

The *Celebrating 60+ Years* Trainmaster

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PORT PREPARES FOR HISTORIC STEAM LOCOMOTIVE

by Arlen L. Sheldrake



The NP No. 1762 (SP&S No. 539) Loaded onto Flatcars by Wasatch Railroad Contractors - Port of Kalama Photo

A tip from Bob Slover got me on a January 21st run north on I-5 to Kalama and the Port of Kalama offices to check out the changes that the Port is doing in preparation for the arrival of the former NP 1762 / SP&S 539 steam locomotive that they purchased from the Grand Canyon Railway.

The Port built their office building in anticipation of acquiring a steam locomotive with roots in the city for static display in their Interpretive Center. After an exhaustive search, one was found in Arizona. While the 1762 spent most of its working life as a SP&S locomotive, it started life with Northern Pacific.

The Port's Interpretative Center is open weekdays 8 am to 5 pm and now open on weekends from 11 am to 4 pm; there is no

admission charge. It is well worth a stop! The Port's office building is right next door to the McMenamins Kalama Harbor Lodge. Good food, good drink and a GREAT view of the Columbia River...not so much the railroad but then you can sit in the park and watch trains. Or if you just want a beverage, the Ahles Point Cabin, also a part of the McMenamins complex, has both ship and train viewing.

During my visit there were at least five ships at anchor in que for grain loading from BNSF or UP unit grain trains. Driving north tip: if you don't want to risk getting blocked by a unit grain train using the Port I-5 exit, use the downtown Kalama exit.



Port Office Preps for Arrival of 1762



Mark Wilson, Executive Director, Port of Kalama reports January 21st that the 1762 is now loaded on flat cars in Williams and is awaiting BNSF pickup; Kalama delivery date is unknown. He also reports that the Port will be having their 100th birthday celebration in April and will include the 1762.

Stay tuned as the Port of Kalama continues planning for their 100th anniversary; advance information will be in *The Trainmaster*.

Wasatch Railroad Contractors has been contracted by the Port to load and unload the locomotive.

The 1762 was built in September 1917 for the Northern Pacific Railroad and served that railroad for 27 years. It was transferred to SP&S in August 1944, renumbered 539 and retired in February 1957.



As I messaged Mark, the Port of Kalama is making history as it helps preserve an important piece of the Pacific Northwest's railroad history. Key the applause button..... Thanks to Bob Slover and Pat Tracy for their article contributions.

RAILFANS LOOSE IN THE ROCKIES

Text and Photos By Dave Larsen

This year the Library-Archives group centered its railfan tour around Denver. Jeff Wells organized the trip which included The Royal Gorge Route, The Georgetown Loop, The Colorado Railroad Museum and the Forney Museum of Transportation. We topped off our travels with a trip on the California Zephyr from Denver to Sacramento. Along the way we got to ride the highspeed Airport Express and also spent some quality time in the renovated Denver Union Station. Denver Union Station may be a model for plans involving Portland Union Station. We also discovered a much smaller preserved station of the Denver, South Park and Pacific literally in the middle of nowhere, Jefferson, that had been repurposed into an attractive eating establishment.

Five of us, Jeff Wells, Bill Hyde, Stuart Adams, Roger Adams and yours truly, flew into Denver and immediately headed south about two hours to Canon City, home of the Royal Gorge Route. Along the way, we hit a wonderful restaurant with great ambiance in Colorado Springs which we would all highly recommend, Front Range BBQ. This place is a local favorite and we stood out as tourists. Everyone was great from the staff to the customers sitting near us. The various barbeque choices were superb and some were too much to eat. Yet the prices were reasonable and we would have come back again if Colorado Springs had crossed our path.

We can't go much further without mentioning our vehicle for this trip, a supposedly five passenger Nissan Rogue. One member of our crew Christened it the Clown Car. Trying to get three guys in the backseat and finding the right seatbelt connection was a neverending comedy routine.

Canon City, pronounced Canyon, is an interesting town. If you have a chance visit the historical town center and some of the neighborhoods where there are Victorian mansions dating back to the mining era. It also hosts a prison, some of which dates way back. Canon City had the first city running water in Colorado which was taken from the Arkansas River and moved in a multi mile wooden pipeline built by the prisoners. You can see the ruins of the system as you ride the train.

The Royal Gorge Route train was about sixteen cars, some open, with a low nose GP at either end. It was all painted in Rio Grande colors. The railroad offers different classes of service. We opted to go 1st class dome lunch in a former Milwaukee Road full length dome converted to an elegant restaurant car with booths for four. It was an excellent and attractive three course meal. I opted for Colorado beef Wellington and it was very good. Various libations are also offered at an extra price. The

service was excellent. There was a kitchen car next to ours and that is where the food was prepared. You order your meal when you buy a ticket on line and you pick up a printed ticket at the station with your car number and order.

The scenery is spectacular as the train winds its way down to a depth of 1250 feet into the gorge next to the roaring Arkansas River and the numerous white water rafters that we passed. Royal Gorge is famous for the suspension bridge over the gorge that is still quite a tourist attraction even today. I remember looking down into the gorge from the bridge when I was a kid. It was a long way down. This time we were at the bottom looking up at this thin black line silhouetted against the blue sky. If you look hard, you can just make out a person looking down at us from the bridge. Back in the day, the trains through the gorge used to stop under the suspension bridge on the Hanging Bridge to give passengers a chance to marvel at the spectacular scenery. The Hanging Bridge is at the bottom of the gorge anchored to the rock wall and holds the railroad track in the place where the gorge narrows to only thirty feet wide.



Royal Gorge Suspension Bridge

Building the line resulted in a railroad war between the Santa Fe from the east and the Rio Grande from the west. It is a fascinating story involving such western luminaries as Bat Masterson and Doc Holiday as well as a stolen cannon, lots of violence and mayhem. In the end the Rio Grande prevailed, but the Canon City station carries the Santa Fe emblem.

The Royal Gorge route was the original Rio Grande line to Salt Lake prior to the opening of the Moffat Tunnel. Thus, it hosted pooltrains for the coast partnering with Western Pacific, Burlington and Missouri Pacific. Today the line is mostly dormant. Twenty miles west of Canon City and further there are a large number of cars in storage and the roadbed occasionally looks uncared for. However, the signals are in place and there is local freight traffic at night through Canon City.

We drove to the suspension bridge after our train ride, but opted not to pay twenty plus dollars for the privilege of walking on it. However, they do have a former Rio Grande narrow gauge K-37 Mike (499) on display which you can view for free.

Our next find was in the town (??) of Jefferson. At one time it was a stop on the Denver, South Park and Pacific. We looked up pictures of Jefferson when we returned and it was mostly a station, a water tank and a siding in between a few houses. Things have not changed much except that the station is beautifully preserved and is an eating establishment. The right of way is now the highway.



The Crew at the Colorado Railroad Museum

Our Saturday began with a trip to the Colorado Railroad Museum in Golden. It is justifiably famous for having the largest collection of Colorado narrow gauge equipment in existence. It lacks covered protection for most of the equipment which is a drawback. However, only a few pieces do not present well. I was last there three years ago and once when I was a teenager. The collection has changed even from three years ago. One really positive in the collection is Rio Grande Southern number 20 is being restored to operating condition by the Strasburg Railroad and will soon be steaming again in Golden.

We got to ride one of the famous Rio Grande Southern galloping geese, number 7, around the property. They have a wealth of interesting rail cars and locomotives on the property as well as an incredible HO model railroad in the basement of the main building. We were fortunate to witness our own ORHC UP caboose 25198 bringing up the rear of a freight on the pike.

From Golden, we went back to Denver to visit the Forney Museum of Transportation. The museum is now housed in an industrial building in an out of the way industrial area of Denver. The museum had been on my list for a long time for a couple of reasons. One, it houses a coal fired Big Boy, 4005, indoors and accessible including the cab and tender with the massive screw that moved the coal to the firebox. They also have one of only three existing C&NW steam locomotives in existence, a 4-6-0 number 444. They have a Forney, surprise, surprise. They also have a Rio Grande GP30



The Galloping Goose No. 7



Coal Fired Big Boy No. 4005 at the Forney Museum

in need of attention. Everything is indoors. They have cars, a few airplanes, motorcycles, wagons and an example of almost every kind or transportation. Except for Amelia Earhart's personal sports car, nothing is as exceptional as the Big Boy.

On Sunday, we drove through the mountains to Silver Plume which houses the shops and a small museum of the Georgetown Loop Railroad. The three foot gauge railroad runs from Silver Plume to Georgetown traversing the original roadbed and the reconstructed high curving bridge that was a hallmark of the Colorado Central.

The power is a 1926 Baldwin 2-8-0 number 111 formerly of the International Railway of Central America. It looks quite at home in Colorado. The rolling stock is mostly small covered open cars. Again, we opted for first class which was a twenty-eight seat closed car with open windows and set up as diner with tables for four and two. We had a hostess

who served snacks and drinks. On the return trip we were the last car and with the conductor's permission, we could stand in the open platform of this Lilliputian observation car. Those views were worth the extra fare as we snaked over bridges and through the forests past abandoned mines on our way back to Silver Plume watching the tracks recede behind us.

Later that day we rode the Airport Express from DIA to Denver Union Station. DIA is a long way from downtown Denver. The airport train to downtown is not like the MAX in Portland which is similar to the light rail which serves most of Denver. The airport train cars are longer, heavier and faster.

Denver Union Station is a classic railway terminal re-purposed as an entertainment venue and hotel as well as serving as a major commuter light rail terminal and Amtrak station. Depending on the time of day you visit, the crowd changes. In the evening, there were many couples on dates sipping cocktails in the main waiting room while Amtrak passengers waited for a very late eastbound Zephyr. In the morning, it is a hub of commuter activity and Amtrak passengers waiting for a very late westbound Zephyr. We were among the latter group. We amused ourselves with a table shuffleboard tournament. Roger took the championship. We attracted spectators and one self-proclaimed expert failing to make trick shots on the table next to ours. So, what railroad station besides Denver has shuffleboard tables, classy cocktail bars, a hotel, restaurants as well as coffee and ice cream shops?

The westbound California Zephyr finally arrived and we were off on our jaunt to Sacramento. The Zephyr still has the best western mountain scenery on Amtrak. An hour out of Denver the scenery becomes dramatic. Near the end of our trip we crossed the Sierras on the Donner Pass line, also a must see for railroad and history buffs. The ride was smooth and we encountered very few freights. In fact, at Grand Junction, Colorado we passed at least a mile of locomotives in storage including a huge number of Gensets (newer Tier 4 switchers). Most of time, south out of Salt Lake City, the former SP and WP



Interior of Denver Union Station

mains were within sight of each other and there was no traffic. The former mains are one way with the SP running westbound traffic and the former WP running eastbound. The hump yard at Roseville was active but not crowded. Although, you can see most of the rotary plows used on the Donner Pass line.

Watching the UP switch at Denver, Grand Junction and Roseville, the standard operation seems to be two elderly GP's or SD's coupled back to back. Newer high horsepower road units as well as Gensets are in storage. This is confirmed by the long lines of newer power at Albina also in storage.

At Sacramento, we disembarked and headed home via air. However, you can make a connection from there or Emeryville with the northbound Coast Starlight. We had a good time and we would highly recommend a trip using Denver as a base.



No. 111 at the Georgetown Loop Railroad



PNW RAIL NEWS

by Arlen L. Sheldrake



▶ CP Holiday Train raises C\$1.49 million and collects 238,393 lbs. of food. The 21st annual Canadian Pacific Holiday Train recently wrapped up its North American tour. The Holiday Train supports more than 170 communities along the CP lines. **Railway Age 12/28/2019.**



▶ Iconic Izaak Walton Inn turns 80 years old. In early 1939, the Great Northern Railway signed an agreement with Addison Miller Company to build a hotel and lunchroom to replace “the beanery” that burned down in 1935. The hotel featured 29 rooms, 10 bathrooms, a lobby, dining room, and kitchen. The Izaak Walton Inn opened for business on November 16, 1939. Under current ownership the Inn features accommodations in the hotel, eight cabooses and one locomotive. The Amtrak Empire Builder provides direct service with a nice passenger platform. **Justin Franz, Flathead Beacon, 12/26/2019.** [I hear that Steve Sedaker, President, Pacific Railroad Preservation Association, celebrated his recent marriage at the Izaak Walton.]

▶ Last train loads of freight roll into Kalispell. One hundred twenty-eight years ago, the first train to arrive in downtown Kalispell was welcomed with a parade and banquet with all the trimmings. Development Authority has completed the construction of Glacier Rail Park, a rail-served industrial area off Whitefish State Road in Evergreen, that has become the new home for two Kalispell businesses long-reliant on rail service. Northwest Drywall and CHS Kalispell are now located there; Northern Plastics just announced it is moving into the rail park as well, filling the last piece of available real estate in the 40-acre industrial park. The downtown rail will be replaced by a long-awaited trail connecting Evergreen and Woodland Park with Meridian Road. **Justin Franz, Flathead Beacon 12/16/2019.** On 12/28 *spider1319* posted on *Trainorders.com* some nice photos of the 12/27 final train

on this line.

▶ The December 2019 issue of the Alaska Airlines in-flight magazine *Alaska Beyond* included a paragraph on the ORHF Holiday Express, a picture of the 4449 in holiday attire, and a picture of a HE Santa, our departed, Rick McDorman.

▶ Genesee & Wyoming Inc. on December 30th announced the completion of its previously announced sale to affiliates of Brookfield Infrastructure and GIC. G&W owns or leases 119 freight railroads organized in locally managed operating regions with 8,000 employees serving 3,000 customers.

- Brookfield Infrastructure Partners is a leading global infrastructure company that owns and operates high quality, long-life assets in the utilities, transport, energy and data infrastructure sectors across North and South America, Asia Pacific and Europe.
- GIC is a leading global investment firm established in 1981 to manage Singapore's foreign reserves. As a disciplined long-term value investor, GIC is uniquely positioned for investments across a wide range of asset classes, including equities, fixed income, private equity, real estate and infrastructure. GIC has investments in over 40 countries and is headquartered in Singapore.

[Of note: G&W owns the following Oregon and Washington railroads:

- Cascade & Columbia River Railroad (CSCD)
- Puget Sound & Pacific Railroad (PSAP)
- Portland & Western Railroad (PNWR)
- Central Oregon & Pacific Railroad (CORP)]



Genesee & Wyoming 12/30/2019 news release.

▶ As was suspected last month when noting Ed Austin's new book *Burlington Northern Washington Volume 1, The Old SP&S*; Ed's 1/1/2020 email message: “Yes, *BN in Washington Volume 2* is in the works. I have the photos selected and I'm writing the captions, abet slowly due to other projects. Volume 2 covers the ex GN and NP lines in Washington. Hopefully this book will be followed by BN in Idaho and Montana.”

▶ On January 12, 1929, Great Northern Railway began service through its newly constructed Eight-Mile Tunnel, running between Scenic, on the west slope of the Cascade Mountains, and Berne on the east slope. The tunnel bored through 7.8 miles of solid granite, is built in record time of three years and costs \$14 million to complete. Now called the Cascade Tunnel, it is owned and operated by Burlington Northern & Santa Fe Railway and remains the longest tunnel in North America. **HistoryLink.org Essay10705.**



► As reported in the January *Trainmaster*, the Heber Valley Railroad was acquiring the former VIA Rail 6300 (FP9ARM) from British Columbia. The Heber Valley Facebook page reports that the 6300 was put to work pulling trains on December 26th.



- As reported in the Oregon International Port of Coos Bay commission December 16th meeting packet:
 - Bridge inspectors have completed bridge inspections as of November 21st and plan to deliver the consolidated report before the end of the year.
 - Tunnel 19 rehabilitation includes the removal of a 77-foot long grout slab within the North portal. Tunnel 20 installation of new track, ties and ballast will begin December 20th.
 - Grant funds are being used to purchase a hi-rail equipped backhoe/loader from Peterson Caterpillar with delivery scheduled by December 17th. Also being purchased is a hi-rail material handler truck; estimated delivery is December 21st.
 - CBRL [Coos Bay Rail Line] handled 348 revenue car loadings for November 2019. 77 cars below October 2019.
 - CBRL celebrated their first year of operations on November 2019.



► Every five years, the Washington State Department of Transportation prepares a State Rail Plan. The draft of the new State Rail Plan, <https://www.wsdot.wa.gov/sites/default/files/2019/12/31/draft-state-rail-plan-2019.pdf>, (19 MB, 320 pages) is now ready for review and public comment. The purpose of the State Rail Plan is to provide a framework for future actions that meet federal and state requirements. The State Rail Plan:

- Describes the rail system in Washington
- Highlights system benefits to the state
- Forecasts future freight rail volumes and passenger rail ridership
- Identifies system trends and needs
- Assesses station connectivity needs
- Suggests strategies for addressing issues and needs
- Identifies potential improvements and investments to maintain and optimize freight and passenger rail.
- Lists funding sources available for rail system investments.



Written comments can be sent to: 2019 State Rail Plan; WSDOT Rail, Freight & Ports Division; PO Box 47390; Olympia WA 98504-7390 or by email: 2019RailPlan@wsdot.wa.gov. Comments will be accepted through Friday, February 14, 2020.

► In determination issued December 30th, the Canadian Transportation Agency (CTA) ruled that revenues of the Canadian National Railway Company (CN) and the Canadian Pacific Railway Company (CP) were below their maximum grain revenue entitlements for crop year 2018-2019.

- CN's grain revenue of C\$933,357,710 was C\$371,116 below its entitlement of C\$933,728,826.
- CP's grain revenue of C\$862,734,965 was C\$764,101 below its entitlement of C\$863,499,066.

As both railway companies' revenues did not exceed their respective maximum revenue entitlements, no overage-related payouts or penalties were assessed for this crop year. The maximum revenue entitlement is a form of economic regulation that enables CN and CP to set their own rates for services, provided the total amount of revenue collected from their shipments of Western grain remains below the ceiling set by the CTA. **Canadian Transportation Agency 12/30/2019 news release.**



Office des transports du Canada

Canadian Transportation Agency

► End of year update from the Engine 557 Restoration Company in Wasilla, Alaska: More information: www.557.alaskarails.org

- 31 volunteers who committed 1290-man days at the engine house.
- In-kind support with an estimated value to date of \$700,000.
- Thanks to the 57 individuals and organizations who provided \$22,577.35 in donations.



► While it's been more than four decades since passenger rail stopped running on Montana's southern route, Missoula Council commissioners and a growing list of advocates believe it's time to revisit the issue. In the wake of climate change, struggling small towns and a general shift in how people move from point to point, proponents of passenger rail service see an economic opportunity in restoring the North Coast Hiawatha Route. Missoula County Commissioners in October expressed interest in restoring the route through Missoula and other points east and west, saying the initial infrastructure costs could be recovered in economic and other public benefits. The route would run from Chicago to Fargo and continue west through a number of Montana cities, including Miles City, Billings, Livingston, Bozeman, Helena, Missoula and Paradise. It would then arrive in Spokane, where passengers could choose between Portland and Seattle. A second rail summit is being scheduled for Missoula this spring. **KPAX 1/4/2020.**



► The Metropolitan government is putting together a 2020 Transportation Funding Measure that may contain some six (6) billion dollars in projects and planning. More information: <https://www.oregonmetro.gov>; click on Shape the Future. My input:

- Light Rail between Hillsboro & Forest Grove...with PNWR abandoning their line that goes directly from the Hillsboro MAX station to Forest Grove and ODOT owning the land...light rail to Forest Grove seems a natural.
- Return the Washington Park & Zoo Railway running to the Rose Garden.
- Put I-5 crossing the Columbia in a tunnel...use the best of the two highway bridges for local traffic.
- Put MAX Steel Bridge Willamette River crossing in a tunnel.



► On January 13th, Zoo Railway Task Group member, Jan Zweerts, provided testimony to the Metro Council in support of including the Zoo Railway to the Rose Garden in the list of projects. The Zoo Railway Task Group is sponsored by PNWC-NRHS and ORHF with the goal of returning the Washington Park & Zoo Railway operation to the Rose Garden. The January 19th Oregonian has a pretty good article about the developing proposal and hearing. The Committee is also working with editor Steve Hauff and WP&ZR historian Jeff Honeyman and other helpers to publish a PNWC-NRHS sponsored book on the history of this unique community asset. Let me know if you want to help...asheldrake@comcast.net.

► Melissa Darby of the Lower Columbia Research & Archaeology LLC reported 1/19 that the Washington Park & Zoo Railway National Historic Register designation submission will be going to the National Park Service at the end of January after making the changes requested by the Oregon State Advisory Committee on Historic Preservation.

► Keep your eye on the possibility of Metro including some funding to implement the Council Creek Regional Trail Master Plan that includes using the soon to be abandoned Portland & Western Railroad line between Hillsboro and Forest Grove. The trail is planned for almost 15 miles from the Banks-Vernonia Trail in Banks to the TriMet Blue Line MAX station in downtown Hillsboro connecting the cities of Banks, Forest Grove, Cornelius and Hillsboro. More information: <https://www.oregonmetro.gov/council-creek-regional-trail-master-plan>.

► Chemistry Industry Association of Canada (CIAC) announced January 7, 2020 the award of C\$219,750 from the Transport Canada's Railway Safety Improvement Program to help CIAC to improve railway safety and education in communities across Canada. Three key activities will include:

1. Construction of a new TRANSCAER Safety Train – a railway tank car that will be converted into a classroom on wheels for the purpose of training emergency responders. The original Safety Train was retired in 2018.
2. Development of advanced training tools – including virtual reality educational tools – that will allow state-of-the-art training and education in even the most remote communities.
3. Delivering a Canada-wide series of training sessions for target audiences using these new tools.



CIAC 1/7/2020 press release.

► The February 2020 Trains magazine issue has an excellent six-page article **A Bridge to the Past** with text and photos by Steve Carter. *Trainmaster* readers have seen Steve's name before as we have used, with his kind permission, some of his excellent photos. In this article Steve describes the project to build a new, concrete, double-track bridge replacing a century-old predecessor in downtown Tacoma. Steve has also loaded his time-lapse video of the project to TRAINSMAG.COM; it is titled: Tacoma Bridge Destruction and Construction. [or Steve has it posted on <https://vimeo.com/391321493>.]

► Planning for the Oregon Rail Heritage Center's participation in the 5th annual Portland Winter Light Festival moves forward with event setup starting on February 3rd and tear-down being finalized on February 10th. The exterior is being done by Vignesh Madhavan and Jesse Smith, Portland Illumination Engineering Society's group is doing the interior lighting. The PWLF event runs February 6-8 from 6 to 11 pm. ORHC has participated in this community event all five years. More information: www.pdxpwlf.com.

► On January 14, South Korea-based container carrier SM Line made its inaugural vessel call at the Port of Portland's Terminal 6, bringing weekly container shipping service back to Portland. The 4,360 TEU vessel, the Qingdao, left the Port of Ningbo in China on December 22. As part of SM Line's Pacific Northwest Service, the vessel made stops in Shanghai, Pusan, Vancouver and Seattle before calling in Portland. SM Line will complete its rotation with stops in Pusan and Kwangyang. The first vessel call included nearly 200 containers being imported, more than 70 export containers heading to Korea, and 330 empty containers for local shippers to utilize for exports on future vessel calls. In addition to weekly container service, Terminal 6 will continue to operate as a multi-use facility that can handle containers, auto imports and exports, and breakbulk cargo – large items unloaded piece by piece, rather than bulk like grain or in containers. **Port of Portland 1/14/2020 News Release.**

► DeFazio questions Class 1s commitment to fighting climate change. U.S. House Transportation and Infrastructure Committee Chairman Peter DeFazio (D-Ore.) on January 16th questioned whether the nation's four largest Class 1s are committed to combating climate change. In a January 16th letter to the Association of American Railroads (AAR), DeFazio asked for additional information in report to a magazine article about railroads' position on climate change. The December 13th article in *The Atlantic* indicated the four largest U.S. Class 1s – BNSF Railway Co., Norfolk Southern Railway, Union Pacific Railroad and CSX – have been “major players in the climate-denial movement”, DeFazio's letter stated. “Although the railroads have cast themselves as stewards of the environment, they have invested millions of dollars to discredit climate science and oppose federal climate legislation”, the lawmaker wrote. If the article is true, adding: “And if so, how can your organization continue to tout the environmental benefits of freight railroads while these same railroads are funding organizations who deny climate change?”



Rail News 1/17/2020.

► The Port of Prince Rupert and CN are partnering on a C\$122 million project – C\$60.6 million of which is coming from the National Trade Corridors Fund (NTCF) – to construct a new double track bridge across the Zanardi Rapids, rehabilitate the existing single track Zanardi Bridge and expansion of the causeway between the Zanardi Bridge and Ridley Island, to reduce operational conflict.

- The Ridley Island Export Logistics Platform project received C\$49.85 million towards rail infrastructure. The project's total cost is nearly C\$100 million and focuses on an expansion of the existing Road, Rail and Utility Corridor to enable unit train access.
- The Metlakatla Development Corporation received C\$43.3 million, for the C\$89 million Metlakatla Import Logistics Park project. The project consists of a 25-hectare site development on South Kaien Island that will be fully integrated into DP World's Fairview Container Terminal.

The Northern View 9/5/2019.

► The Northern Pacific Railway Museum in Toppenish, Washington has purchased a retired diner, Amtrak 8509 (NP 460), from Amtrak. Once replacement trucks are mounted, the Museum will get the car shipped from the Amtrak Beech Grove, Indiana shop, delivery is expected in early February. Museum plans include repainting the car and reupholster the seats. **Pacific Northwest Rail News January 2020.**[Note: the Museum's regular open season runs May 1 to October 10; well worth a couple of hours.]



► Doing some travel planning ahead....wife and I booked a Vancouver BC to Toronto rail trip departing September 28th. Originally, we had booked to leave on September 14th but a conflict arose so I called VIA Rail customer service and a **VERY** nice and helpful agent not only accommodated the date change but wondered if I would like a discounted bedroom at a MUCH reduced cost. Only restriction was the cancellation cost but that still would have saved money. Travel itinerary: Amtrak Cascades to Vancouver, VIA Rail to Toronto, train of some sort to New



York City and fly home. Be looking for another boring trip report this fall.

► January news from the ORHF Events and Outreach Committee includes information that for the first time ORHC will be hosting OMSI 2020 summer youngster day camps in the PRPA owned and remodeled Greg Kamholz rail car. Plans are for eight weeks of day camps for various grade levels and subjects. Rental revenues will be split between PRPA and ORHF. OMSI is providing funds to accommodate “shore” power in the Kamholz. [In my opinion the PRPA did a wonderful car remodel and it was a major 2019 Holiday Express success/addition.]



► The All Aboard Washington (AAWA) Washington Rail News fourth quarter 2019 10-page newsletter included some interesting information: (More information: <https://aawa.us>)

- *Cascades* Preclearance in Canada....work is underway to fold all the inspection processes into departure at Pacific Terminal like is done in the airport. Process could happen by 2021.
- A real negative [well deserved] article Curbed: Greyhound Nixes Portland Station] about the closing of the Greyhound station in downtown Portland and replacing with “on-street boarding”.
- AORTA is creating a new web site
- Amtrak Announces FY 2019 Ridership Figures: Empire Builder once again carried more passengers than any other Amtrak long-distance train, logging 433,372, an increase of 11% over previous year. Second place train was the Coast Starlight handling 426,029 passengers, up 2% from 2018.
- In Memoriam: Hal Cooper Jr. who passed away on October 25, 2019. Cooper was instrumental in bringing the X2000 demonstrator to the PNW triggering Talgo to do the same....and as they say, the rest is history
- AAWA and AORTA will be publishing the next edition as a joint newsletter.



► For those of us who spend time at Portland's Union Station, we know Robert Kim and his Trackside Café. They are one of our PNWC *Steel Over the Willamette* book retail outlets. Anyway, Robert's son, who occasionally worked in the Café, is now an Amtrak Ticket Agent at Union Station.

► BNSF [PNW] News Update January 2020, a couple of selected items:

- BNSF's Historic Art Collection: approximately 700 paintings in BNSF's collection are located at their offices in Fort Worth, Texas and in various museums via a loan program. They are from the late 19th and early 20th centuries, commissioned by their various acquired railroads.
- Supporting our Communities: BNSF Railway Foundation donated \$10,000 to support the Northwest Museum of Arts and Culture exhibit *Mount St. Helens: Critical Memory*. The exhibit runs until September 6, 2020 and is located at the Museum in Spokane. Gus Melonas 1/24 email: "Northern Pacific then Burlington Northern Railroad owned a portion of Mt. St. Helens." [This event is still a vivid memory for me as we watched it blow from the Pittock Mansion in NW Portland and my house gutters rotting out because of the acid ash along with a Sunday drive home from a Marylhurst College class wondering why all the "dust" on the road.]



► Yet another podcast developed by volunteer Ken Buyers is now on the ORHF.org web site...this one: **Kim Knox on the Turntable Project** is a very worthwhile way for one to spend 41.30 minutes learning about the project, the history of the site, and some history of building the ORHC facility. Kim Knox, Partner/Senior Project Manager with Shiels Oblatz Johnsen (SOJ), was the project manager for the ORHC facility and is the project manager for the Turntable Project. [Subject to funding, ground breaking

is expected this summer according to the podcast.]

► Wyoming and Montana asked the U.S. Supreme Court on January 21st to rule on Washington state's denial of a permit for a port facility [Longview] that could boost U.S. coal exports. The coal-producing Rocky Mountain states argue the denial violates the Commerce Clause of the U.S. Constitution, which prohibits states from impeding trade between one another and with other countries. Montana and Wyoming officials want South Jordan, Utah-based Lighthouse Resources to be able to open its proposed \$680 million Millennium Bulk Terminals project in Longview. **The Oregonian 1/22/2020.**



► Sound Transit on January 22nd marked the Federal Transit Administration award of a Full Funding Agreement of \$790 million for construction of the Federal Way Link Extension project. Trains on the 7.8-mile light rail extension from Angle Lake in SeaTac to Federal Way will serve three stations along the route in Kent/Des Moines, at South 272nd Street and at the Federal Way Transit Center. Demolition and utility relocation work began this fall, and construction is set to begin in early 2020. **Sound Transit 1/22/2020 news release.**



► The Oregon Pacific Railroad has purchased and received a used tamper for use on their Molalla Branch. It's an ex-BNSF Jackson 3300 Tie Gang Tamper built in 2006. It has a Cummins 6BTA Turbo Air Conditioner, automatic workhead options and other bells and whistles. Weight is 36,000 lbs. Numerous upgrades for the Molalla Branch are planned for 2020 including a massive rebuild of the Molalla River bridge. **OPR Facebook 1/15/2020 posting.**



► Four new TransLink Canada Line trains begin service January 21st, increasing customer capacity by 15% during peak hours. The brand-new trains will provide more space, frequency and comfort to customers. These are the first of 12 new trains, which are being rolled out as part of Phase One of the Mayors' 10-Year Transit Expansion Plan on TransLink, Delivered through the Public Transit Infrastructure Fund, this C\$88 million investment is funded 50% by the Government of Canada, 33% by the Province of British Columbia, and 17% by TransLink. The remaining trains are in the process of being delivered from Hyundai Rotem in South Korea. **TransLink 1/21/2020 news release.**



► The lineup for **Winterail 2020** as of January 23rd is online: www.winterail.com. Winterail 2020 is being held on March 21st in Corvallis High School and runs from 9am to 10pm; tickets are \$45.



► The engineer who was at the controls during the deadly 2017 Amtrak [*Cascades*] derailment [near DuPont] that sent passenger cars hurtling off the tracks over Interstate 5 south of Tacoma has filed a lawsuit against Amtrak in Pierce County Superior Court. Steven Brown's lawsuit, filed this week, says Amtrak had not properly trained him on the new route or locomotive controls before the December 18, 2017, derailment. Brown also alleges that Amtrak is at fault for not installing Positive Train Control, a new technology designed to prevent trains from exceeding safe speeds, on the new route before the crash. **KATU2 1/25/2020.**



January Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on January 17, 2020

The January 2020 membership meeting was called to order at 7:30pm by President Mark Reynolds. President Reynolds announced that there will be a meeting on the operation of the Holiday Express. Please submit any ideas or concerns to Bruce Strange or Mark Reynolds.



President Reynolds address the Meeting

President Reynolds announced that David Cautley has resigned from the PNWC Board of Directors and asked for nominations for a replacement. There were no nominations from the floor. President Reynolds reported that Phil Barney has agreed to run for the office. A vote will be held at the February meeting.

President Reynolds reported that there has been much discussion on the proposed car owner's agreement from ORHF. Our board has made some recommended amendments to the contract and are awaiting a response.

The December meeting minutes were called, Mark Reynolds made a motion to approve the minutes, Bruce Strange seconded and the membership voted to approve.

President Reynolds reported that the ORHF turntable project still needs about \$800,000 for the project, and then the old turntable will need to be inspected and tested for weight rating. Members may consider donating to the cause.

President Reynolds said the Farnsworth radio from the Mt. Hood car needs to be repaired and restored to use. The father of Ron McCoy is knowledgeable of this type of radio and has agreed to repair it. Arlen Sheldrake and Dave Larsen are promoting the use of the Mt Hood as a display. Pete Rodabaugh brought the radio components to the meeting for display.

Keith Fleschner reported that repairs are to be made to the body of the 6800 car.

President Reynolds said this year will be the 50th anniversary of the Antique Powerland. There will be expanded activities at Steam-up.

Al Baker announced that the video for the evening will be on logging railroads of the west. Also, on Sunday night will be a Celebration of Life for member Dennis Mattoon at the Oregon Rail Heritage Center.

Bruce Strange announced that Saturday (tomorrow) will be an open house at the Chapter Archives at Portland Union Station for 10:00am to 12:00noon. On Saturday, February 15, the Library & Archives Committee will be traveling to Burien, Wa. to visit the Northwest Railroad Archives for information gathering. There may be some car-pooling space available. He also said some rental space is being used for some archive material storage.

Bryan Ackler said there is an application in the Jan. 2020 *Trainmaster* for RailCamp that must be in by the end of the month.

The meeting was adjourned at 8:24pm.

Snack time was provided by Lila Stephens. Thank you Lila, again. Remember that a three dollar donation is requested to cover the cost of the food.

The membership then enjoyed a video on logging railroads and equipment.



Pete Roudabaugh shows the Farnsworth Radio from the Mt Hood



Parts from the Farnsworth Radio from the Mt Hood

Respectfully submitted by Jim Hokinson, Secretary

This Farnsworth Radio (picture to the far right) is original to the Mount Hood. Take a close look at the console (picture to the near right). This radio has pre-sets for each of the radio stations that existed in the 1950s between Spokane and Portland so it was built specifically for SP&S. Some of these stations still exist. The antenna still runs the full length of the car roof. Phil Farnsworth and his corporation are a fascinating study.



Photos by Arlen L. Sheldrake

PORTLAND TRACTION-LOST AND FOUND

By Dave Larsen



Recently I was walking through the barns at the Illinois Railway Museum when I spotted the words Portland Traction on one of the signs. Indiana Railroad car 205 was built in 1927 by the GC Kuhlman Company and used by the Interstate Public Service and later the Indiana Railroad in Terra Haute, Indiana until 1941. It was acquired by Portland Traction and ran here as 4003.

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 its collection. If you can donate any of the items listed, please call 503-226-6747, or e-mail the library (library@pnwc-nrhs.org) by **Mar. 1st**.

- *Milwaukee Road In Color Vol. 5 Pacific Extension 1941-1961* Morning Sun Books
- *Key System Streetcars* Signature Press
- *Great Northern Railway : Kettle Falls, Washington Branch history and operations : Spokane to Chewelah* by Dale Jones 2010
- *Gold, Rawhide and Iron : the biography of Dorsey Syng* by Helen Baker Reynolds - Palo Alto, California Pacific Books 1955
- *Henry Villard and the railways of the Northwest* by James Blaine Hedges -- New York : Russell & Russell 1967 Copyright 1930

Bill of Lading

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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	503.777.8209
Chuck Fagan (2nd Term)	2019-2021	
Bryan Ackler (2nd Term)	2018-2020	503.246.2165
VACANT (2nd Term)	2018-2020	
Rolf Schuler (2nd Term)	2020-2022	503.285.7941
Bruce Strange (2nd Term)	2020-2022	503.901.7815

Committee Chairs

Activities	Ron McCoy	503.310.4811
Archives	Ed Berntsen	253.383.2626
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Car Host	Mark Reynolds	503.638.7411
Concessions	VACANT	
Chapter Rep., Oregon Rail Heritage Foundation Board		
	Mark Reynolds	503.638.7411
Chapter Rep. Powerland	Mark Reynolds	503.638.7411
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Flanger Restoration	Phil Barney	503.706.0498
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PACIFIC NORTHWEST CHAPTER TIMETABLE No. 691

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.

February 21: *Disconnects, Hickeys, and a Prayer* by Lloyd Palmer & Ed Berntsen. The presentation includes "What new SP&S brakemen need to know, working United Railways log trains in 1935 with no air brakes."

Special Note: Steve Rowland will be at the meeting selling the two new Kermit Williams books: *Willamette Valley Southern Railway Company* and *Eastern and Western Lumber Company*.

March 20: *Saving the Polson No. 90* by Samuel Aldridge, Oregon Coast Scenic Railroad Board Member and "Save the No. 90" Project Leader. Come hear about the vision to restore the Polson No. 90, the history of the locomotive, how it is progressing and how you can help.

April 17: Feature video on Southern Pacific Cab Forwards.

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

Library and Archives

Every **MONDAY: 10 am - 12 noon**

Open House - SATURDAYS: 10:00 am to 12:00 pm after Fri. Chapter Membership Meeting

Next Open House Dates are: Feb. 22nd & Mar. 21st

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

Also 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: **Feb. 13**, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
Mar. 12, 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:

Now - Apr. 25 *After Promontory, 150 Years of Transcontinental Railroad*, Exhibit, Architectural Heritage Center, Portland, visitahc.org

Feb. 6 – 8 *Portland Winter Light Festival*, Eastbank Esplanade, OMSI & ORHC areas, www.pdxwlf.com

Feb. 8 *Railroad Architecture and the Northwest: Economics, Ethos, and Culture*; Alexander B. Craghead, Architectural Heritage Center, Portland, www.visitahc.org

Mar. 21 *Winterail*, Corvallis High School, Corvallis OR, www.winterail.com

May 9 *SP&S Railway Historical Society Swap Meet*, 9:30 – 2:30, Seton Catholic High School, Vancouver (**NOTE: Date and Location change!**) www.spsrhs.org

May 13 – 16 *Union Pacific Historical Society Convention*, Cheyenne WY, www.uphs.org

Jun. 8 – 13 *NRHS Annual Convention*, Knotts Berry Farm Hotel, Buena Park CA, www.nrhs.com

Jun. 10 – 13 *Friends of the Burlington Northern Railroad Convention*, Vancouver WA, www.fobnr.org

Jun. 21 – 27 *RailCamp East*, Newark DE, www.nrhs.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.