade of **F** for failing to achieve 70% on-time for the *Empire Builder* with a 44%. **Amtrak press release 3/12/2019.**



► Restore Oregon is supporting Oregon legislation that will improve protection and revitalization of historic buildings and districts. SB 927, the Public Participation in Preservation Act, would bring Oregon in line with the rest of the U.S. The bill would uncouple Oregon's dependence on the National Register as the basis for protections and would base protection on local historic designation. SB 929, the Preservation, Housing, and Seismic Safety Act, would provide a 35% rebate on qualified rehabilitation costs for historic buildings, and 35% for seismic upgrades. More information: <https://restoreoregon.org>.



► The Experience, the Union Pacific Rail Car is a brand new, multi-media walk-through exhibition that provides a glimpse at the past while telling the story of modern-day railroading. After entering the converted baggage car, patrons will first learn about the investment, hard work and know-how that went into building the transcontinental railroad. Moving forward along one wall they'll learn about the evolution of the locomotive, beginning with the world-famous UP No. 119 and leading to the

modern-day diesel powerhouses. On the opposite wall, rail fans will trace how fresh apples are delivered from California and Washington to New York, and learn about every aspect of rail operations and innovation along the way. Before they leave, exhibition-goers will be able to show UP how they connect to the railroad using high-tech thermal reactive tiles. A final display celebrates the history of the UP Passenger Heritage Fleet through vintage photos. The exhibition car visits: Sacramento – 4/19; Roseville – 4/23; Sparks – 4/24; Ogden – 4/27-5/11; Rock Springs – 5/14. www.up.com



▶ Sound Transit officials announced earlier this week that Link light-rail will be the only service at underground stations – moving bus routes to surface streets – beginning March 23. Since 2009, light-rail service and buses have shared underground stations at Westlake, University Street, Pioneer Square and International District/Chinatown because the transit authority needed interim bus capacity as the Link system continued to grow. The underground stations are part of the Downtown Seattle Transit Tunnel. **Progressive Railroading**

3/14/2019.

▶▶ **Correction:** Last month's item about the Port of St. Helens changing their name to the Port of Columbia County as one of the information items included the wrong logo. The logo used was for the Port of Columbia in Dayton, Washington instead of this correct logo.



▶ The Oregon Maritime Museum has announced their steamer *Portland* 2019 cruise schedule. Tickets are now available for June 15, July 20, August 17, and September 21. More information: www.oregonmaritimemuseum.org.



▶ The 14 containers form two, first-of-their-kind straddle carrier portals that streamline the process of scanning containers for radiation by 18 to 24 hours. The portals were commissioned in October 2018, following a year of testing and a decade of work. After the 9/11 attacks, federal laws were changed to require ports to scan every imported container under the Security and Accountability For Every (SAFE) Port Act of 2006. The cost of national security was efficiency; scanning procedures added as much as an extra day to move cargo from ships to trains. Straddle carriers pick up a container and pass through the scanning portal on the way to the train. Each portal consists of two three-container stacks with a seventh container in between to help straddle carrier drivers align themselves and their cargo. One of the biggest challenges was developing equipment that could scan through the thick metal legs of the straddle carriers. The new scanning system could triple rail traffic at the South Harbor Pierce County Terminal. Making the portals a reality required the work of U.S. Customs and Border Protection, Department of Homeland Security's Countering Weapons of Mass Destruction Office, the Department of Energy's Pacific Northwest and the Savannah River National Laboratory and the John Hopkins University Applied Physics Laboratory. Stakeholders secured more than \$20 million in federal funding for the project. **Pacific Gateway, Northwest Seaport Alliance, Winter 2019.**



▶ The March 14, 2019 issue of the Portland Tribune newspaper has an excellent Jim Redden article **Man of the hour resets Union Station clock**. This two-page, pages 1 & 2 (top of fold!), 6 picture article describes John Pohlpetter's pro bono work maintaining Portland's Union Station's iconic clock. John reports that Jim spent a considerable number of hours both in the Union Station tower as well as Father Time Clocks, John's shop, researching the article. John took over keeping the station clock in running order from his father Al. John and father Al are regular *Friends of 4449* volunteers and can be found most Wednesday and Thursdays working at ORHC. The article's pictures are by Jaime Valdez. **Portland Tribune 3/15/2019.**

▶ The Oregon Historical Society opened February 14, 2019 on Oregon's 160th birthday a new permanent exhibit **Experience Oregon**. The 7,000-square-foot exhibit includes 500 artifacts. Included is a railroad exhibit with information on the Intercontinental Railroads along with a Northern Pacific golden spike. More information: <https://ohs.org>. As reported by Michael Byrnes 3/19/2019.



▶ North Idaho first responders train on BNSF airboat, ice rescue techniques. A training session was held last month to familiarize themselves with the new BNSF airboat and other winter rescue equipment. The training session was held at Lake Pend Oreille near Sandpoint, Idaho to practice airboat operation on water, ice, snow and bare ground. Participants also practiced using other winter rescue equipment, such as ice saws, dry suits, rafts and drones. The airboat is available for local and regional hazards and rescue operations, as almost all boat launches in Bonner County are unusable during winter months. Participants came from all over the region, including Selkirk Fire, Sam Owen Fire, Bonner County Emergency Management and the Office of Emergency Management for the City of Lewiston and Nez Perce County. **BNSF Inside Track March 2019. (insert bnsf logo)**



▶ The January 1984 *Trainmaster* had the following entry: "Project '84: Ed Immel reported that a contract has been received from the Southern Pacific. Dupont has donated paint for the train and FMC has agreed to paint the cars at the lowest possible

cost.” This was the famous Worlds Fair Daylight trip to New Orleans. FMC was the name at the time for the Gunderson plant in NW Portland, part of the Gunderson 100 history.

► On March 22, 1872, the Seattle Coal & Transportation Company begins operating Seattle's first railroad. Established by founders of the Seattle Coal Company, it is used to carry coal from a dock on the south end of Lake Union to coal bunkers at the foot of Pike Street, on Elliott Bay.

HistoryLink.org Essay 5412.



The Free Online Encyclopedia
of Washington State History



► The Union Pacific line that runs through Eastern Washington has been shut down since March 15 by a 23-car derailment near Ritzville, Adams County, that included a hazardous cargo spill of sodium chlorate and subsequent fire that flared over the weekend. No one was injured in the incident that UP reports was triggered by a rock slide and left 11 of the 23 cars derailed inside a tunnel. UP still has no estimated time for reopening the railroad line, which runs from the Canadian border south to the Columbia River Gorge, and trains have been routed along a line operated by the BNSF Railway. **Seattle Times 3/19/2019.**

► Go where cars can't take you! The **Eagle Cap Excursion Train** has announced their schedule for 2019. A total of 18 trips out of Elgin, Oregon are on the schedule with the first one, Mother's Day Brunch, on May 12th and the last one, Season's Bounty Train, on October 19. More information: www.eaglecaptrainrides.com or 800-323-7330.

► The Tri-County Metropolitan Transportation District of Oregon (TriMet) will install 12 small wind turbines on top of poles on the Tilikum Crossing bridge the week of March 25 to complete one of the final elements of the MAX light-rail Orange Line construction. The \$350,000 turbines will generate electricity to be stored in batteries that power lights at night. Once installed, tested and activated, Portland State University's Mechanical Engineering School which will track performance of the turbines. Results from the pilot project may be used in future transit projects. **Progressive Railroading 3/22/2019.**



► The National Railway Historical Society announced March 23rd nine recipients of its annual Heritage Grants Program. 2019 heritage grant awards total \$48,000. The recipients are not for profit organizations including historical societies, museums, and a NRHS Chapter. Two of the awards:

- \$8,000 to the **Oregon Rail Heritage Foundation** in Portland, Oregon towards the refurbishment and installation at its Rail Heritage Center of a 102' continuous turntable, the last remaining historic element of the former Southern Pacific Brooklyn roundhouse. It will be one of only a handful of powered operating turntables accessible to the public in the West.
- \$8,000 to the **Pacific Railroad Preservation Society** in Portland, Oregon for work relating to the 15 year FRA boiler inspection and rebuild of the former Seattle, Portland & Spokane steam locomotive #700, originally built by Baldwin Locomotive Works in 1938. The locomotive is the railroad's last surviving Northern #E-1 class. The NRHS grant is specifically for the rebuild of two air pumps used in the locomotive braking system.



Thanks to Al Baker, PNWC Chapter-NRHS National Representative and NRHS for this information.

► The Northwest Railway Museum March 20th newsletter announced:

- Snoqualmie Wine Train – The first wine train operates on April 27th. This year there will be two types of events. One will focus on an experience at the Railway History Center, and the other will be at the PSE Snoqualmie Falls Power Plant Museum. All wine events will feature local food and wine.
- Day Out With Thomas returns July 12-14 and 19-21. This is the 17th year this popular children's storybook character has visited Snoqualmie.
- Regular trains resume April 6. The Northwest Railway Museum seasonal schedule resumes with no major changes.

More information: www.TrainMuseum.org.

► The National Transportation Safety Board will hold a board meeting May 21, 2019 at 1 p.m. (EDT) in Washington DC to determine the probable cause of the December 16, 2017 Amtrak [Amtrak Cascades] accident near DuPont, Washington. The meeting will also be webcast; a link for the webcast will be available at <http://ntsb.windrosemedia.com/> shortly before the start of the meeting. **NTSB News Release 3/14/2019.**



► Positive Train Control (PTC) is now fully activated on the entire Amtrak Cascades corridor from Blaine, Washington to Eugene, Oregon. The Point Defiance Bypass has all its PTC trackside equipment installed and tested and is ready for operation. Once the above NTSB report is issued [as noted above], WSDOT and others involved with the service will assess the recommendations to determine next steps for returning the Amtrak Cascades and Coast Starlight service to the Point Defiance Bypass. **WSDOT Point Defiance Bypass rail corridor update 3/25/2019.**

NRHS SPRING CONFERENCE REPORT

By Al Baker

I attended via teleconference, the NRHS Spring Conference held March 23, 2019 in Birmingham, AL. Following are my meeting notes.

- **New NRHS Website:** Work is in progress for a new website for NRHS. We are expecting it to be in place about June of this year.
- **Financial:** The 2018 financial report will be posted on the website quite soon. NRHS is doing very well financially, very strong.
- **Membership:** Despite the numbers you see below, NRHS is still the largest railroad historical preservation organization.

Year	Total Membership
2014	10,054
2015	8,077
2016	6,636
2017	5,144
2018	5,093
2019	We have received 300+ new memberships to date.



- **Membership brochures** are being reprinted with the new NRHS address. I have many of the Membership Brochures available if you would like some to distribute.
- **RailCamp:** As of this writing, there are still slots available in the western RailCamp (Jul 28th to Aug 4th in Tacoma).
- **Heritage Grant Awards:** NRHS announced nine recipients of its annual Heritage Grants Program. The 2019 Heritage Grant awards total \$48,000. The largest amount given for any one grant was \$8000. Great news: among those nine were:
 - \$8000 granted to ORHF for work on the turntable refurbishment and installation.
 - \$8000 granted to PRPA for rebuilding the two air brake pumps on the SP&S 700 locomotive.

We are very fortunate!! Thanks to Mark Reynolds for helping with the Grant Applications and Letters of Recommendation.

- **NRHS Bylaws:** NRHS Board of Directors (BOD) is currently composed of 25 members. Proposals have been made to reduce the BOD to a smaller size, perhaps a nine member group. Some of the reasons for this are:
 - Many of the Board members will have to be stepping down over the next 2-3 years due to term limits.
 - In recent times, it has been becoming more and more difficult to find people willing to serve on the Board. This has resulted in some positions being vacant.
 - The terms of BOD members will be limited to two years, because it is more difficult to find people who will commit to longer terms.
 - Attendance at BOD meetings has been dropping off, because travel is becoming more expensive.
 - It is hoped that a smaller more focused BOD will work better considering the above, and there may likely be more reliance placed on the Advisory Council.

- **Upcoming Conventions:** For 2019: Northern Utah, May 7-11 2019. For 2020: Fullerton, CA June 9-14 2020

- **Future NRHS Conferences**

Fall 2019: Dallas, TX, Nov. 8-9

Spring 2020: West Chester, OH Mar. 26 – 29 -

Fall 2020: G. L. Carter Chapter (Johnson City, TN) Oct. 15 - 18

Spring 2021: Raleigh, NC Apr. 8-11

- Remember, NRHS is still the leader of railroad preservation organizations with a great reputation. The value of NRHS is not so much about what NRHS is giving you and benefitting you, but more about how your support (members and chapters) help NRHS be influential in railroad preservation efforts. It is a way that members and chapters can be part of something much bigger than themselves. NRHS needs the support of members AND chapters in order to be effective in doing all of these things.

March Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on March 15, 2019

The March membership meeting was called to order at 7:32pm by President Mark Reynolds. One guest was present, Mr. Geff McCarthy

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

Treasurer Keith Fleschner made the monthly treasurers report that the accounts were balance, bills were paid and some income was made. Lila Stephens made a motion to accept the report, Don Klopfenstein seconded and the membership voted to accept the report.

Keith Fleschner made the rolling stock report, noting another break-in occurred, likely with a portable grinder, on one of the railcars stored at Park 217; apparently nothing is missing. The car has been further entry hardened. Mr. Fleschner also reported that ORHF's Portland Train Day has been cancelled for this year.

David Cautley reported on the status of the western RailCamp; noting that applications from high school age applicants must be received by April 1, 2019. The chapter has money to provide a scholarship.

President Reynolds reported there are ongoing activities studying future uses of Portland Union Station, and the Chapter should probably be involved. Long term, need to determine if the Chapter's Library & Archives should stay in the Station Annex building or move to another location.

Concerning Powerland Heritage Park, Mark Reynolds said they are planning more work parties and are wanting to have the park open more often. Keith Fleschner said he will soon be back at work on the Chapter's Alco S2 at Powerland.

Ron McCoy reminded members of the Bull Run Powerhouse tour on March 23, It begins at 11:00am.

President Reynolds reminded members of Winterail in Corvallis being held on March 16.

Al Baker announced that the program for the evening will be presented by Geff McCarthy, on Trams and Trolleys. Future meetings will include a video of America by Rail, in two parts; the first part this April and the second part in May.

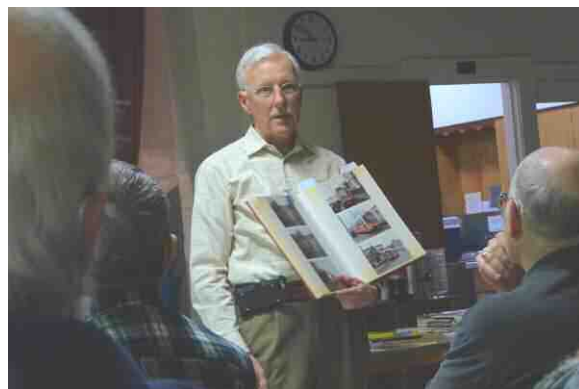
The meeting was adjourned at 8:19pm

Snack time was presented by Lila Stephens and Bryan Ackler. Thank you. Remember to "feed the kitty", as food prices have increased.

Mr. Geff McCarthy gave an interesting presentation on trolleys, street cars and light rail from around the world.



Mark Reynolds discussing Union Station



Geff McCarthy Provide an Overview of Trams Around the World

Respectfully submitted by Jim Hokinson, Secretary



Former Great Northern (GN) locomotive No. 2507, a 4-8-2 Mountain type, within its protective building at Wishram WA. GN took delivery of 28 of these P-2 Class locomotives from Baldwin in 1923. No. 2507 was retired in 1957. It was moved to its current location at Wishram in 2003.



CHAPTER LIBRARY LOOKING FOR BOOKS

Do you have any railroad books you no longer need ? Add them to the Chapter Library through a tax-deductible donation. The chapter has a wish list of books that it would like to add to it's collection. If you can donate any of the items listed, please call, or e-mail the library (library@pnwc-nrhs.org) by **June 1st**.

Burlington Northern in Oregon by Ed Austin, Pub. Morning Sun Books

Southern Pacific in Oregon by Ed Austin, Pub. Morning Sun Books

Rails to the Mid-Columbia Wheatlands by John F. Due, Giles French (Pub. 1979)



Polson Logging Locomotive No. 2 was also steamed-upped during the Mar. 2019 Skookum Photo charter at the Oregon Coast Scenic Railroad (OCSR). The Baldwin 2-8-2 was built in 1912, and came to the OCSR in 2007. Photo by Arlen Sheldrake.

Bill of Lading

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Chapter Officers

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

Chapter Directors-at-Large

Don Klopfenstein (1st Term)	2019-2021	
Chuck Fagan (2nd Term)	2019-2021	
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 Board		
	Mark Reynolds	503.638.7411
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

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PACIFIC NORTHWEST CHAPTER TIMETABLE N^o. 681

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.

April 19: *America by Rail, Part I:* We will cover the eastern part of the USA on an Amtrak trip, with several stops at scenic excursion railroads. This video shows interesting scenery and provides interesting facts about the scenery and railroad. Whether or not you have been back east much, you will find this video interesting and you will likely see places that you have never been.

May 17: *America by Rail, Part II:* We will continue our video trip across the USA starting in mid-country headed westward on Amtrak's California Zephyr, also with several stops at scenic excursion railroads. Some of the scenery is quite spectacular, especially crossing the Rocky Mountains.

June 15: *Chapter Banquet:* Save the Date. See the Chapter website www.pnwc-nrhs.org for more details. Banquet speaker to be Richard Thompson.

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.

Library and Archives Change of Open Day: As of Wednesday, April 17th WEDNESDAYS: 10 am - 12 noon

Mon. Apr. 1st and 8th : 10 am - 12 noon

Weds. Apr 17th and 24th : 10 am - 12 noon

and by **Appointment**. Researchers Welcome!

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: **Apr. 11**, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
May 09, 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:

Apr. 5-7 *2019 Opening Weekend*, Inland NW Rail Museum, Reardan WA, inlandnwrailmuseum.com

Apr. 13-14 *Willamette Cascade Model Railroad Club 2019 Swap Meet*, Lane Events Center Expo Hall. Eugene OR

Apr. 25-27 *HeritageRail Conference*, California State RR Museum & Foundation, Sacramento, www.atrrm.org

May 2-5 *Diamond Rails Forever*, PCR-NMRA & Feather River Rail Society convention, Sacramento, pcrnrmra.org

May 5-11 *UP Historical Society Convention*, (Joint with SP) Ogden Utah, www.uphs.org

May 5-11 *Spike 150*, 150-year golden spike celebration, Promontory Summit UT, spike150.org

May 5-11 *Southern Pacific Historical & Technical Society Convention*, Ogden Utah, sphts.org

May 7-11 *NRHS 2019 National Convention*, Salt Lake City, www.nrhs.com

May 12 *Mother's Day Lunch Excursion*, Oregon Coast Scenic Railroad, Garibaldi OR, www.oregoncoastscenic.org

May 18, 19, 20 *Day Out with Thomas 2019*, West Coast Railway Heritage Park, Squamish BC, www.wcra.org

May 25, 26 *Day Out with Thomas 2019*, West Coast Railway Heritage Park, Squamish BC, www.wcra.org

June 16 *Father's Day Dinner Train*, Oregon Coast Scenic Railroad, Garibaldi OR, www.oregoncoastscenic.org

June 20-23 *Milwaukee Road Historical Association 2019 convention*, South St. Paul MN, www.mrha.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.



Chelatchie Prairie Railroad

207 N. Railroad Ave YACOLT, WA 98675

FARES* DIESEL STEAM

Adults	\$ 18	\$ 22
Military & Seniors (60+)	\$ 17	\$ 21
Youth 3 - 12	\$ 12	\$ 16
Lap Child under 3	Free	Free

2019 CHRISTMAS PACKAGES

November 30 & December 1, 7, 8, 14 & 15

Four Passengers & Doug Fir Tree	\$85
Four Passengers & Grand Fir Tree	\$95
Four Passengers & Noble Fir Tree	\$105

Additional Trees can be added to any package or purchased separately at the following prices

Doug Fir \$35, Grand Fir \$45, Noble Fir \$55

Steam Winter Finale

December 21 & 22 Noon & 2:30pm
(Regular Steam Fares on last weekend, Santa Claus & refreshments provided, limited trees available)

Help support BYCX at **amazon**smile
Org Central

<http://smile.amazon.com/ch/91-1949542>



*QR maps location of station

Please arrive 30 minutes prior to departure

For Info, Charter Rates, and Reservations

Go to www.bycx.com or call **360-686-3559**

*Fares, Charter Rates, Schedules subject to change



We are an ALL-VOLUNTEER excursion railroad operating in north Clark County, Washington. We operate from May through December. There are a variety of volunteer opportunities for railroad enthusiasts including track work, car and locomotive maintenance, serving as part of the train crew or working in the ticket office. The entire operation is run by volunteers, both men and women are welcome to join. We are always looking for new members who love railroads as much as we do!!! So if you want to come out and be part of an actual running railroad or if you want to ride on one of our runs, look us up!! We have more info at www.bycx.com.



2019 Chelatchie Prairie Schedule

Date	Departure
Steam Mother's Day Weekend	
May 11 & 12	Noon & 2:30pm
Steam Mother's Saturday Dinner & Wine Train*	
May 11	5:00pm
Memorial Day Diesel Weekend	
May 25 & 26	Noon & 2:30pm
Early Summer Diesel Weekend	
June 1 & 2	Noon & 2:30pm
Steam Father's Day Weekend	
June 15 & 16	Noon & 2:30pm
Steam Father's Saturday Dinner & Wine Train*	
June 15	5:00pm
Steam Train Independence Day Weekend	
June 29 & 30	Noon & 2:30pm
Steam Independence Weekend Dinner & Wine Train*	
June 29	5:00pm
Steam Mid-summer Weekend Run	
July 13 & 14	Noon & 2:30pm
Steam Train Robbery Weekend	
July 27 & 28	Noon & 2:30pm
Steam Late Summer Weekend	
August 10 & 11	Noon & 2:30pm
Steam Train Robbery Weekend - Take 2	
August 24 & 25	Noon & 2:30pm
September Diesel Run	
September 14 & 15	Noon & 2:30pm
Steam Autumn Harvest Run	
September 28 & 29	Noon & 2:30pm
Steam Autumn Harvest Dinner & Wine Train*	
September 28	5:00pm
Steam Fall Leaves Special	
October 12 & 13	Noon & 2:30pm
Steam Fall Leaves Dinner & Wine Train*	
October 12	5:00pm
Steam Headless Horseman Halloween Train	
October 26 & 27	9:30am, Noon & 2:30pm
Patriot's Weekend Run	
November 9 & 10	Noon & 2:30pm
Patriot's Weekend Wine Run*	
November 9	2:30pm
Christmas Tree Special Trains	
November 30 & Dec. 1	9:30am, Noon & 2:30pm
December 7 & 8	9:30am, Noon & 2:30pm
December 14 & 15	9:30am, Noon & 2:30pm
Steam Winter Finale	
December 21 & 22	Noon & 2:30pm

(Regular Steam Fares, Santa Claus & refreshments provided, limited trees)
*Purchase tickets and board at Moulton Falls Winery