

The *Celebrating 60+ Years* Trainmaster

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CHITWOOD, OREGON

Text and Photo by T. Trent Stetz



Shown above is the 1926 Chitwood covered bridge near the Portland & Western tracks at milepost 750.6 of the Toledo District. The bridge was refurbished in 1983. This covered bridge replaced two other earlier bridges which did not survive the coast weather. The first bridge across the Yaquina River at Chitwood was constructed in 1893 to give access to the Oregon Pacific station. This railroad location was at milepost 24 from the end of the line at Yaquina at that time. The station stop here was named after local settler Joshua Chitwood. The stop was used for steam locomotives to take on fuel and water, as well as passengers and freight. The level pieces of land on either side of the road of the bridge were once the site of two stores. The George Smith and the Pepin Store. The Pepin Store saw a fire in the mid-1950s after it had closed. Embers from that fire lit the bridge on fire too and it only was saved by a bucket brigade. Logging in the area once boomed enough to support not only the stores, but also contributed to rowdy times in the Chitwood Dance Hall. Above each bridge portal is a Chitwood sign, saved from the old Southern Pacific depot, which was torn down in the 1940s. Only $750\frac{6}{10}$ miles to San Francisco according to the sign!

THE LEGEND OF JIMMIE GATES

Text by Dan Haneckow

No one expects an epic poem among the mementos of their grandfather's railroad career, but that's what Kirk Middleton unearthed.

William T. Howard was born 1908 in Kennet California, a town now submerged beneath Lake Shasta. He was a logger and barber before hiring on with the Southern Pacific in 1943 out of Dunsmuir. For most of his career he worked swing and graveyard shifts in yard jobs in Klamath Falls, but he made few trips over the road to Crescent Lake. In later years he was the foreman of the Chelsea job, which switched out the mills on the north (railroad east) end of town. He retired in 1973.

Among the items saved was a typewritten poem, incredible for its content and survival. It's the story of Jimmie Gates, a railroader raconteur whose mastery of the fine art of BS was inspiration for a tale almost Paul Bunyan-esque in scope. Written during World War II, it's a vivid glimpse of life on the Shasta Division.

Jimmie Gates

*Now the S.P. runs through Klamath Falls
And they've got a switchyard there.
On each end of the yard there is a shanty
Where the herders put in their share.*

*In case you don't know what a herder is
I'll explain so there is no doubt.
His job is to answer the telephone
And high-ball the trains in and out.*

*When the drag comes in the herder takes
The engines off the train.
When it's ready to go he couples it on
And lines it out to the main.*

*There are many who frequent the herder's shack
To wait for their orders and trains.
And the tales that are told 'neath its blackened roof
Would chill the blood in you veins.*

*We always like to go in for a spell
And talk for a round or a bout,
But our favorite shack is the east end shack
For that's where Gates hangs out.*

*"James B. Bailey Butler Gates", he says,
"That's what I'm called by name".
And herding for twenty or thirty years
Isn't what brought James fame.*

*From El Paso to Portland Gates is known
As the biggest liar on Earth.
But his yarns have never harmed anyone.
They are filled with humor and mirth.*

*Jim Gates never told the truth in his life,
Yet I think that he never lied.
For he knows that we will never believe hm
And that makes it right inside.*

*He can drink a quart of whiskey a day
And I doubt if that's enough,
Then he'll look at you sort of solemn, and swear
That he never touches the stuff.*

*He shot the biggest deer ever killed
And landed the heaviest trout,
Why during the first world war Jim Gates
Put a thousand Germans to rout.*

*He swam down the Mississippi
From St. Jo to New Orleans.
He was lost in the jungle for ten years once
And lived on nothing but beans.*

*He's a U.S. Deputy Marshal
And a fighter who's never been hurt.
He'd have been the champion too, he says.
But his manager did him dirt.*

*So whenever I'm worn and weary
From the load I imagine I bear.
I head for the east end shanty
For I know Gates hangs out there.*

*In a moment he'll have me grinning
As he starts on a bloody tale,
And before I leave I'll be laughing so hard
The vibration would loosen a rail.*

*I'm not alone when I go to Jim
To secretly get rid of care.
Why brakemen, switchmen, cartoats alike
Can always be found around there.*

*Yes, Gates is the biggest liar on earth,
He's certainly not any saint.
But he's made men laugh when they wanted to cry,
And that should erase the taint.*

*I believe Jim Gates has a place on this earth,
And I'm sure that he's serving it well,
So I'll not be sorry of places and such
As humans call heaven and hell.*

*For when the caller calls Gates out
For the longest shift of his time,
Don't you think there'll be a shanty for him
In the greatest yard on that line?*

Cpl. Sherman M. Carter U.S.A.A.A.F.
(United States Army Air Forces)

THE LEGEND OF JIMMIE GATES (CONT.)

James Bailey Gates was a real person. Genealogy websites and archived newspapers provide details about the life and times of the east end shanty's celebrated teller of tales. He was born in Anderson California on December 15 1884. By age of 15 he worked at a box factory in Edgewood California, near Weed, on the original Southern Pacific mainline. His 1917 draft registration card lists him as a switchman in Dunsmuir, married to his wife, Clara. In the 1930 US census he was a brakeman in Klamath Falls Oregon and divorced. A 1938 city directory lists him as a yardman and the 1940 census a switchman. His 1942 draft card gives his address as the Klamath Hotel, near the center of downtown. His last appearance in a city directory was in 1956, listed as a switchman, but he was retired by then. He died the next year on February 26, 1957 in San Francisco after a lengthy illness. He was survived by a son and daughter and is buried in the Klamath Memorial Park in Klamath Falls.

Jimmie Gate's Boswell was Sherman Martin Carter, born January 26 1918 in Oakland California. In 1920 his family resided in Mott California, near Dunsmuir where his father was an erecting foreman at the SP railroad shops. By 1932 the Carters lived in Klamath Falls, where he was recognized by the local newspaper at age 15 as a singer with considerable talent. In 1936 he was employed at the Southern Pacific shops in Klamath Falls.

A newspaper article from October 30 1939 tracked the progress of his career: Sherman Carter is no longer "the singing car toad", but is now the "singing switchman" according to fellow employees of the SP who are welcoming Carter back from Roseville. Carter, who is probably the best songster in the division, has been transferred here after a year spent in the Roseville car department.

In 1940 he was working as a yardman in Dunsmuir. The next year he returned to Klamath Falls and married Ola Mae Hough who had accompanied him on piano in numerous in performances.

On August 23 1943, Sherman joined the United States Army Air Forces. A newspaper photo from May 12, 1945 shows Corporal Sherman Carter, on furlough, before returning to Lincoln Nebraska for further orders, with his wife and two-year-old son Grant. The poem's affectionate look back at happier times and his signing it as a Corporal point to it being written around that time. In March 1946 he was honorably discharged after 29 months of service and returned to working as a switchman in the Klamath Falls yard. He died on September 20, 1970, after a 35-year railroad career. Like Jimmie Gates, he was buried in Klamath Falls.

It's impossible to know how well known the poem was. Sherman Carter was thought of as "the best songster on the line" and Jimmie Gates's storytelling was likely just as celebrated. The fact that W.T. Howard still had a copy of it, decades after the three men worked together, shows there was an appreciative audience. However widely distributed, Kirk Middleton's copy is likely the last surviving copy, without which a wonderful view of life on the Southern Pacific's Shasta Division would be lost.

ZOO RAILWAY TASK GROUP UPDATE

by Arlen L. Sheldrake

Task Group Report to the PNWC Membership – August 2021

As previously reported, we have developed a significant partnership with the two neighborhood associations that border the Oregon Zoo and Washington Park: Arlington Heights on the east side and Sylvan-Highlands on the west.

All three groups are in agreement that our goal is to work with the Oregon Zoo and Metro to get the railway back to the Rose Garden. The key word here is **with**.

The co-chair of Arlington Heights, Kathy Goeddel, has agreed to be our lead in the cooperative effort and be the lead contact with the Oregon Zoo and Metro. She has been very actively communicating with both the former and current interim Zoo Directors and staff. Former Metro Council member Craig Dirksen has also joined our group and has found us a new Metro Council member Christine Lewis to be our point person on the Metro Council. Christine is very supportive of our goal.

ORHF Board of Directors member and owner of Rick Franklin Corporation, Rick Franklin agreed that he and his staff would walk the line and give their view for restoration. RFC thinks restoration is relatively easy to accomplish and suggested that the Metro geo tech report on the line done a few years ago should be refreshed. Rick recommended that we ask Shannon and Wilson, a well-known geo tech railroad consulting firm to both UP and BNSF, be asked to perform this refresh.

Shannon and Wilson agreed to do the refresh for just under \$11,000. We have asked Metro to fund this project but if that isn't possible, we are now prepared to fund it ourselves with donations from individuals, the Chapter (Board recommended 8/19 and Membership approved 8/20 to contribute \$1,000), and Arlington Heights. This refresh is planned to be accomplished in early September 2021. Two retired and well known/respected civil engineers that are known to Shannon and Wilson will be joining and welcomed to their team. Bill Burgel, formerly with UP and HDR Engineering, a friend of the Arlington Heights Treasurer, and Gerald Fox, a member of our Task Group. Also of note is that Shannon and Wilson has done work with Metro on the Zoo Bond.

Kathy is also working with the new interim Oregon Zoo Director, Heidi Rahn, and staff to get railway operating figures for past years. Of note is the Metro Visitor Venue Manager and former Zoo Interim Director, Scott Cruickshank, resigned earlier this summer. Another task in this area that is underway is to get information from other like amusement/tourist railroads on their operations. We are also working with Rick for operation information. This business plan effort is being done in parallel to getting the physical railroad back into shape.

The heavy lifting on these efforts is being done by Dale Birkholz and Kathy Goeddel. Rick Franklin has been invaluable. While the light at the end of the tunnel is still dim, there is a light!



Task Force Goal: Support the return of regular Washington Park & Zoo Railway operations to the Rose Garden.

YAQUINA PACIFIC RAILROAD HISTORICAL SOCIETY

Cosmetic Restoration of “One Spot” and Centennial Celebration

By Lisa Watson, YPRHS Program Coordinator



In 2000, the Yaquina Pacific Railroad Historical Society (YPRHS) purchased “One Spot”, a 1922 Baldwin steam locomotive from the City of Toledo, Oregon. The end goal for this historic relic is to restore the locomotive to a prototypical look in order to better preserve the history of railroading in Lincoln County.

“One Spot” is an oil burning 90 ton “Mikado” type locomotive with a 2-8-2 wheel configuration, and was active until her retirement in 1959. Although she was well cared for and properly maintained during her working years, the coastal weather and elements were un-remitting and continue to be so. A unique fact about “One Spot” is that she never left the county after her arrival from Philadelphia in the summer of 1922. Her entire career consisted of hauling logs of Douglas fir and Sitka spruce on disconnects.

A cosmetic restoration, rather than a full restoration, will be completed due to lack of funds and the inability to utilize nearby mainline/branchline rails. Luckily, YPRHS members worked on restoring the tender in 2019 and that will only require a little touch up. The engine itself will require: the rebuilding of the engine’s cab (woodwork & metalwork), the re-attachment of piping (air tank, front sand dome, etc.), fabrication of certain pieces (walkway along the boiler, etc.), the removal of rust & decay, and finally the priming and repainting.

On top of ALL that, we are also working with a Society Member, who is an engineer, to design blueprints to two staircases and a platform that would provide access to the interior of the locomotive cab. We intend to not allow the “walk-through” to disrupt the cosmetic restoration, as much as possible. It is our intention to document all of the restoration efforts and post to various social media outlets to order to inform the general public of the progress.

The ultimate end goal is the Centennial Celebration where we would unveil our “Glammed up Gal”. The exact date is TBD, but will be taking place next summer during June-August 2022.

As of right now, a \$5,000 grant has been obtained from the Siletz Tribal Charitable Contribution Fund (STCCF). Other funds have already been collected by YPRHS. Additional donations for this project are most welcome! Any questions contact Lisa Watson, YRHS Program Coordinator at 541-336-5256 or yprhs@peak.org.

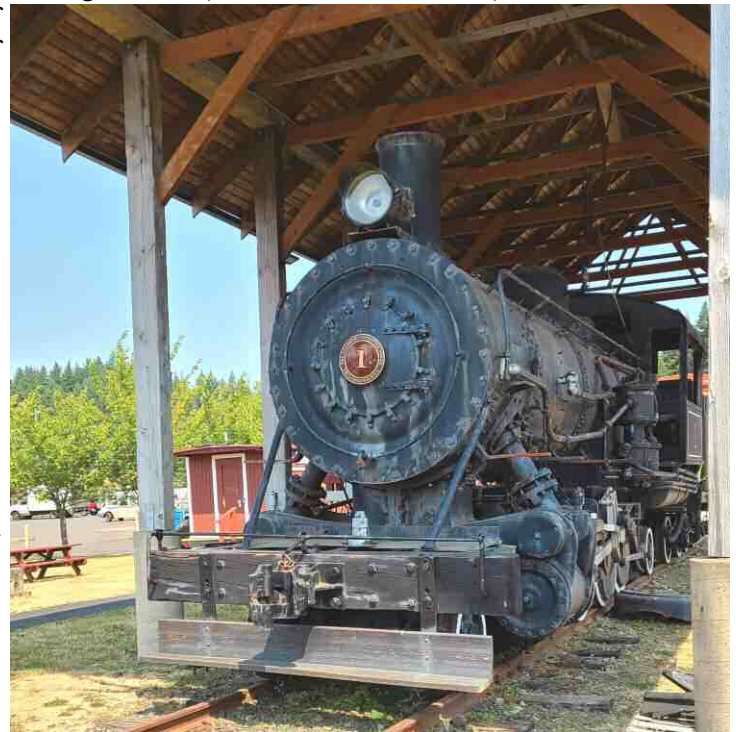


Photo by T. Trent Stetz



Caboose before Restoration. Photo by Phil Barney

CABOOSE AT TILIKUM STATION

Here is an interesting photo (left) from Phil Barney, from a 2005 visit to the caboose that is now part of the Mt. Hood Brewing Co. Tilikum Station and used for private events....before being rebuilt and placed along Water Ave. and the OPR in Portland, near the Oregon Rail Heritage Center.



Caboose after Restoration. Photo by T. Trent Stetz



PNW RAIL NEWS

by Arlen L. Sheldrake



As I begin this in late July, we here in Portland are experiencing a prolonged period of no rain and high temperatures with no rain in the extended forecast. Our distressed trees along our freeways and home water bill tell the story....and while that is disturbing, apparent unabated rise of the COVID-19 virus cases thanks to the more contagious Delta strain and the lack of herd immunity is even more disturbing.

► The **Port of Kalama** June 30th Commission meeting minutes included a nice mention by Port CEO Mark Wilson that the Chapter was providing for the upcoming July 24th 100+1 anniversary celebration a special newsletter that highlights the community and rail at Kalama.



- The July 14th Port minutes indicated Safety Cards have been received from BNSF and the replacement pedestrian bridge surveying work will be done on July 29-30.
- The July 28th Port minutes reported that BNSF will have a flagger available on 7/29 for WSP surveyors and a 15% design for the replacement pedestrian overpass will be ready by the end of August or September.
- During an August 12th lunch stop at the Harbor Lodge I found a nice Port developed 8-page coloring book developed by the Port with an emphasis on water and rail safety. It is a giveaway in the Port's Interpretive Center.

► On July 31st, TransLink will start construction to replace aging expansion joints along the SkyTrain tracks of the SkyBridge, which serves as a key connection for Expo Line service between New Westminster and Surrey.



The bridge has carried more than 5 million trains since 1990. **TransLink news release 7/23/2021.**

► The Canadian government will invest CA\$94.7 million in new maintenance facilities to support TransLink's SkyTrain fleet. The new facilities will be able to accommodate operations and maintenance requirements for approximately 145 SkyTrain cars. TransLink will gain inspection and cleaning facilities with two bays and one wash track; maintenance shops with bays for vehicles and rail equipment; upper office space and indoor storage areas; and administrative and security spaces for maintenance staff. **Progressive Railroading 8/16/2021.**

► Prineville Junction keeps Prineville from becoming a ghost town. Prior to 1910, Prineville was the main community in Central Oregon. When the Oregon Trunk Railroad arrived in Central Oregon in 1911, it bypassed Prineville and went to the developing communities of Madras, Redmond and Bend. In 1916, the residents of Prineville decided that the city would build its own railroad to the main Oregon Trunk Line. The railroad was completed in 1918. It is the oldest continuously operated city-owned railroad freight business in the United States. **Central Oregonian 7/3/2021.** [Rumors are flying that the Mt. Emily Shay, owned by the Oregon Historical Society and currently residing in Prineville, may be headed for a new home.]



► The volunteer funded and installed sign Cascade Rail Foundation project to place a sign at each significant place on the Milwaukie Road in Washington is progressing with the installation of the **PANDORA** sign noted on July 24th. The project intends to identify each station, community and siding and elevator along what is now the Palouse to Cascades State Park Trail. More information: www.milwelectric.org



► TriMet flying drone to monitor safety of MAX infrastructure. After two years of planning TriMet says a new Mavic Air II quadcopter drone will serve as the maintenance department's eyes in the sky. The "drone-enhanced" inspections of the overhead power lines will help keep the region's rail infrastructure running. The drone made its first public showing on July 27th during an inspection of the Steel Bridge, followed by a scheduled look at the Portland Streetcar's wires near Portland State University on July 29. TriMet Maintenance of Way Coordinator Matt Bacchitich says trackway inspectors have been limited to looking up to do line inspections, but no longer. **Portland Tribune 7/28/2021.** [Matt is an officer and one of the prime volunteers with the Pacific Preservation Railroad Association and the SP&S 700.]



► Oregon Rail Heritage Center (ORHC) Updates:



- The Oregon Department of Transportation updated 2021 map of the State of Oregon Railroads provided by Bob Melbo showing all operating railroads in Oregon has been enlarged and is now an exhibit.
- On July 28th Doyle McCormack fired up his NKP 190 (PA) in another semi-successful test toward operation.
- The OR&N 197 classification lights&headlight can now be illuminated if plugged in.
- The Friends of 4449 volunteers continue to repair the rust damage on the steam heater car as they prepare it for the

August repainting into GN livery (formerly SP livery) to match the Plum Creek lounge car. The painting plans are the steam heater car in 2021 and the Plum Creek in 2022.

- Many thanks to Alfred Mullett for developing the interpretive sign standard back in 2014 (or was it earlier?) that is now being replaced. Alfred developed the yellow banner template for the Exhibits Committee that visitors see on most of the interpretive signs inside and outside the facility. The Outreach committee has developed new branding.
- Added to the free materials rack, **Oregon Scenic Byways**, *Official Driving Guide* magazine produced by Travel Oregon and the Oregon Department of Transportation. Did you know that the Cottage Grove Covered Bridge Tour Route includes what is believed to be the only covered railroad bridge remaining west of the Mississippi River? That being the Chambers Bridge.
- While a curb cut isn't the biggest news around, one wonders what is being planned for the vacant lot immediately west. Previous attempts to use the lot for parking by using temporary curb ramps was rejected as too bike lane intrusive. The lot is owned by OMSI, slated for development and is now sporting a curb cut. The OMSI development of what is called in their preliminary plans, Lot D, will be interesting to watch, as is the for sale concrete plant (Ross Island Sand & Gravel) at the south end of Water Avenue. Bottom line, the area around ORHC is slated for **big** changes.
- The 2021 Holiday Express is now scheduled for four weekends plus one Friday: November 26, 27 & 28; December 4-5; 11-12; and 18-19. Runs will be out of Oaks Amusement Park with the 4449 doing the honors. The plan is to also keep ORHC open regular days & hours: Thursday, Friday, Saturday & Sunday, 1 to 5 pm.
- The Friends of 4449 calendar for **2022** is now on sale for \$14.95. Again, a great set of pictures for each month put together by Dave Houston. On a back page is a very nice collage of pictures of the volunteers, some sadly departed, at work.
- The Exhibits Committee reaffirmed August 14th their interest in acquiring without restriction the PNWC's Davenport switcher locomotive that at one time worked the Brooklyn Railyard. New SP&S 700 interpretive signs will be going up in August. A Dale Birkholz 3-minute video of the RFC track #2 relaying is planned for showing in the Section House. Efforts are being made to add interpretive signs to some turntable parts like one of the two the 100-year old electric motors as exhibits.
- On September 18th the American Steam Railroad will host their Legends of Steam Dinner with Doyle McCormack at the Mad River & NKP Railroad Museum in Bellevue, Ohio. Doyle will tell his life story of steam locomotive preservation.
- Are you receiving the monthly email publication Around the Enginehouse? If not, go to www.orhf.org; click on Get Involved and scroll down to the bottom and sign up for the mailing list. At some point these informative emails will be available on the web site.
- August 20th marked the last day of multiple OMSI camps held at ORHC....lots of kids got exposed to the Museum and rail safety through the Jeff Honeyman Operation Lifesaver presentations.
- The OR&N 197 (UP 3203) will soon have an x-ray inspection of the boiler welds.

▶ Metro is hoping that last August they converted to renewable diesel in its waste hauling operations resulting in at least a 65% decrease in greenhouse gas emissions. Six days a week, 60 semi-trailer trucks make the trek from Metro transfer stations to the Columbia Ridge landfill outside Arlington, Oregon. Altogether, it accounts for more than 5 million miles of driving that burns 800,000 to one million gallons of fuel every year. Renewable diesel is similar to biodiesel in that it is made from a variety of organic material like used cooking oil. Metro's chosen fuel is completely composed of used agricultural waste streams. **Metro News 7/12/2021**. [As garbage from Tacoma and Seattle transit both sides of the Gorge in trains, this writer wonders why not Portland's?]

▶ One of Portland's best rail related attractions, in my opinion, is the **Columbia Gorge Model Railroad Club** in north Portland. This year they are having four consecutive weekends being open to the public. Beginning the weekend of November 13-14 and the following three, the club house with its outstanding model layout is located at 2505 N Vancouver Avenue. More information: cgmrc.com.

▶ Dry Canyon Bridge, which was damaged July 28 in the Lava Fire, reopened Sunday [August 1] after repairs to the structure progressed faster than Union Pacific first expected. Originally, UP said it would take until the end of the month for the bridge – located about five miles northeast of Weed – to be serviceable. Freight trains had been diverted over Donner Pass. UP operations were also impacted by the Dixie Fire, just north of Oroville, which on August 2 was 220,000 acres and is 23% contained. Last week, the fire jumped the railroad tracks, damaging the decking on two bridges on the route north of Oroville. Those bridges were reopened August 1. **Mt. Shasta News 8/2/2021**. [KUDOS to the UP crews for the quick repair job.]

▶ Amtrak reported at the end of July that they completed their training agreement with Sound Transit on July 25th and now



have 71 employees qualified to operate on the Point Defiance Bypass, otherwise known as the Lakewood Subdivision. There is still some training to do along the line with first responders and some of that was occurring last week. No date has been set for the cutover to the Lakewood line but it looks like sometime in September or October as some schedule adjustments will be done and all agree that schedule adjustments are not made during the holiday travel period. **A reliable source email 8/2/2021.**



► And speaking of the Bypass, wife Rita and I did a round trip to Seattle August 5th. The plan was one last run around the Point riding in Business Class the 500 departing Portland at 8:20 am and Seattle on 505 departing 2:20 pm. All was well until receiving a revised ticket, the day before without explanation, refunding the cost of Business class on 500 with a coach ticket. Once at the station, the reason became obvious as the Talgo trainset was replaced with Horizon cars. Post trip investigation found that the Talgo trainsets have some 40 Business Class seats while the Horizon trainset has some 14. Turns out both our train trips were on the same trainset with absolutely no reason why the Horizon cars replaced the Talgo trainset. Coach seating in the Horizon cars is tight; Business Class is comfortable in the car with the bistro. While our trip was not as planned, it accomplished the goal of enjoying the trip around the VERY scenic Point Defiance and a great lunch with son and daughter in-law at the 13 Coins restaurant (“only” 140 items on the menu) next door to King Street Station.

► The August 8th weekly member email from the **Junction City Historical Society** included my poster hyping their Scandinavian Festival (August 12-15) that was developed for and posted at ORHC. Bill DiMarco, Society chair, also noted that the Chapter provided 418 locomotive sign installation is at the mercy of City priorities but hopefully before the weather turns cold. The mailing also hyped the Chapter developed special Trainmaster issue on the 418's amazing journey.



► The August-September 2021 issue of the Canby Community Advantage Magazine published by Active Media and distributed around the Canby, Oregon community included an excellent article **The History of Trains in Canby** by Tyler Francke. A message to the publisher got a copy of the magazine for the Chapter archives. **Terry Kimzey 8/4/2021 email.**

► An early August Scott Anderson photo of the two Northern Pacific dome cars departing from Portland on the Amtrak Empire Builder was provided by Jim Thomas via David Jorling, the photo raised a major question about the **Louis Dreyfus Commodities O Dock**. Scott's picture clearly shows a very large pile of what appeared to be crushed rocks. This prompted my August 6th site visit and a conversation with what I think is the houseless camp supervisor who was working right next to the driveway down to the O Dock. I asked him about the rock pile and he laughed....NOT rock but cut up rubber tires. He said the rubber was being stored in anticipation of a looming rubber shortage. While I don't know about the rubber commodity...Dreyfus Commodities, the Business Journal reported September 17, 2019, sold O Dock to Rabin Worldwide, an industrial asset recovery company. The Journal reported that Rabin purchased the Dock for redevelopment or sale. The pile of rubber rests where grain rail cars used to be stored. More information about the new owner: rabin.com. [Just before the driveway (900 North Thunderbird Way) down to the “pile” are still existing former streetcar tracks that led to the first Steel Bridge.]

- In a search for what the shredded tires might be used for, the Oregon Department of Transportation reports they do not use rubber in their asphalt mixes.

- A reliable source now tells me, 8/23, the rubber is destined for export.

► On August 3, 2021, a worker on the project to restore the Beverly Railroad Bridge near Vantage, Washington died after falling approximately seventy feet to an island below. The worker was employed by a private contractor working on the new concrete decking of the historic Beverly railroad trestle [former Milwaukee Road], which will link portions of the Palouse-to-Cascades trail on either side of the Columbia River. **Kittitas County Sheriff 8/4/2021.**



► The Oregon International Port of Coos Bay Railroad Department reported 7/12/2021:



- The North American Railcar Operator Association was out for the first of three runs in June. Some 32 cars ran from Vaughn to Coquille. The next run is in August, followed by a toy run in October.
- June ended the fiscal year for the rail line with a total carload of 5721, which was 1153 cars more than the previous year. The total carloads exceeded the budgeted amount by 721.
- CBRL will have several track and bridge projects beginning this fiscal year, one being the replacement of the Coal Bank Slough Bridge. When completed, the bridge will be a full replacement of the existing structure.
- The mechanical department released CBRL 1909 from its mechanical slumber in June and it is a strong locomotive.

► The Port of Coos Bay will be starting a comprehensive rail tie and ballast replacement project. Since the Port took operation of the line in house in 2018, the Port has reduced run times by approximately 1 hour 40 minutes. At the completion of

this project, run times between Coos Bay and the UP Yard in Eugene will be reduced further. **Port of Coos Bay 8/17/2021**
Facebook posting.



► Construction has begun on the Red Electric Bridge in Southwest Portland. The pedestrian and bicycle bridge is a critical segment of the Red Electric Trail system. The project includes a 10-foot-wide trail from the intersection of SW Bertha Boulevard and Beaverton-Hillsdale Highway, traveling south over a ravine on a 12-foot-wide bridge where it will intersect with SW Capitol Highway. The bridge project will also construct new lighting, update guardrails along Beaverton-Hillsdale Highway, improve grading and drainage, build retaining walls and a new stormwater facility, and plant new trees and vegetation in and around the new bridge. Construction is expected to be complete in Spring 2022. The project is funded by a \$2.1 million federal grant from the U.S. Department of Transportation, \$1.5 million in PBOT Transportation System Development Charges and \$1.1 million in Parks System Development Charges. The total project budget is \$4.7 million. The Red Electric Trail generally follows the old Red Electric train line which opened up in 1914 and closed in 1929. **Portland Bureau of Transportation press release 4/13/2021.**

► The **Oregon Coast Scenic Railroad** is running steam locomotive trips seven days a week until the end of September 2021. Departures are from Garibaldi and Rockaway Beach. Tickets may be purchased: oregoncoastscenic.org or 503-842-7972.

► Doug Auburg reports that one of the many projects underway at **Chelatchie Prairie Railroad** in Yaoclt is the addition of more fire fighting capability. Currently a “fire train” speeder runs some 10 minutes behind each excursion to spot fires. Under development is putting a trailer behind the speeder with a large water reservoir for more fire suppression capability.

► The Spokane, Portland & Seattle Railway Historical Society 2022 calendar back cover has a picture of the Pennsylvania Railroad Sleeping-Buffer-Lounge Car No. 8133 “Hemlock Falls”. The following was extracted from the Alden Raney photo caption: “In 1968 Sleeping-Buffer-Lounge Car “Mt. Hood” went to Pullman for an overhaul. Although owned by SP&S it was very common for sleeping cars to be sent to Pullman when shoppings were required.” The 8133 was provided to cover the Mt. Hood's absence.



- Included with the 2022 calendar was the Summer 2021 issue of The Northwest's Own Railway that included an extensive article, *Diesel Locomotives of the NPT and PTRR* by Richard Wilkens. Multiple photos of the Chapter's No. 36 locomotive are included in the article; it continues to await cosmetic restoration at Powerland Heritage Park in Brooks. Also pictured and noted is the No. 39 that the Chapter scrapped in 2008.

► The Willamette Heritage Center in Salem, Oregon reports that the project to restore the 1909 Oregon & California caboose #507 is continuing: Exterior restoration complete, Interior restoration complete, Installation of the SP phone booth on site done, Installation and restoration of wig wag signal 5/14/2021, and Exhibit labels and interactives developed 6/30/2021. One of the final tasks noted for the caboose is a grand opening celebration. The caboose is located at the west end of the Willamette Heritage Center parking lot just north of the Salem Amtrak station and close to the Ram Restaurant & Brewery. More information at:



www.willametteheritage.org/caboose-507/.

► Connect Oregon grant applications will be accepted beginning September 15th. The application deadline is October 29th. Approximately \$46 million is available for aviation, marine and rail capital improvement projects. Public transportation and pedestrian/bicycle project had been previously eligible but have been shifted to other grant programs. More information:



www.oregon.gov/odot/programs/pages/connectoregon.aspx **Connect Oregon News 8/13/2021.**

► The city of Eugene is looking to make improvements at 10 railroad crossings between Hilyard and VanBuren streets. Construction of the 10 quiet zone road crossings will begin soon with goal of having the quiet zones in place some time next year. The city estimates the project will cost between \$7 and \$10 million and will include quad gates, some single gates and fencing. **The Register-Guard 8/14/2021.**



► After their schedule being hammered by the virus and an earlier than normal fire season, the Eagle Cap Excursion crew will be opening their 2021 season on September 4th and running 11 trips through October. All trips depart from Elgin, Oregon. More information: www.eaglecaptrainrides.com.



- Among the recent outstanding book donations to the Chapter from David Jorling, two got my attention:
- a) Lake Michigan to Puget Sound, electrically through the Rockies, Bitterroot and Cascade Mountains along the Chicago Milwaukee & St. Paul Railway, 1914, price \$1.25 produced by Inter-State Co., Minneapolis Minnesota. 22 absolutely gorgeous colorized pictures including a cover photo of Reflection Lake, Rainier National Park.
 - b) 1928 Handy Railroad Atlas of the United States showing all railroads and interurban lines and mileages, \$4.95, Kalmbach Publishing.
- On August 19th U.S. Transportation Deputy Secretary Polly Trottenberg announced that USDOT will approve expanded

financing assistance for Sound Transit that will create more than \$500 million in savings for regional taxpayers. The upcoming action will represent USDOT's largest-ever package of loans for a single borrower in the history of the department's Transportation Infrastructure Finance and Innovation Act (TIFIA) program. The package will total \$3.84 billion for six projects. It includes a new TIFIA loan for the Downtown Redmond Link Extension, and refinancing of five previously approved loans under improved terms. **Sound Transit 8/18/2021 news release.**



▶ Railroad Type Fonts Available: Check out www.railfonts.com: “Your source for over 50 railroad lettering, railroad romans, alphabets, silhouettes, dingbats, trains, planes and automobiles.” **Edward Berntsen 8/15/2021 email.**

▶ News from the **Cheney Depot Society** 8/18/2021: A volunteer team will soon be painting the depot exterior, A brick mason will be rebuilding the chimney, Fill and earth work around the exterior will commence, and the original windows are being renovated and restored by a local group of artisans and will be replaced as interior renovation continues. Donations are needed and will be matched up to \$200,000: Cheney Depot Society, 1921 1st Street PMB 140, Cheney WA 99004 or www.cheneydepot.com.

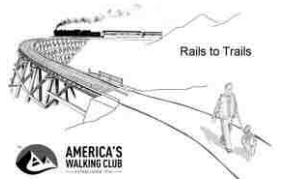


▶ Amtrak will restore full daily Coast Starlight service between Los Angeles and Seattle on August 23 following several weeks of service interruptions resulting from extensive wildfires in northern California. The service restoration will be completed two weeks ahead of schedule. **Progressive Railroading 8/20/2021.**



▶ The Medford Railroad Park reopened July 25th for the summer season but on August 21, 2021 word comes from the Southern Oregon Railway Historical Society that they are no longer participating because of the COVID-19 Delta variant surge and concerns for volunteer safety. **[Stay safe!!]**

▶ The American Volkswalk Association (AVA) is announcing a new special walking/biking program RAILS-to-TRAILS. While the Evergreen State Volkssport Association (Washington) is operating one in Washington/Oregon, this one is national. Begins January 1, 2022 and runs to December 31, 2025 requiring participation in 16 events. More information: ava.org. [The best of two worlds: get some exercise and walk a former rail line.]



▶ While I am not a big Facebook user, one section of interest is Logging Railroads of the Pacific Northwest. One of the members who posts quite regularly is Martin E. Hansen with some great logging railroad pictures. Becoming a friend of this page makes sense for this rail fan.

- Also on Facebook, with our drought in the west, some interesting Facebook postings of Lake Shasta and the now exposed railroad tunnels #5 and #6. Todd Harris – Northern California V-Drives posted a 4-minute video floating through #5 and the bridge just outside it. The tunnel portal has the dates 1884 and 1927 on the face.

▶ News from Montana is normally out of my “range” but.....This week in Custer County in eastern Montana adopted a resolution petitioning to join the state rail authority. Custer, along with Rosebud and Stillwater counties brings to 16 the number of Montana counties across the southern tier working together to restore passenger rail after a 43-year hiatus. The Big Sky Passenger Rail Authority is coordinating the effort. Montana U.S. Senator Jon Tester (R) got an amendment into the Surface Transportation Act to study the long-distance passenger rail routes that have been discontinued including the North Coast Hiawatha across southern Montana and the Pioneer route, which once connected Salt Lake City to Seattle at the front of those studies. **Missoula Current 8/20/2021.**



▶ The Transportation Security Administration (TSA) is extending the face mask requirement for individuals across all transportation networks throughout the United States, including at airports, onboard commercial aircraft, on over-the-road buses, and on commuter bus and rail systems through January 18, 2022. **TSA national press release 8/20/2021.** [Editor’s Note: I believe this mask requirement applies to tourist railroads as well.]



▶ The construction of the **Mid-Willamette Valley Intermodal Center** (MWVIC) in Millersburg north of Albany is underway. The site was a former paper mill and is on the west side of Interstate 5 and is served by the Union Pacific Railroad.



The Center is sponsored by the Linn Economic Development Group an affiliate of Albany-Millersburg Economic Development Corporation. The MWVIC will primarily serve the agricultural community in the Willamette Valley and Southern Oregon by providing infrastructure for transferring intermodal containers from trucks to rail and vice-versa. With passage of Keep Oregon Moving (HP 2017-A), the Oregon State Legislature appropriated \$25 million for the development of the MWVIC. MWVIC web site: www.linneconomicdevelopmentgroup.com.

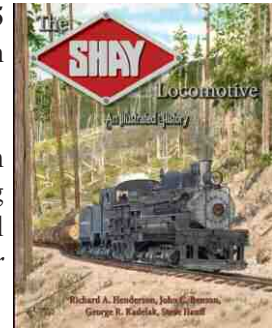
- The site, a 60-acre parcel where the International Paper mill used to sit will be used for the Intermodal Center. The site also includes another 130 acres adjacent to the intermodal site that the County plans to develop into a business plaza. The target for having the Intermodal Center operational is January 2022. **Gazette Times 5/9/2021.**

▶ And speaking of new Oregon intermodal sites, the Treasure Valley Reload Center near Nyssa, Oregon is moving ahead with the June 15th submission by Malheur County Develop Corporation (MCDC) to the Oregon Department of Transportation

materials to complete or prove substantial progress towards a handful of milestones for the project. Malheur County has agreed to sell the 65-acre parcel of land to MCDC. Americold has agreed to operate the facility. **Malheur County Economic Development news release 6/22/2021.**

► G3 announced August 23 its two new high-efficiency grain elevators in Canada – G3 Vermilion in Alberta and G3 Swift Current in Saskatchewan – are in full operation. The elevators have 42,000 tonnes of capacity and railway loop tracks that allow for fast and efficient loading of 150-car unit trains. Both new elevators offer convenient road access to area producers and are well-positioned to ship grain by rail quickly to G3 Terminal Vancouver, the company's state-of-the-art grain export terminal on the West Coast with access to global markets. G3 Vermilion is located on CN; G3 Swift Current is served by Canadian Pacific. **Progressive Railroading 8/24/2021.**

► My new *Shay Locomotive, An Illustrated History* book by Richard A. Henderson, John C. Benson, George R. Kadelak and Steve Hauff arrived from the publisher White River Productions on August 26th. Hardbound, 635 pages and very well illustrated. This is the definitive Shay book. The book is dedicated to Ephraim Shay (1839-1916).



As I close up this month's article, along with you I am very disappointed that our COVID-19 infection rate continues to go in the wrong direction and our hospitals/medical staffs/facilities are again getting slammed. For me, what little travel is contemplated is now tempered with the concern for a hospital bed if I need it for non-COVID related issues. On the good news side, our *Trainmaster* printer/distributor guru George Hickok reports that 297 printed *Trainmasters* were mailed in August.

August Membership Call-In Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on August 20, 2021

The meeting was called to order at 7:30pm by President Mark Reynolds. Attendance: fifteen members. Mark then showed a short video about the U.P. Big Boy with P.T.C. [www.up.com/aboutup/community/inside_track/big-boy-ptc-210819.htm]

The minutes of the July meeting were called. With no additions or corrections, the minutes were approved by the members.

Treasurer's report was given by Keith Fleschner, who reported that all accounts balance. He then recommended that the current budget for the Zoo Railway project be amended by adding a thousand dollars to potentially pay a share of a new geological report for the repair of the Zoo Railway track thru Washington Park. Mark Reynolds made a motion to make the amendment, Bryan Ackler seconded and the members approved the motion. The stipulation is that if METRO pays for the report then 'we' will not need to provide funding.

President Reynolds reported that the National NRHS has previously awarded a grant for the Library/Archives, to be used for adding/upgrading recording and copying equipment. We are awaiting the arrival of the grant check. He also reported that the in-window air conditioner has failed for archive storage in rooms 1A and it will probably have to be replaced.

President Reynolds reported that the Great Oregon Steam-up at Powerland Heritage Park was well attended and we had fairly good sales at our Chapter concession booth. Thank to all of the volunteers to assisted in the event!

There was no new report on membership renewal or applications.

President Reynolds reported that ORHF was offered a large model train layout for installation within the facility. The offer is being considered and some negotiations will be started. He then said the turntable project is still awaiting more funding.

President Reynolds reported that the passenger seat from the 6800 car is at the upholsterer's location for design and price estimate. Keith Fleschner continues work on the 6800 car side sill repairs. As assistance is needed, a call will go out for help.

President Reynolds said the metal thievery from the railcars seems to be decreased.

President Reynolds reported that at the September meeting the membership needs to vote on the transfer of ownership of the Davenport switch locomotive to ORHF. He said that the Willow Creek Railroad has started planning on transporting the U.P. caboose to Powerland Heritage Park.

President Reynolds said due to the rise in the COVID-19 infections and related state mandate, there will not probably be a on-site meeting of the chapter until maybe January. That means the annual elections will be a vote by mail again. Please submit any nominations or volunteering for a board position by the September meeting. The parking at the church is not presently available because of the construction for the apartments for low income/ veterans/homeless.

President Reynolds requested videos or suggestions of presentations for upcoming meetings.

Jan Zweerts reported that he has a large donation for the Library/Archives from a friend, of the C.B. & Q. Railroad.

The meeting was adjourned at 8:45pm.

Respectfully submitted by Jim Hokinson, Secretary.

Library Books in the Chapter

The library's most recent list of books (3,042 volumes) has been updated on the chapter website, see www.pnwc-nrhs.org/library_main.html. The format is now an .html file embedded in the web page. Many thanks to Mark Whitson, Ron McCoy and the website crew for adding our June list to the chapter's library page. This new list adds about 90 more titles to the previous list. The library has been closed since March 2020.

Archives / Library THE PACIFIC NORTHWEST CHAPTER NATIONAL RAILWAY HISTORICAL SOCIETY

The Pacific Northwest Chapter of the National Railway Historical Society operates a library located in the Portland Union Station Annex, 503 NW Irving Street, corner of NW Irving Street and 5th Avenue. Chapter members can check out and take home books for no charge, and nonmembers are welcome to use the books in the library.

PNWC Library Book List - 2021-06-17

Title	Author/Statement	Edition	Imprint	Series Information
100 year Pittsburgh history of inclines, 1863 to 1963.	[by P. G. Eitsenhafer].		Pittsburgh, Pa. : Monongahela Inclined Plane Co., ©1962	
100 years of railroad cars	compiled and edited by Walter Lucas		New York : Simmons-Boardman, 1958.	
100 years of steam locomotives	compiled and edited by Walter A. Lucas ; contributing editors: Paul Needham, C.L. Combes, C.A. Phelps.		New York : Simmons-Boardman Publishing Corp., ©1957.	
100 years of steam trains	Derek Avery.		Abingdon, England : Caxton Editions, ©2002 (reprinted 2003)	
150 years of North American railroads	Bernard Fitzsimons.		Secaucus, New Jersey : Chartwell Books, Inc., ©1982.	
1904 Finnish locomotive #418, Junction City, Oregon.			Junction City, Oregon : Junction City Times, 1980.	
1928 handy railroad atlas of the United States : showing all railroads and interurban lines with their names and mileages, principal cities, towns and junction points.			Milwaukee, Wis. : Kalmbach Publishing, [198-?]	
1945 supplement to ASTM standards			Philadelphia, Pa. : American Society for	

Call for Nominations

If you are interested in serving the Chapter on the Board of Directors in 2022, in one of the officer roles or one of the director-at-large positions, please contact President Mark Reynolds.

Report Your Volunteer Hours

Please report all PNWC volunteer hours to Secretary Jim Hokinson. (jhokinson@comcast.net) This information is needed on almost all grant requests. The better to numbers, the better the chance of getting the grant!

Bill of Lading

Chitwood, Oregon.....	Page 1
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Chapter Officers

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

Chapter Directors-at-Large

Don Klopfenstein (1st Term)	2019-2021	503.777.8209
Chuck Fagan (2nd Term)	2019-2021	
Bob Jackson (1st Term)	2021-2023	rjackson@nwrail.com
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	503.228.9111
Auditor	Vacant	
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	Bob Weaver	503.806.4955
Library & Archives		
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

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PACIFIC NORTHWEST CHAPTER TIMETABLE No. 710

- Sep. 09:** 7:30pm. **Call-In Chapter Board Meeting:** Open to all Chapter Members. Contact Mark Reynolds at ma.reynolds.consulting@gmail.com or (503) 523-9740 for participation information.
- Sep. 17:** 7:30pm. **Call-In Chapter Meeting. Updates and Questions & Answers** Join us! The instructions are simple: If you have a PC, download the free **Zoom** application and use the Meeting ID that we show in *The Trainmaster* every issue (please note that the ID number changes every month!). For the next meeting on Sept. 17th, use the computer/tablet/smartphone connect info sent via email. If you just want to use your telephone/cell phone, just call (Toll) +1 253 215 8782 US (Tacoma), followed by the (Meeting ID) **876 2941 4079**, followed by (Passcode): **306616**. So please call in and join in the information sharing! **NOTE:** We are beginning to share presentations and photos and videos during these virtual meetings! Try connecting to the meeting via computer or tablet or smartphone!
- Oct. 15:** 7:30pm. **Chapter Meeting TBD.**

To Ensure Receipt of All Chapter Email Based Announcements and Meeting Notifications

Please send your Email Address to Bryan Ackler at: backler@ix.netcom.com

Check www.PNWC-NRHS.org for updates

NOTABLE NON-CHAPTER EVENTS

Please call or visit the website of the organization for the most up-to-date information for these events

- Sep. 04 Eagle Cap Excursions begin their 2021 season, Elgin, Oregon, (www.eaglecaptrainrides.com)
11 trips in September and October 2021
- Sep. 10 – 12 SP&S Historical Society Convention, Albany, OR, (www.spshe.org)
- Sep. 11 – 12 Day Out With Thomas, Northwest Railway Museum, Snoqualmie, WA, (www.trainmuseum.org)
- Sep. 18 Horn Honk, Inland Northwest Rail Museum, Reardan, WA, (inlandnwrailmuseum.org)
- Sep. 18 Legends of Steam, Doyle McCormack, Bellevue, OH, (www.americansteamrailroad.org)
- Sep. 21 – 25 Northern Pacific Railway Historical Association Convention, Missoula, Montana (www.nprha.org)
- Nov. 26 – 28 The Polar Express, Canyon County Historical Society, Nampa ID, (www.canyoncountyhistory.org)
- Dec. 3-5, 10-12 The Polar Express, Canyon County Historical Society, Nampa ID, (www.canyoncountyhistory.org)
- Nov. 26 – 28 The Holiday Express, Oregon Rail Heritage Foundation, Oaks Amusement Park, (www.orhf.org)
- Dec. 4-5, 11-12, 18-19 The Holiday Express, Oregon Rail Heritage Foundation, Oaks Amusement Park, (www.orhf.org)

☆ ☆ ☆ ☆ ☆ ☆ ☆ 2022 ☆ ☆ ☆ ☆ ☆ ☆ ☆

- TBD Winterail will return in 2022 (www.winterail.com)
- TBD NRHS RailCamp East will return in 2022 (nrhs.com)
- TBD NRHS RailCamp Northwest will return in 2022 (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.

September 2021



Donation of Rolling Stock

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



Attention & Notice

Review and Chapter Vote
on the
De-Ascension and Donation to Other Groups
of Chapter Rolling Stock
including the
Davenport Locomotive (to ORHF)
&
UP Caboose (to Willow Creek)
will be held at Chapter meeting on September 17, 2021
This Meeting will be via Zoom Conference Call and will start at 7:30 PM

These equipment donations to other 501(c)(3) non-profits

of the Davenport SPMW 570 to Oregon Rail Heritage Foundation (ORHF) at 2250 SE Water, Portland, OR.
&
The UP Caboose No. 25527 to Willow Creek Railroad Museum at 3995 Brooklake Road NE, Salem, OR.

shall be **RESTRICTED** in the following ways:

Equipment SHALL BE:

- Cosmetically restored to historic configuration as close as feasible.
- Placed on "prominent display" within the receiving organization's facility at the address noted above.
- Displayed with appropriate signage indicating the donation was made by PNWC to the organization.

Equipment SHALL NOT BE:

- Sold.
- Scrapped.
- Substantially Re-purposed.
- Moved Offsite from the receiving organization's facility address as noted above.

And the receiving organizations will provide a Preliminary Plan for intended restoration and use of the equipment as a condition of the donation.

The history of these two pieces of equipment is described on the following page.

Questions or Concerns?

Please contact President Mark Reynolds at ma.reynolds.consulting@gmail.com or (503) 523-9740

EQUIPMENT TO BE DONATED (CONTINUED)



Davenport Locomotive SPMW 570

Davenport, 20-ton, 4-wheel, G/M end cab class, Serial No. 2359. Built August 1941 for the U.S. Army and numbered 7706, used at Hammer Field, Fresno, California. Acquired from War Assets Administration by Southern Pacific (SP) May 1948 for use at the West Oakland shops as SPMW 570.

Replaced at West Oakland and sent to Portland for use at the SP Brooklyn shops on a date unknown. Retired by Southern Pacific in April 1959 and sold to Alaska Steel Company of Portland.

Originally rated at 181 hp but may have been down-rated to 170 hp by Southern Pacific.

The Davenport was acquired from Schnitzer Scrap by Dick Samuels in/about 1978. At that time, the cab was reconfigured.

In 1991 was acquired by the Chapter. It is believed that the locomotive currently has a Cummins diesel engine.

January 3, 2001 FRA report notes no fatal problems with locomotive although brakes and engine are both currently inoperable.

UP Caboose No. 25527

One truck needs a new wheelset to make operational, not required for this donation as it is planned to be moved via truck. The Chapter has been using the caboose to store some supplies. A nice feature of the caboose is the ladders on each end going to the roof, helpful if you want to get on the top of other cars. Some exterior rust but water tight. Needs floor repair due to water intrusion in the past and paint inside and out. Built March 1964, rolling bearing, WT 56,500 NE. Sign on both sides under cupola, white background black letters: *Safety Aware, Because We Care* by James F. Hansen, Omaha.