

The *Celebrating 60+ Years* Trainmaster

January 2021

ISSUE Nº 702



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



FRESNO MALLETS

Text and Photos provided by Kenneth G. Johnsen



S.P. M-6 No. 1727 was given to Dunsmuir, California by the railroad in 1957. It is looking a bit shabby these days and a grass roots effort has been started by The Friends of the 1727 to cosmetically restore the engine and tender. Photo by Kenneth G. Johnsen.

The August 2020 issue of *The Trainmaster*, with Arlen Sheldrake's note about efforts to cosmetically restore Southern Pacific (SP) 2-6-0 No.1727, landed in my mailbox one day after I had stopped in Dunsmuir, California, to inspect that very engine on my way home from California. The engine is very visible from Interstate 5 and I always make it a point to stop and check out the old gal when I pass through.

The No. 1727, and the rest of the clan collectively known as the Fresno Mallets, have a special place in my heart. In 1954 at the ripe old age of 8, I was given my very first locomotive cab ride in one of the Fresno Mallets. I was visiting my grandmother in Reedley, 20 miles south of Fresno, and I spent hours each day standing at trackside a couple blocks from her home watching as the Southern Pacific crew switched cars around the packing houses with an M-6 class 2-6-0.

FRESNO MALLETS (CONT.)

In those halcyon days no one worried if an 8-year-old kid wandered a few blocks away to watch trains. And no one would have gotten upset when the friendly crew of the 2-6-0 offered me a ride. I remember they asked me if I wanted to ride in the engine or the caboose. "Engine!" was my instant reply! My excitement overflowed as I climbed up the ladder into the cab and saw up close the array of controls, and smelled the smells of a working steam engine.

We shuffled around town for a while, during which time the engineer and fireman offered me a sandwich and (jokingly of course) a cigarette. I was in seventh heaven. If there had been any doubt up until that time that I was a devoted railfan, all doubt permanently disappeared. I was hooked!!

These engines were nicknamed Fresno Mallets because of their amazing amount of strength for their size. In the flatlands of California's San Joaquin Valley they could pull as many cars as Southern Pacific's much bigger Mallet articulateds could pull over the mountains. And yet they were nimble and able to negotiate the tight curves and light rail found along the fruit packing branch lines of the valley.

SP crews liked the Fresno Mallets because of their versatility in tight quarters, and their relatively smooth ride. They did not use up as much fuel and water as larger locomotives, and yet they could pull 50 loaded refrigerator cars at 65 miles an hour! Because of these characteristics, they were well suited to the flat San Joaquin valley conditions and spent most of their careers in California. Dunsmuir's 1727 gave the railroad 55 years of faithful service.



Dunsmuir's future Fresno Mallet #1727 is seen in service at Fresno, California on December 7, 1955. The doughty 2-6-0 has already given its owner 54 years of service at the time of this photo, and is still going strong. Photo from the collection of Kenneth G. Johnsen.

SP 1727 and most of its brethren were built by Baldwin Locomotive Works in 1901. They were built to a design pioneered by Samuel Vauclain known as a 4-cylinder Vauclain Compound. Each side had a high pressure cylinder and a low pressure cylinder, in an attempt to utilize the steam more efficiently by using it twice. However, the resulting pounding of the drive rods gave the engines a rough ride and put more wear on the rails. So Southern Pacific eventually converted them all to simple operation.

Number 1727 was "simplified" in 1908 and if you look at its smokebox you will see a plate affixed by the Sacramento Shops stating that the engine was rebuilt by them in December of 1908. This rebuild certainly contributed to their long service lives. How many diesel locomotives do you know of that gave their railroads 55 years of service?



My Dad gave me a camera in 1955 and I began taking train pictures. Unfortunately we had moved away from California and I was unable to photograph my beloved Fresno Mallets in action. We returned to California in 1958 and by then the action was all done. A long row of dead Fresno Mallets lined the yard in Fresno. The engines would soon meet the scrapper's torch. Photo by Kenneth G. Johnsen.

Several Fresno Mallets were saved by the Southern Pacific and donated to towns in California and elsewhere. My favorite is in nearby Woodburn, Oregon. [Editor's Note: See the November 2019 issue of *The Trainmaster* for more information on this locomotive] For many years, Portland resident Frank Scheer has cared for S.P. 2-6-0 No. 1785 on display in downtown Woodburn. Frank, along with the late Chris McLarney, cosmetically restored the 1785 over 30 years ago and has kept it in immaculate condition ever since.

Frank spared no detail. It is the finest cosmetic restoration of a steam locomotive I have ever seen. It is right up there with the Southern Railway PS-4 Pacific in the Smithsonian and the Southern Pacific Cab Forward in the California State Railroad Museum. It is definitely worth a visit if you haven't checked it out before.

And, if you want to help another Fresno Mallet regain its rightful appearance, you can donate to the Friends of the 1727, P.O. Box 412, Dunsmuir, CA 96025.

[Note: Ken, a long time PNWC member, is the President of Yakima Valley Trolleys (www.yakimavalleytrolleys.org) and since 1965 has been a fan of the Milwaukee Road and active in preserving the trolley history of Yakima.]



President's Dispatch



by Mark Reynolds

We have a number of challenges ahead in 2021. Move of our Library & Archives operations at Union Station appears off for at least 3 or 4 years, based on the long-term lease arrangements we have in place with Prosper Portland (the Economic and Urban Development Agency for the city of Portland). However, we have made some progress given the Library & Archives Committee having a strong group ready to establish better working temporary arrangements in other leased space, and a good relationship with the staff and management of the folks in Pacific Northwest Rail Archives (PNRA) Burien, Washington.

On the aspect of cash flow, we have been suggesting Concessions to look at an Internet-based sales arrangement to sell to interested customers some of our inventory and free us up some storage space and convert to cash surplus inventory. We have two members of the group who are focusing on Internet eSales.

On rolling stock, we have a number of challenges. We have had discussions about if we can get the Park 217 cars emptied and ready to get a single hospital move, perhaps to Albany and Eastern, for ultimate disposal. We probably only get one shot to move this inventory out of Portland, and Portland and Western (P&W) has had continuous management changes, so we have not yet had a focused discussion with the Railroad on what is possible. The two RDCs and other items need to be moved too; we have had discussions with Willow Creek on the Caboose, the Davenport needs to be moved to ORHC, and the two RDCs can be re-purposed if we could have track space at ORHC, Bryan Ackler has had some very interesting ideas as to how they could be used for Library & Archive activities.

As far as the other rolling stock at ORHC, we have the growing rust problem. With no indoor storage or working space available at ORHC, the work continues in the open yard. I have asked several times if we should start an effort for temporary shelters (tents) as common property for all of the ORHC car work, nothing has kicked started the ideas into action, in part because of the total focus on the Turntable Project and related fund raising activities.

As far as the membership dues covering all of our future restoration expenses, I believe we need to have a different approach, perhaps specific fund raising and grant requests for each car, to cover the major rework (and of course, a written action plan for the rework projects). Right now the money is not the biggest problem, it is the time limitation of our great volunteers to getting these heavy repairs completed. We should consider bringing outside contractors into the mix. A good example would be to investigate other options for the S2 Painting Project. Year 2020 with the COVID-19 has been mostly FULL STOP and provided us a bit of respite to re-access major work (like the seat cover replacements and successful granting capture from the Emery Rail Heritage Trust, for example).

As far as changing our membership dues, I am not sure that will increase our membership head count, and in fact, until we can have physical meetings and get together, the only tangible benefit of membership is the newsletter, and Library & Archive access rights. So, "selling higher dues" will be a tough sled this next year the year 2021 of recovery from COVID-19.

I am hopeful some of our Board Members in 2021 will have additional ideas and energy on the "way forward", potentially including a better system of electronic surveillance of our off ORHC inventory, so far this past year we just did not have the bandwidth to do much in this area, and the Beaverton and Tigard Police have been more than helpful. The long-term movement and ultimate disposal of the inventory out of Portland seems the only real long-term solution?

The last item is the relocation and renovation of the Chapter's 1936 SP 3300, a Combination Chair Car with Baggage Section, seems to have some higher interest even outside of PNWC. We should create interest to start action to relocation of the 3300 to ORHC and develop a long-term plan to renovate and possible ADA modifications for access to the car. There again we should look at a grant for major work, and of course have a Volunteer and contractor mix involvement plan.

In any case many "fronts" to consider including the inventory preservation at APMA, including the Flanger and Spreader and the S2 Locomotive repainting project.

Bottom line is we need your energy good ideas and a willingness to become involved in the Chapters many activities during the Year of Recovery.

Thanks for Your support in 2020, and we are looking beyond COVID 19 in 2021.

Mark Reynolds



PNW RAIL NEWS

by Arlen L. Sheldrake



I begin this article following a less than satisfying Thanksgiving holiday due to the damn COVID-19...missing were the hugs with our kids, our grandkids, friends and others. Here is hoping for a much better one in 2021 for all of us.

▶ OPR SW-8 #803 arrives home again. As a replacement for OPR SW-8 #801 that was severely damaged in one of the Labor Day weekend wildfires former OPR #803 (for the last ten years as WRIX 803) was repurchased from Western Rail. In 2010 OPR 893 along with SW-8 #602 were traded in on GMD1 1413. The 803 spent the past couple of weeks on the BNSF and on November 28th was delivered to the OPR at East Portland by the YBR81 which had to make a special trip to the new East Portland wye to turn it so it faced south. The 803 will spend the next couple of weeks at the Milwaukie shops being serviced and getting the railroad radio re-installed after which time it will be moved to Canby to alternate with the other two units in case of an emergency. An "insurance policy" we only had to pay for once!



Photo of the *Spirit of Canby* at the OPR Milwaukie shops on December 16th

Dick Samuels 11/29/2020 Altamont Press Discussion Board posting.

▶ Many thanks to Bruce Miller, Friends of SP4449 web site manager, for posting my three articles: The 4449 Pepsi Connection, Why Santa has a Pepsi in His Hand, and Portland's Steam Locomotive Heroes. www.4449.com, scroll down on the home page. Just some of the 4449's and Portland's great history.



▶ The January 2021 issue of Trains magazine has an excellent article preceding the release by White River Productions of the book *Timber Titans, Baldwin's Articulated Logging Locomotives*. The article is TANKS FOR THE MEMORIES by Martin E. Hansen. The article is a great reason, if you needed one, to buy the magazine and look forward to the Martin E. Hansen, Steve Hauff, and Dale Sanders book. And speaking of books, member Steve Hauff reports his Shay book is hopefully being printed in February.



▶ Two women arrested on the BNSF Railway tracks near Bellingham, were charged with terrorist attack and other violence against a railroad carrier. They were arrested Saturday night 11/30 in Bellingham as they allegedly placed a 'shunt' on the tracks. A shunt disrupts the low level electrical current on the tracks and can disable various safety features. Since January there have been 41 incidents of shunts placed on BNSF tracks in Whatcom and Skagit counties. Shortly after the first shunts were discovered in January, a claim of responsibility was published on an anarchist website. Terrorist attack on a railroad facility is punishable by up to 20 years in prison and a \$250,000 fine. The case is being investigated by the FBI's Joint Terrorism Task Force in connection with the BNSF Railway Police with assistance provided by the Whatcom County Sheriff's Office. **The U.S. Attorney's Office, Western District of Washington 11/30/2020.**

▶ Sound Transit's Link light rail system is now running on 100 percent carbon free electricity, making it the first major light rail system in the country to achieve this milestone. This accomplishment is possible through an innovative agreement with Puget Sound Energy (PSE) to purchase wind energy directly from the utility's Green Direct program. The agreement with PSE is projected to save more than \$390,000 in electricity costs over the 10-year contract. **Sound Transit news release 12/1/2020.**



▶ The Sound Transit Board on December 17th approved a 2021 budget that will continue intensive work to deliver voter-approved transit projects across the region while also continuing to operate existing services. These expansions include work to open service in Seattle's Northgate area in 2021, Tacoma's Hilltop neighborhood in 2022, Bellevue and Redmond in 2023, and Lynnwood and Federal Way in 2024 adding 40 new miles of light rail in the region. **Sound Transit 12/17/2020 news release.**

▶ Starting December 18th Sound Transit started burn-in testing of the Siemens Mobility Series 2 light rail vehicles (LRV). Sound Transit ordered 152 of the LRVs which will more than triple the fleet size of 62 LRVs in service. The new vehicles will feature several improvements in onboard systems and passenger experience over the current Kinkisharyo-built fleet. To date, 31 LRVs have been delivered with the remaining vehicles to be delivered through 2024. Each of the new LRVs provide 70 seats, with larger windows, a wider center-car aisle, and four bicycle hooks and are equipped with dynamic passenger information displays and LED lighting improvements. The Series 2 LRV are expected to be introduced into passenger service later in 2021. **Sound Transit 12/18/2020 news release.**

► ORHF updates:

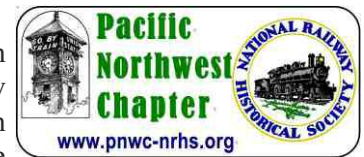


- The time frame for the track 2 extension project by Rick Franklin Inc. has moved out to January.
- The December 2nd Portland Tribune carried an excellent Jim Redden article on the Santa's Enginehouse event December 18-23 and January 1-3. Some great pictures including member Phil Barney working on his Train Tree, Santa in the 4449 cab and two children admiring Ed Bohm's model train layout. The two-page article in section B is even hyped on the front page.
- With COVID-19 infections continuing to rise, no end in sight and museum restrictions continuing, the ORHF Events Committee on December 3rd decided to **cancel** Santa's Enginehouse. The displays will be retained until at least a limited opening is possible
- The project to sandblast the turntable began December 2nd with the construction of the white containment tent enclosing the bridge structure. With the sandblasting complete, December 15th the bridge was receiving a good primer coat. The rental tent will be retained through the repair/replacement of some of the bridge braces, the projects next phase after sandblasting and priming. On December 21st the project being worked by Doyle McCormack, Randy Woehl, and Bob Slover was to level the turntable bridge so that replacement braces, now being manufactured, can be installed. On December 22nd Ed Bohm brought his front scoop tractor in and spread some gravel on the triangle's many mud puddles. On December 28th the contractor was busy cutting away the braces that need replacing.
- Chapter member Bryan Ackler has obtained some photos of the turntable when it was being installed at Brooklyn.
- The ORHC neighborhood continues to change as the Ross Island Sand & Gravel Dry Mix Concrete Plant located at 2611 SE 4th Avenue (south end of Water Avenue) is up for sale at \$3,195,000 (call for lease quote). The real estate agency CBRE touts: large waterfront redevelopment site; rare urban, industrial site; riverfront views; and immediate access to public transit & OR-99E. Land area = 2.90 acres, Zoning = Heavy Industrial. www.cbre.us/portland
- During early December the ORHC conference room/office finally (2+ years) received some decent office furniture for the paid staff, Renee Devereux, making the area primarily an office. [The original building design did not anticipate the conference room accommodating paid staff.]
- NRHS RailCamp Northwest is being planned for July 25 – August 1 and ORHC will again be a location. With the COVID-19 unknowns, a go no go date of April 1st has been established. I will again be putting together a planning team.
- My brother Roger forwarded the December 2020 Around the Enginehouse, with the *Why Santa has a Pepsi in His Hand* article, email to a friend Anker Winther. On 12/21 Anker responded: "I know Ross Rowland from my days with the High Iron group and working on the Golden Spike Centennial Limited in 1969. I was the car attendant in Coach #4 for two weeks across the country and back. I was never connected with the American Freedom Train though I do have a complete set of slides depicting its development." [Yes, working on the acquisition.]
- The sixth annual Portland Winter Light Festival is being billed as the 2021 (non) Festival as the COVID-19 is dictating an event re-design. The event February 5 & 6 and 12 & 13 will instead feature pop-up drive-by outside and/or window displays. ORHF involvement is being determined. www.pdxwlf.com
- Last month Bruce Miler, Friends of 4449 webmaster, posted my three articles on www.4449.com: *Portland's Steam Locomotive Heroes*, *The 4449 Pepsi Connection*, and *Why Santa has a Pepsi in His Hand* (some fascinating information from Ross Rowland).



► PNWC updates:

- The December issue of NW Examiner has the third and final part of member Dan Haneckow's **Seeing Portland 1915**, Portland Railway Light & Power Company trolley tour. Once again Dan includes some great graphics. This original typed narration document resides in the archives. The previous two months newspapers contained the first two parts. Also of interest in the December is the possible routing of a new streetcar line on NW 23rd avenue in Portland. And our friend Rick Michaelson (Bull Run Powerhouse tour) and historian is back on the Northwest Parking Stakeholders Advisory Committee. www.nwexaminer.com. Thanks again to member Dan Haneckow for working with Allan to get this out to the public.
- As many know, PNWC has rail cars stored in four locations. One location in early December had a metal thief arrested; railroad trespass charges are being pursued.
- At the December 18th membership meeting Keith Fleschner reported that most of the side sill required metal cancer removal on the 6800 coach had been completed with the next step being to support the car body as some structural work now needs to be done. Mark Reynolds reported that the 6800 seat upholstery grant work is awaiting more communication from the company that does 80% of the rail car seating work.



- from email pnwc@pnwc-nrhs.org 12/18/2020 email message from John Hayward: "I have read with interest the article on the Isle of Man Railway in the December issue which a friend on the East Coast forwarded onto me here in England. Due to the Covid-19 restrictions, I am finding that I now have time to start editing some of my old slides going back into the 1960s. Some of which I failed to edit at the time. The trouble is that whilst my memory is reasonably good it is the retrieval system that lets me down! It occurred to me that, maybe, you might know someone who could help me identify this Shay [picture attached] loco." Member Steve Hauff quickly identified the locomotive as the Mt. Emily owned by the Oregon Historical Society and located in operating condition in Prineville. John appreciated the information. [The reach of *The Trainmaster* is astounding.].

▶ Canadian Pacific Railway is proposing to build a multi-modal, multi-commodity transload and logistics facility on strategic land holdings adjacent to its existing intermodal rail facility in Pitt Meadows, B.C. The proposed facility, named the CP Logistics Park: Vancouver, is in the early stages of design and is subject to regulatory approval prior to CP's final investment decision. The proposed 41-hectare facility has three major rail and transload components:

- Agricultural hub where Canadian agricultural products will be received by rail and transloaded to shipping containers for distribution in custom allotments around the world.
- An auto compound to receive by rail North American-made automobiles destined for local distribution, with specific design consideration to accommodate electric vehicles; and
- A liquid energy transload and rail facility to serve Metro Vancouver demand for transportation fuels and ethanol.



CP news release 12/2/2020.

▶ CP and Hapag-Lloyd AG announced December 2nd they have extended their long-term rail service agreement to the end of 2025. CP serves Hapag-Lloyd through the BC Vancouver port among others. **CP news release 12/2/2020.**

▶ Noted during a road trip December 2nd was a Portland & Western train on the Astoria line headed west near St. Helens with a bunch of fire scorched export logs. If you haven't visited downtown Rainier, Oregon, give it a shot...the railroad/street separation project on A Street resulted in a very nice downtown. The grand opening was October 10th. With the railroad now separated from the street is this still considered street running? "A" Street is one street north of Highway 30. And check out the nice walk along the busy Columbia River.

▶ Amtrak Cascades sets timeline for Point Defiance Bypass Restart and new trains. WSDOT expects shortly after the New Year to be testing trains on the length of the Bypass with passenger trains returning to the Bypass by the summer of 2021. With new train replacements expected in 2025, WSDOT is considering two interim equipment options: Talgo Series 8 lease and maintenance and use of Amtrak-owned equipment (Horizon Series trainsets). Funding for Washington's three new trainsets: \$37.5 million federal grant, \$25 million of derailment insurance proceeds and up to \$12.5 million in state funding - \$10 million of which has been set aside in the 2019



biennium. The Urbanist 12/2/2020.

▶ Tri-Met turns to virtual reality (VR) to help train MAX operators. With an emphasis on safety, the virtual reality scenarios represent real-world situations that would be impossible to recreate on actual trains. Tri-Met began piloting VR training in November intended to supplement in-class instruction. The program was created by Foundry 45, a developer of virtual reality training simulators based out of Atlanta, Georgia. Within the virtual world, they built environments that replicate various MAX lines, with actual landmarks, buildings, facilities and stations creating an overall experience based on what operators see every day. Performance data from each student is then tracked and analyzed as part of the 11-week course. **TriMet News 12/1/2020.**



▶ ORHF Inquiry: I am writing a book about historic Jefferson County, Oregon. In Leon Speroff's book, *The Deschutes River Railroad War*, just on the inside cover he has a map of the train stations located along the two lines battling their way up the Deschutes River. Just at the Jefferson County border with Wasco County, it shows two railroad stations, Coleman and Truman, south of South Junction. This is where Trout Creek enters the Deschutes River. Judging by the map, Coleman was on the Oregon Trunk Railway track and Truman on the Des Chutes Railroad track. I have seen very brief mention of Coleman but nothing on Truman. Can you give me any information about these two stations? Any help you can give would be greatly appreciated. Stan Pine, orspine@hotmail.com. Both our member "ground pounder" experts, Kenn Lantz and Lloyd Palmer, had no information. ...connected Stan with member Jerry Tanquist, an expert on the Deschutes River railroad history, and Jerry had no information either. Both stations may have been a plan versus reality.

▶ Last month I hyped the 7idea Productions video **Portland & Western Branch Part 2, Summit– Albany**. Finally, on December 6th I spent a good part of the afternoon watching the 2 hour 9 minute video. VERY well done! Who knew that the Toledo branch contains 8 turntables re-used by Southern Pacific as bridge replacements. Vintage photos, which there are many, provided by member Lloyd Palmer. www.7ideaproductions.com/866-977-IDEA.

▶ Due to the COVID-19 pandemic, Canadian Pacific (CP) will donate to food banks in the communities along its network and host a virtual concert in lieu of its regular Holiday Train program. CP launched the Holiday Train in 1999, and every year since it has traveled across Canada and the northern U.S. raising money, collecting food and drawing attention to the important work of local food banks. In its first 21 years, the train has raised C\$17.8 million and collected 4.8 million pounds of food for local food banks in communities along CP's network. CP intends to resume operating the annual train tour in 2021. **CPnews release 9/24/2020.**



▶ The Cascade Rail Foundation, www.milwelectric.org, has a Station Sign Project, for the Palouse to Cascades Park Trail spearheaded by Cascade Rail Foundation volunteers who are fabricating and installing three-quarter size replica Milwaukee Road style station signs at their historic locations. The locations receiving the signs extend from Lind east to the Idaho state line, a distance of roughly 100 miles. In October, the prototype signs were installed at the former depot sites of Lind, Ralston, and Revere. Signs are on hand for Malden, Rosalia and Teloa, awaiting installation in Spring/Summer 2021. An additional 12 more signs will be fabricated this winter for installation in 2021. Donations in any amount are welcome to help pay for materials. Information posted 11/30/2020.



▶ News from the West Coast Railway Association in Squamish BC included: Major revision for their web site (www.wcra.org) in process, their newsletter is now quarterly and will convert to a magazine format in January 2021. Their Heritage Park was quite successful with a Saturdays only opening program July to September. **WCRA News October-December 2020.**



▶ As planning for doing something for Portland Union Station's 125th birthday in February, I messaged Bob Melbo, ODOT Rail asking if they were planning anything, here is his response: "This year we missed the 150th of the coming of the railroad to Salem (1870). Ditto to Albany, in December 1870. They were planning something at the Albany Regional Museum but it was Covid cancelled. Darn shame these two sesquicentennials fell during this dang pandemic." **Bob Melbo email 12/7/2020.**

▶ On a beautiful December 8th day, I decided to eat my *physically distanced drive through lunch* in the PCC parking lot just north of ORHC. Sitting in front of me was a north bound Union Pacific intermodal doing a crew change as vehicle traffic in SE Portland sat starring at container boxes. It is not uncommon for Union Pacific's shuffling of containers to tie up multiple highway rail crossings in SE Portland... Powell Blvd is a driver's and walker's (if smells don't bother you) friend as are the two pedestrian/biker overpasses.

▶ Representative Peter DeFazio will retain his position as Chair of the Transportation and Infrastructure Committee for the 117th Congress. DeFazio has been Chair since 2019 and a member of the committee since 1987. DeFazio represents the 4th Congressional District (SW) in Oregon; includes the cities of Roseburg, Coos Bay and Eugene. DeFazio is Oregon's longest-running House Representative. **KLCC, Eugene OR, 12/4/2020**



▶ The 2020 UHSFT (Ultra-high-speed ground transportation) "Framework for Future" report was released today. The report recommends actions in three areas crucial to future decision-making:

- Governance Framework – offers guidance to create a coordinating entity to advance the project beyond the initial concept phase and outlines a more formal governing model for the future
- Strategic Engagement Plan – emphasizes the importance of a robust, deep, and equitable engagement approach with the public; Tribes and Indigenous communities; elected officials; state, provincial and federal agencies; business and labor leaders; and advocacy organizations
- Financial Strategy – sets forth potential strategies to secure a variety of funding sources and includes scenarios for possible federal, state or provincial, and private investments that could create a complete funding and financing plan.

For those of us who support high speed rail travel in the Portland-Seattle-Vancouver BC (Cascadia) corridor this is an important report. The report suggests that the UHSFT would be in addition, not a replacement,



for the Amtrak Cascades service. Much more information can be found at: wsdo.wa.gov/planning/studies/ultra-high-speed-travel/ground-transportation-study.

WSDOT 12/8/2020.

▶ The Cheney City Council has voted to list the 1929 Northern Pacific Depot to the Cheney Register of Historic places. This honorary designation makes the depot eligible for a reduction in property taxes for a 10-year period, helping to offset the cost of rehabilitation work that is undertaken following the Secretary of the Interior's Standards for Treatment of Historic Buildings. It also acknowledges the Depot's unique role in the history and cultural development of our community. [This posting included a Tom Davis photo of the Depot with the 4449 next to it.] Save Our Station – Cheney Depot Facebook 11/30/2020 posting. cheney-depot-society.square.site.



► The Washington Heritage Capital Projects Coalition was formed by organizations that are undertaking projects recommended for funding by the grant review panel for the Washington State Heritage Capital Projects Fund. They are working together to help ensure that the \$9.161 million in capital funds that are recommended to support these projects make it into the 2021-23 state budget. www.washingtonhistory.org/heritage-resources/heritage-capital-projects/. Four of the 36 projects are rail related:

#3 Roundhouse Gallery – Northwest Railway Museum - \$1,000,000: The Roundhouse Gallery is the final stage of the Railway History Center in Snoqualmie, and this project requests funding for phase one site development. The completed Gallery will feature a railway turntable and a replica roundhouse to provide a conditioned space for exhibiting a selection of artifacts including a rotary snowplow, steam locomotive chapel car and cabooses. The second floor of the Gallery will feature a HO model railway that interprets railroading in Washington State.

#24 Cheney Depot Rehabilitation – Phase 3 – Interior - \$305,242: www.cheneydepot.com. Rehabilitate the interior to accommodate a visitor center and commercial operations.

#25 Pullman Depot Heritage Center – Phase 1 – Exterior - \$265,740: The Pullman Depot Heritage Center plans to initiate the first step of a five-state restoration and rehabilitation master plan to turn the historic 1916 Northern Pacific Railroad depot into an exciting addition to downtown Pullman. The grant funds will fully restore and preserve the exterior of the building which has recently been accepted onto the National Registry of Historic Places. (pullmandepot.org)

#34 Yakima Valley Trolley's – Restoration of Brill Streetcar #160 - \$150,000: The funding will refurbish the car and return it to operation as part of the Yakima Valley Trolley operation. The grant must be matched by June 2021; a professional fund raiser, Russell Holter, has been hired. To donate: www.yakimavalleytrolleys.org.

► Historic Everett has available their 2021 calendar **Railroads of Everett**. Its two-page introduction tells complex stories of three major rail lines that made their way to early Everett: the Great Northern Railway, the Northern Pacific Railway and the Milwaukee Road. \$20 plus postage, to order: historiceveett.org. **The Daily Herald** 12/3/2020.



► Member Scott Johnson messaged that he put multiple videos on *YouTube* under “**Scott Johnson Oregon City layout**” that include the Daylight pulling excursions with chapter cars. He had Willamette and Pacific decals made for a coach and put an Empire Builder car and a Daylight observation car on many of the trains. Scott's layout is in N scale. His layout features the Brooklyn Roundhouse, 4449, Doyle's PA shell, Oregon City and more. Well done Scott!



► The Fort Walla Walla Museum in Walla Walla has on display the first steam locomotive used in Washington State. The narrow gauge *Blue Mountain* was ordered by Dorsey Baker for the Walla Walla & Columbia River Railroad that ran between Wallula and Walla Walla. The railroad was completed in October 1875. In 1893, the *Blue Mountain* was shipped via boat to the Columbia Gorge where it worked the portage railroad for 11 years. Sometime in the 1940s the locomotive was submerged in the Bering Sea as part of the Nome sea wall. After retrieval by a Nome resident it was acquired in 1992 by the Washington State Railroad Historical Society in Pasco. The museum is located 755 Myra Road. www.fwwm.org



► The 2021 BNSF Railway calendar has some excellent staff contributed pictures. My favorite is April, “*With Puget Sound in the background, a BNSF intermodal train traverses Salmon Bay Bridge in Seattle*” The photo shot by Eric Hamilton, manager, Contracts & Joint Facilities, while in Seattle and visiting the Hiram Chittenden boat locks. Thanks for the calendars to a retired Gus Melonas. The calendar can be ordered: www.bnsfstore.com



► The Oregon State Fire Marshall's office (OSFM) has a new training prop for the Portland Fire Department thanks to a donation from BNSF. The tank car will help them better prepare for responding to rail emergencies, including simulating and practicing leak mitigation, fire fighting and spill control techniques. **BNSF Inside Track** 12/2020.

► The Butte Falls Scenic Railway Project website is now approved and active. The website has both historical and project information about the Butte Falls Scenic Railway. If you need more information or want to help on the Southern Oregon Railway Historical Society project, contact Allen Dobney. Web site: <http://soc-nrhs.org/BFSRyhome.html> **SoRail** 12/13/2020 email. [Some great information, worth a look and support!]



► The third quarter 2020 AORTA/AWA Northwest Rail News is now available for downloading. The ten-page newsletter is another nice joint effort by the two organizations. www.aawa.us.

► On December 14th the Museum of Hood River County (historichoodriver.com) posted a panoramic photo of Hood River from the 1905-1906 time frame. The notation on the picture stated that the approximately three-foot picture hung in the West Fork train station. This remote community and train station are no longer there but was located deep in the canyon on the

lower Cow Creek at the confluence of Cow Creek and the West Fork of the Cow Creek. The community was created when the Oregon and California Railroad first put the railroad through Cow Creek canyon. At one time it had a hotel and served the embarking/debarking passengers and mail headed to the lower Rogue River. In 1920 there were 118 people living at west Fork. Thirty-two of these were from China and working on the railroad. The detail of the panoramic photo was difficult to see, so poster Arthur Babitz began posting sections of the photo. On 12/19 a section showing the long railroad trestle east of Koberg Beach was posted.

▶ With winter setting in and travel limited, tis time to “dust off” a DVD.....*Chasing the Portland Rose Tour and the Puget Sound Steam Special Featuring Steam Engines 844 and 4449* is a wonderful way to spend 110 minutes. Member Joe Harper's 2007 DVD is well-researched and shot...LOTS of steam action of this “never say never” double heading of two 4-8-4 locomotives engineered by two icons, Steve Lee and Doyle McCormack. I will never forget my first meeting with Reed Jackson, UP Conductor of the train, in The Dalles. My intended purpose was to check the UP passenger cars to see if there were seats that shouldn't be sold by ORHF on the Tacoma to Everett fund raising trip. Reed very directly told me that there were **NO** bad seats in a UP passenger train. Reed, RIP, and I traded UP Steam/ORHF shirts...one of my prized possessions to this day. Thank you Joe for refreshing these memories.

▶ County beginning Trail Master Plan. Yamhill County has begun the Master plan for the Yamhelas Westsider Trail. The County has hired Alta Planning and Design to draft the plan. The plan is being paid for by a \$122,280 Transportation Growth Management Grant through ODOT. Friends of the Yamhelas Westsider Trail provided \$16,674 in matching funds, eliminating the need for the County to provide any cash outlay. The 17-mile rail to trail would connect the communities of Carlton, Yamhill, Cove Orchard and Gaston. **Friends of the Yamhelas Westsider Trail 11/14/2020.**



▶ Progress continues on the Southern Pacific locomotive 1727 in Dunsmuir although winter is moving most tasks inside. The fencing contractor is still slated to begin December 14th. Work is continuing on the double-bladed semaphore with the goal of returning it to service. Moly Graphite as used on the Redding signal will be used on the bearings in the semaphore. A silicon mold of the headlight lens will be used to make several clear resin duplicates to eliminate risk damage to the lens of the Tom Dill donated headlight. Electrical service to the locomotive will be via a conduit from the park Rec building without cost to the Rec District. Donations still needed: Friends of Locomotive #1727, PO Box 412, Dunsmuir CA 96025. **Friends of Locomotive 1727 email 12/16/2020.** [Editor's Note: See Story on Page 1 and 2]

▶ Peninsular Railway & Lumbermen's Museum New Year's Horn Honk & Photo Freight. January 16th at the Stillwater Industrial Park (old Simpson Sort Yard), 10138 W. Shelton Matlock Road, Shelton, WA. Bring your train horns out to the Simpson Railroad and honk them aboard rolling pieces of history. Engine #1200, a SW 1200, and a Gibson Speeder #54 will be used. The Photo Freight will consist of one of the fire-fighting water tank cars, a western side dump gondola and Simpson caboose #201. Also check out their photo gallery: Santa Special 2020 and 2020 Year in Review. www.simpsonrailroad.org/photo-gallery.

▶ The Association of Oregon Rail and Transit Advocates (AORTA) is hosting the **Oregon Passenger Rail Summit: Connecting Communities** on January 23rd. The Zoom conference begins at 10 am and is scheduled to go for 2 hours. The agenda looks very interesting. More information: www.aortarail.org.

▶ Another fascinating read from the free online encyclopedia of Washington State history HistoryLink, the St. Paul & Tacoma Lumber Company and its affiliated railroads (1888-1958). HistoryLink.org Essay 21129, posted 11/9/2020.



▶ TransLink December 17th announced that Bombardier Transportation has been chosen to manufacture 205 new SkyTrain cars at a C\$722.6 million cost. The first new car is expected to arrive in 2023, with all new vehicles in service by the end of 2027. The highlights of the order:

- 125 new SkyTrain cars to replace first-generation MKI vehicles which entered service in 1985, and to support the Broadway Subway Project,
- 80 Skytrain cars to improve capacity on the Expo and Millennium Lines; and
- An option for additional cars to support Surrey Langley SkyTrain.



Ervin E. Schweiger June 25, 1934 – August 2, 2020 RIP

Employed with the Southern Pacific and Union Pacific Railroads as a locomotive engineer for 48 years. Fired the last assigned steam locomotive in the Brooklyn pool (SP 5021) October 1955 as it was transferred south to California which ended revenue steam out of Brooklyn. He is included in the KOIN-TV *Tracks In Time* video filmed by Dale Birkholz. Per Pat Tracy and Oregonian obituary 8/27-8/30/2020. [Dale fondly remembers the time he spent in the cab with Ervin doing the shoot.]

▶ The American Legion magazine June 17, 2020 issue **Freedom Train** article by Sgt. Timothy C. Hodge relates some of the experiences of one of the Marine guards on the new ALCO PA pulled 33,000-mile, 16-month (1947-48), 300 city/town, 48-state Freedom Train tour. www.legion.org/magazine/249282/freedom-train. One of the Guard duties was to keep the visitors moving through the cars; maybe the reason the AFT cars had a moving “sidewalk”?

▶ December 10th notice to the State of Washington Employment Security Department: Progress Rail Services Corporation – Tacoma, layoff start date = 2/9/2021, number of workers = 54. Facility is closing.



▶ An absolute railroad history classic movie, **Danger Lights** (1930) has been uploaded to *YouTube*. 73 minutes with sound. www.youtube.com/watch?v=pr-mm39PU&feature=youtu.be.

▶ A BNSF train carrying crude oil derailed and caught fire December 22nd at 11:46 a.m. in Custer, Washington; about 100 miles north of Seattle. Five of the seven derailed cars caught fire. No injuries were reported. Interstate 5 was closed in both directions for 2 hours. Three cars ruptured. The train was hauling Bakken crude oil from North Dakota to the Phillips 66 refinery west of Ferndale. **USA Today 12/22/2020 & Bellingham Herald 12/24/2020**. [As of 12/30/2020, BNSF and the FBI haven't determined the reason for the derailment.]

▶ The World's Leading Luxury Train 2020 award went to **Rocky Mountaineer**. World Travel Awards serves to acknowledge, reward and celebrate excellence across all sectors of the global travel and tourism industry. www.worldtravelawards.com



▶ The December 24th The Columbian newspaper had a nice article *Vancouver man heads nonprofit whose volunteers are rebuilding SP&S 700 steam locomotive for possible 2021 run*. Nicely written and researched....the volunteer highlighted is Steve Sedaker, PRPA President with comments from Randy Woehl PRPA Vice-President, 700 project manager. **The Columbian 12/24/2020 via Trent Stetz**.

▶ As the City of Portland lurches into another year with a unique form of government, Mayor Ted Wheeler has made Commissioner portfolio assignments that are of interest here. Incoming Commissioner Carmen Rubio has been assigned Portland Parks & Recreation (city owned steam locomotives), an assignment previously held by retiring Amanda Fritz. Continuing Commissioner Jo Ann Hardesty has liaison responsibilities with the Portland Streetcar. The Mayor continues with Prosper Portland [Union Station]. [Yes, I am more than ready to change my City's archaic form of government.] **City of Portland 12/23/2020 press release**.

▶ King County Parks will begin removing railroad rails this week to make way for 2.5 miles of new Eastrail that will connect Kirkland to Woodinville. Rail removal will occur in December and January, with trail construction complete by the end of summer 2021. This new Eastrail section will continue north from the end of Cross Kirkland Corridor to NE 145th in Woodinville near the Chateau Ste. Michelle winery. A new trail crossing at NE 145th will be built by the City of Woodinville allowing connections to the Sammamish River Trail. The Eastrail will be an uninterrupted 42-mile trail that will connect the communities of Renton, Bellevue, Kirkland, Woodinville, Snohomish, and Redmond. Currently 13 miles of the trail are open. **King County Eastrail 11/30/2020**.

▶ On December 28th Ken Johnsen, President, Yakima Valley Trolleys (YVT), (and PNWC member) sent out the five-page Yakima Valley Trolleys Newsletter, The Year 2020 in Review. A very nice summary of a tough year in Yakima. Some highlights:

- For the first time in its 113-year history, YVT did not make any revenue runs. Research indicates YVT even ran in the pandemic of 1918.
- In April new software, Wild Apricot, was implemented that streamlines membership renewals, processing donation payments, and newsletter distribution among other tasks.
- The award of a \$150,000 Heritage Capital Grant to restore the Brill single truck trolley. Fund raising is underway to raise the required match
- Homeless have been evicted from Trolley property
- Multiple vehicle mishaps downing trolley wire but a \$30,000 grant will get it re-installed.
- The City of Yakima renewed the YVT operating agreement for another five years. The annual trolley trip to Selah as required by the agreement with that city was completed.



Expect to see the full report on the YVT web site soon (www.yakimavalleytrolleys.org); it is a good read.

A good friend sent the following quote: “The dumbest thing I ever did was buy a 2020 planner!” I could not have said it better. With the close of this damn 2020, I wish all of you a **Happier** New Year, with more peace and a couple of needle sticks. Stay well!

ANNUAL TOY TRAIN DRIVE

by Jean and George Hickok

For many years as a holiday tradition, PNWC has collected train toys at our Holiday Potluck meeting in December. As I am sure you are well aware, we were not be able to meet this December because of COVID-19. This year, PNWC conducted the necessary Annual Meeting business that we normally complete at the December meeting by mail.



However, that does not address our desire to continue the tradition of providing toys for children. In recent years, the toys collected have gone to Catholic Charities of Oregon. This organization just happens to be located a few blocks from St. Marks Lutheran Church where our monthly Membership meetings are held.

While many of the toys are used during the Holidays, a certain number are set aside every year. These toys are used for special situations that arise outside of the Holiday season. It may be for a child whose family has been displaced by conflict, who seek refuge here. Or more recently, children whose families have lost everything in the wildfires that devastated communities in Oregon. That toy may be the only thing that child has that they may call their own, providing some stability in a very disruptive situation.

Shawn Cass of Catholic Charities has shared a number of stories of children who have found great joy in the train toys that



have been donated through PNWC. We wish to thank all of the 44 donors who provided money and toys for this activity. The funds collected this year were used to purchase 315 train toys valued at \$4709 from the ORHC Gift Shop and then

provided in late December (see photo) to Shawn Cass of Catholic Charities.

Bill of Lading

| | |
|--------------------------------------|---------|
| Fresno Mallets..... | Page 1 |
| President's Dispatch: | Page 3 |
| PNW Rail News..... | Page 4 |
| Annual Toy Train Drive..... | Page 11 |
| Officers, Committees & Contacts..... | Page 11 |
| Chapter Meeting Minutes..... | Page 12 |
| Mission Statement..... | Page 12 |

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 | 503.777.8209 |
| Chuck Fagan (2nd Term) | 2019-2021 | |
| Bob Jackson (1st Term) | 2021-2023 | |
| Pete Rodabaugh (1st Term) | 2021-2023 | |
| 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 |
| Auditor | Bob McCoy | 360.459.3251 |
| Car Host | Mark Reynolds | 503.638.7411 |
| Concessions | Grant Carson | |
| 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 |
| Flanger Restoration | Phil Barney | 503.706.0498 |
| Library | Bruce Strange | 503.901.7815 |
| Operations Manager Library & Archives | Bob Weaver | 503.806.4955 |
| 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 | 360.228.5523 |
| | Mark Whitson | 503.533.7005 |

Printed in the USA

The Trainmaster is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members. Articles which appear in *The Trainmaster* do not express the official position of the organization on any subject unless specifically noted as such.



Material from *The Trainmaster* may be reprinted in other publications provided credit is given as to the source, except in cases where the article originated in a third party publication and special permission was given to *The Trainmaster* to print the article here. Please address contributions and correspondence to:

Attn: *The Trainmaster* Editor
 PNWC-NRHS, Union Station, 800 NW 6th Ave Rm 1
 Portland OR 97209-3794
 Phone: 503.226.6747
 Chapter email: pnwc@pnwc-nrhs.org
The Trainmaster email: trainmaster@pnwc-nrhs.org
 Website: www.pnwc-nrhs.org/trainmaster.html
 ISSN: 0041-0926

| | | |
|----------------------|-----------------|--------------|
| Editor | T. Trent Stetz | 503.643.1494 |
| Circulation | George Hickok | 503.649.5762 |
| Mailing/Distribution | Jean Hickok | 503.649.5762 |
| | George Hickok | 503.649.5762 |
| TM Liaison/Reporter | Arlen Sheldrake | 503.351.9881 |

PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 702

Jan. 07: **Chapter Board Meeting:** Open to all Chapter Members. Contact Mark Reynolds at mark.reynolds@powereng.com or (503) 523-9740 for WebEx participation information.

Jan. 15: **Call in Chapter Meeting. Updates and Questions & Answers** Join us! The instructions are simple: If you have a PC, download the free **Skype** application and use the Meeting ID that we show in *The Trainmaster* every issue (please note that the number changes every month!). For the next meeting on January 15th, use Meeting Number (access code): **6579816** If you just want to use your telephone/cell phone just call **1-866-303-4642**, followed by the Meeting number (access code): **6579816 #**. (Toll Free). So please call in and join in the information sharing! **NOTE:** We are beginning to share photos and videos during these virtual meetings! Try a connecting via computer!

Feb. 19: **Chapter Meeting TBD.**

Check www.PNWC-NRHS.org for updates

December Membership Call-In Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on December 18, 2020

At 7:34 pm, Dec 18, 2020 the meeting was called to order by President Mark Reynolds. There were 21 members signed in to the WebEx meeting site.

The minutes of the November meeting were called, Bryan Ackler made a motion to approve the minutes, Jean Hickok seconded and the minutes were approved.

President Reynolds said that the problems facing the Post Office have slowed delivery of the ballots for the election of officers and approval of the budget.

George Hickok reported that for Train Toys For Tots, 35 members have responded so far with donations totaling \$2040.00. Todd Landwehr of ORHF has offered to give the chapter a fifty percent discount on toys for this project, from the ORHC store.

Keith Fleschner reported that two items have increased this years budget request, Library/Archives and Rolling Stock. He said the work on the 6800 may further increase a request on the budget. Lila Stephens made a motion to approve the budget, Bruce Strange seconded and the members present voted to approve the budget. The final vote of approval of the budget will be after the mail-in ballots are counted.

Lila Stephens reporting on the Library/Archives, said that the group has been busy moving items so that more people may safely work in rooms 1 and 1A. She said they are getting quotes for an electronic work station for recording holdings. She said they are averaging one large donation a month of goods.

Keith Fleschner reported that the side of the 6800 car is open for removal and/or repair of some of the structure. The car is supported from the ground to maintain it while some structure is removed.

President Reynolds said he has not been able to contact the seat repair company in Chicago about the repair to the passenger car seats, possibly due to the Holiday season. The next car to be redone is the Mt. Hood car. He also said that good progress has been done on the Farnsworth radio from the Mt. Hood.

President Reynolds then reported that at ORHC the turntable has been tented and blasted clean. Next repairs will be made to the structure. He is working with Siemens Company to have two, fifty horsepower motors donated for operation of the turntable. He said fundraising efforts are still underway for restoration of the turntable. Also a redwood replica of the turntable control hut is to be donated.

President Reynolds reported that Powerland Heritage Park will be doing the drive-by Christmas lights event. Check their website for information. Entry is by donation with the money to be given to victims of the Oregon wildfires. At Powerland, work on the S-2 will resume in the spring under warmer-drier weather. Also the Flanger and the Jordan spreader need some repair and a repaint. The work on the Powerland public address system is about done.

President Reynolds said there has been more vandalism to our railcars at the 217 site.

George Hickok reported that people using the blue plastic bags for recycling cans and bottles have netted the chapter one hundred thirty two dollars so far.

Michael Byrnes suggested that the chapter open a Facebook page and post each months front and back cover of *The Trainmaster* for more exposure to the public.

A ten minute video on the "Junction City - Town of the Railroad" was shown.

With no further business the meeting was adjourned at 9:08pm. Respectfully submitted by Jim Hokinson, Secretary.

PNWC – NRHS MISSION

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