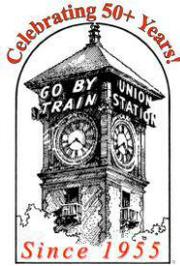


# The

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# Trainmaster

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## HOOD RIVER STEAM LOCOMOTIVE



This 1900s downtown Hood River photo is looking north on Third Street toward “packing house” row. This area now houses business such as Full Sail Brewery. The picture is looking at the south side of the buildings. On the north side is the Mount Hood Railroad interchange with Union Pacific and UP's mainline. To the right (east) and downhill is the Hood River Depot.

It is believed that this small steam locomotive is being moved to become a stationary boiler at one of the businesses as the picture appears to show track being built as the locomotive is moved by “horsepower”.

Fred Duckwall, long time Hood River resident and principal in Duckwall Fruit Company founded by his father in 1919, has no information on a steam locomotive being used in this area.

This photo appeared as the October 20, 2015 Historic Hood River Photos posting hosted by the History Museum of Hood River County ([www.HistoricHoodRiver.com](http://www.HistoricHoodRiver.com)). This is a Davidson Copper photo donated by Bruce Copper to the Museum and is used in *The Trainmaster* with his permission. Arthur Babitz, Museum volunteer, obtained the permission and provided this high resolution photo scan.

# Wandering Around

By Mary and Steve Hauff

Tokyo is a great place to chase trains. Everywhere you turn there are trains, lots and lots of trains. There are more than a dozen subway lines, monorails, people-movers, a street car line, the JR lines and private railways, all choreographed into a finely tuned system to move people and freight into, out of, and around the world's most populace urban area. If operating railways were not enough, there are static displays and rail museums scattered throughout the metropolis with many gems of Japanese (and worldwide) railway history.

It is very easy to be overwhelmed by such a plethora of railfanning opportunities. Mary and I were fortunate as we had an "in." We belong to NRHS, and Tokyo has a Chapter. The Tokyo Chapter is modest in its enrollment, but the members are very friendly and helpful to fellow rail-nuts wandering the globe. Our contact with the Chapter is Moto Miyazaki, the Chapter Secretary/Treasurer. We've known Moto personally since the Tacoma Convention and by email from before that. Moto is wonderfully bilingual and has been our primary point of contact for all three of our visits to Japan.

When we first contacted Moto about our impending visit, he enlisted the help of some other fans and gave us a menu of possibilities. We chose a day of travelling around greater Tokyo, seeing static displays, and riding behind one of the preserved steam locomotives on a private railway. The tour was coordinated by Takahiro Seki, a managing director of the Japan Railfan Club (Japan's largest fan group with over 3000 members).



Our first objective for the day was a visit to this Pittsburgh 2-6-0T, preserved in a park. Because of construction, we were unable to get close to the locomotive.

Seki-san did a wonderful job of planning and organizing the day's events. The day started with a walk to the Mita subway station, one of five stations (three subway, two rail) within a 10-15 minute walk from our apartment. At the station we met Seki-san, Moto and Akihiko Toyama who would accompany us through the first part of the day. A couple of short subway/elevated rides and a 10-minute walk brought us to Higashi-shinagawa Park and our first point of interest. Although the park was in the process of being reconstructed, our guides found a pedestrian overpass (and

some holes in the fence) where we could view the prize within – an 1897 Pittsburgh Locomotive and Car Works 2-6-0T. The locomotive had drifted through half a dozen owners/operators during its half-century of running and was ultimately donated and placed on display in 1969. Upon completion of the refurbishment project next year, the No. 7 will again be a centerpiece of the park.

We then retraced our steps to Shinagawa Station and caught a train on the Yamanote Line to Ikebukuro Station where we were joined by Yoshi Matsuo (a director with Tokyo Chapter) and grabbed a quick cup of coffee before catching the Seibu Railway's "New Red Arrow" to Seibu-Chichibu. At this point, we had been on five different trains and it wasn't even noon yet! A quick walk got us to the Chichibu Railway Station and a train to Mitsumineguchi. Mitsumineguchi was important for several reasons: there is an exhibit of several preserved locomotives from the Chichibu Railway; this is where we would catch the steam train; and this is where we had some time for lunch (although we never quite got to eat, there were just too many neat trains to look at).

When we hopped off the train in Mitsumineguchi, we were greeted by a light drizzle. Being used to Pacific Northwest rain at 40 degrees, the light precipitation at 85 degrees felt more like a shower... without the soap. Undaunted by the rain, we struck out for the locomotive display and immediately came upon what looked very much like a Baldwin-Westinghouse steeple-cab. It actually was a B-W product from 1922, originally built for 600VDC, but later converted to 1500V. The locomotive operated until 1988 when it was retired to display. By the time we climbed around the juice-jack and viewed the other equipment on display, the steam locomotive for



The day started at the Mita Subway Station in Minato-ku, Tokyo. We had found this station entrance on a previous walk around the neighborhood. We were blissfully unaware that most of the subway stations have several entrances situated on multiple legs of major street intersections. Fortunately, we had exchanged email photos of the correct entrance so everyone showed up at the right place.



Electric locomotive Deki-1 was built by Baldwin-Westinghouse in 1922 as part of a five unit order by the Chichibu Railway. As originally constructed, the locomotives were supplied with 600VDC at the wire. In 1952 the railway changed its voltage to 1500VDC.

the day's run was stirring in the yard and the crew was getting ready to turn her on the table conveniently located near the display locos.

The steamer was a Class 58 2-6-2, number C58363, built in 1944. She's a thoroughly modern locomotive, with driver centers similar to Boxpok and a feedwater heater akin to an Elesco. The large oval-shaped dome on the locomotive contained both the steam dome and the sand dome, not uncommon on Japanese steam locomotives. She was also equipped to burn coal and oil and the tender had both a coal bunker and an oil tank.



Chichibu Railway does much more than running steam excursions. Regular passenger service is handled by EMU sets, such as those on the first two tracks. The trainset on the first track is painted in an animated character paint scheme, not unusual for Japanese trains which serve vacation or resort locations. The train on the third track is the "Paleo Express" awaiting its steam locomotive. The railway also has a fleet of electric locomotives to handle its freight business.

Tadaharu Miyano, an associate editor of "Tetsudo Mokei Shumi" (Japan's largest model railroading magazine); and Kotaro Mitamura. The restaurant was Taiwanese cuisine and our meal was served home-style, with seemingly-endless plates arriving on the table for us to share. Many of the dishes would not be found on a



The cars for the "Paleo Express" were tastefully painted a maroon with gold striping and lettering. Though old by mainline standards, the cars had been beautifully refurbished and were very comfortable to ride in.

life and the streets and subways were well patronized. We were guided into the proper subway station, placed on the correct train and told where to get off the train. Emerging from the underground, we quickly discovered that we surfaced from an unfamiliar exit and that the streets look very different when illuminated by street lights and neon. A couple of short reconnaissance forays yielded a sign pointing the way to a familiar JR facility and our short walk home.

This was an amazing day of railfanning. We had travelled on ten different trains including subways, locals, expresses, and steam-hauled, saw two different static displays of vintage American and Japanese rolling stock, all capped by a wonderful Chinese meal.

We cannot say "Thank you" enough to Seki-san, Moto and the rest of the Tokyo NRHS group that made our day a truly unforgettable experience.

Next time: Fast trains



The C58 class 2-6-2 was produced from 1938 until 1947 and represents a well-equipped, modern steam locomotive. This survivor is one of 431 of the design and is the only one currently in operation. In 1944, the Japanese Army attempted to send 50 of the type to Southeast Asia, but many did not survive the trip.



The cab of the steam loco was pretty normal, although reversed from North American norms. The screw reverse is relatively common on Japanese steam, as are the cab signals on locomotives in regular use on lines with other traffic.

typical North American menu (pig's ears and hog stomach), but it was all very tasty and a fantastic culinary adventure. (Note: Despite Kotaro's patient coaching, I was unable to reliably master chop-sticks. My attempts to dine with the dreaded bamboo dowels generally resulted in the food being deposited somewhere on the table, back on the plate, or in my lap. It was extraordinarily disheartening to see local five-year-olds casually flip a single grain of rice into their mouth with the evil sticks while I was incapable of picking up even a large vegetable reliably. Mary did much better. Thank heavens they provided forks.)

After two or three hours of dining, conversation and laughter we departed for the apartment. It was fortunate that two of the group were going our way because the sun had set and we were in a completely different part of Tokyo from where we were living. Tokyo, particularly on a Saturday night, is a city with a vibrant night

# SP 4449 Back In Steam for Holiday Express



SP 4449 at Oaks Park Pulling the 2015 Holiday Express.  
Photo by Jim Hokinson

Not since the Holiday Express of 2012, has the rails of the Oregon Pacific Railroad guided the SP 4449 along the Springwater Corridor and the banks of the Willamette River. After a rebuild and refit that lasted just over 30 months, Southern Pacific No. 4449 is alive again with fire in her firebox and steaming along the rails. In this 15 year (1,472 day) mandated rebuild, many volunteers of the Friends of SP 4449 worked countless hours to return their favorite steam locomotive back to operating condition. During this refit the crews had to do the usual boiler inspection and refit work which also included an unusual throatsheet repair. The crew had to fabricate and replace all the superheater tubes for the big 4-8-4. This was the first time these tubes had been replaced since they were first installed by Lima in May 1941 when No. 4449 was first built. The 4449 pulled the November 27th and 28th *Holiday Express* 2015 Trains in Portland, providing over 3100 guests with steam filled Holiday magic.

## Siskiyou Summit Revitalization Project

Local officials celebrated the reopening of the rail line over the Siskiyou Pass on November 10th. The event was held adjacent to Porter's Restaurant, which formerly housed the Medford railroad depot. The Central Oregon & Pacific Railroad (CORP) has begun sending freight trains over the entire 296-mile short line between Eugene and Weed after spending \$13 million for the Siskiyou Summit Revitalization Project. The resumption of train traffic on the Siskiyou Line south of Ashland means veneer and other wood products from the region can be shipped by rail. CORP plans to provide five-day-a-week service between Weed and Medford, each train will be 12 to 14 cars in length. A freshly painted locomotive ripped through a banner stretched across the tracks to celebrate running freight trains for the first time after the line was shut down in 2008 because it needed major repairs.

The project included replacement of nearly 50,000 feet of rail, 42,000 railroad ties and repairs to 28 bridges. Also included in the project was repair of some of the 175 timber supports that were collapsing in Tunnel 14. In 2012, a \$7-million Transportation Investment Generating Economic Recovery (TIGER) grant was awarded to the Oregon Department of Transportation and California's Siskiyou County for this project. CORP provided a 25 percent match. Additional funding came from Douglas and Jackson counties.

A second, \$5.7-million project, funded with \$4.5 million through the ConnectOregon IV program, improved clearances of tunnels and other rail infrastructure between Douglas and Jackson counties. It will open access to the Rogue Valley with modern, high-capacity rail car equipment.

[Sources: CORP photo, RT&S 11/11/2015, Bob Melbo, and the Eugene Register Guard 11/11/2015.]



Photo courtesy of Central Oregon & Pacific Railroad

Siskiyou Pass is a historic mountain pass in the Siskiyou Mountains of Jackson County. It is the most used pass in Oregon. Siskiyou is believed to be derived from Cree, meaning "bob-tailed horse". The Oregon & California Railroad proposed an alternate route for the Oregon and California rail connection, which would have avoided Siskiyou Pass. However, Oregon politicians decided in favor of the present rail route. When Tunnel 13 was completed in 1887, beneath the Siskiyou Pass, there was finally a rail link between Oregon and California. In the 1920s, the Southern Pacific Railroad constructed the Natron Cutoff, a faster, cheaper route between the two states, thus avoiding the Siskiyou Pass.

[Source: Wikipedia Article at [https://en.wikipedia.org/wiki/Siskiyou\\_Pass](https://en.wikipedia.org/wiki/Siskiyou_Pass)]



# PNW SHORT LINES

by Arlen L. Sheldrake



In early October the Alaska Railroad Corp. (ARRC) obtained Federal Railroad Administration approval to move liquefied natural gas to points in Alaska's interior. ARRC is the first U.S. railroad to receive such a federal permit. The railroad also is the first to take a significant step in the regulatory process, which eventually will help make LNG business available to others. The FRA approval – which remains in effect for two years – includes a number of stipulations including:

- Operate only up to two trains carrying eight portable tanks of LNG per week.
- Prohibit double stacking of the portable tanks.
- Issue a report each month to the FRA on the number of portable tank loads and other data.
- Perform at least one track geometry car inspection and four internal rail-flaw inspections annually.
- Provide initial training to all crews operating LNG-carrying trains and emergency responders along an LNG route.



## Progressive Railroading 10/2015.

One never knows where railroad history artifacts are displayed: **SUV topples Pendleton's Historic Windmill**, headlined the East Oregonian October 26, 2015 article. Seems the Umatilla County Historical Society's historic windmill was knocked over by a SUV driver who claimed to be asleep at the wheel. Digging into the article, the windmill was built by the Oregon-



Washington Railroad and Navigation Company around 100 years ago for its on-site employees in Thom Hollow. It was moved to the Pendleton museum in 1996. The railroad donated the windmill to the city of Pendleton in the mid-1990s. Windmill support legs show the letters O.W.R. & N. Com.

On September 2<sup>nd</sup> the 70-year old railroad turntable at Naval Base Kitsap was loaded onto a semitrailer for transport to the Chehalis-Centralia Railroad in Chehalis. The 85-foot turntable was installed in 1945 but was no longer needed. The railroad from Shelton to both bases at Bremerton and Bangor was completed in 1945, as was the turntable, which was located near the Missouri gate. The nonprofit Chehalis-Centralia Railroad paid for its shipping along with a token payment to the Navy for it. **Kitsap Sun 9/2/2015.** [Editor's Note: See full article on page 9]



On November 1<sup>st</sup> the Northwest Railway Museum celebrated the 125<sup>th</sup> anniversary of the Snoqualmie Depot. The celebration included an invitation only train ride in the recently rehabilitated coach 218 built in 1912 pulled by the Santa Cruz Portland Cement Co. No. 2 steam locomotive. **NRM invitation.**

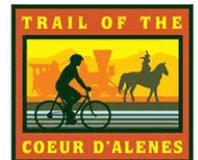


The extension of the Latah Trail in North Idaho is facing roadblocks. The Latah Trail Foundation has long envisioned continuing the paved path between Moscow and Troy into Bear Creek Canyon, extending on to Kendrick. The path would follow a 1890s railroad line that was abandoned in 1984. The tracks and ties were eventually removed, some of the right-of-way property was returned to private owners, and people began using the area for their own purposes. But development of the latest portion of the trail – about 4 miles into the canyon outside Troy that the foundation donated to Latah County – has raised concerns for a group of residents who question whether the proper protocols and procedures are being followed to ensure wildlife is not harmed and the public has a voice in the project. More about the Latah Trail at:



[www.latahtrailfoundation.org](http://www.latahtrailfoundation.org). **Idaho Statesman 10/18/2015.**

The **Trail of the Coeur d'Alenes** bike path follows the Union Pacific Railroad right-of-way from Mullan, a mountain mining town near the Montana border, to Plummer, a town on the prairie near the Washington Border. More than 71 miles of paved path takes you from high mountain splendor, through the historic Silver Valley, into the chain lakes region, along the shore of Lake Coeur d'Alene, over the Chatcolet Bridge to Heyburn State Park, and finally climbs to the Palouse prairie: an adventure for the entire family! Friends of the Coeur d'Alene Trails: [friendsofcdatrails.org](http://friendsofcdatrails.org). [This trail was developed as part of the Superfund mine waste cleanup project.]



New to the Oregon Pacific Railroad interchange with Union Pacific at East Portland, just north of the Oregon Rail Heritage Center, are hopper cars. We have gotten used to the white refrigerator cars that are used to deliver frozen food to a Milwaukie distributor. OPR now has a new customer, Camfield Transfer, who is receiving carloads of clay destined for the West Linn Paper Company and paper production. **Dick Samuels 11/2/2015.**





Looks like the first train over the Siskiyou summit will run on November 4<sup>th</sup>. The power for said train was already in Weed, having handled a ballast train over the line previously, unloading rock. The plan was that a CORP crew will switch the plant at Weed November 3<sup>rd</sup> and assemble their train, then start out for Ashland. But the line is restricted to 10 mph so they'll go as far as they can on what remains of their 12 hours, then park the train and resume the trip November 5<sup>th</sup>. They are not expected to actually get over the Siskiyou's and arrive in Ashland until the 5<sup>th</sup>. **Bob Melbo email 11/3/2015.** [Editor's Note: See more information on page 4]

Following up on my paragraph in last month's PNW Short Lines about the East Portland Junction Project and the alleged 17 degree curvature of the new wye leg: Bob Melbo emailed: "This is misinformation. Because the new trackage was built beneath highway structures belonging to ODOT, we had a complete set of plans for the project that showed the curvature to be 12 degrees, 45 minutes. I emailed Union Pacific's General Director of Network and Business Development in Roseville, and asked him if our information on curvature was correct." Clint E. Schelbitzki, responded: "Your plans are correct; it is 12 degrees with a 6 mph speed limit. I'm not sure we could even get our locomotives over a 17 degree curve. Confirmed it with our operating team today." **Bob Melbo email 11/6/2015.**



The tunnel boring machine known as "Brenda" bored through the wall of Sound Transit's future U District light rail station on November 6<sup>th</sup> completing the third segment of the twin 3.5-mile tunnels that will service light rail trains from Northgate Mall to the University of Washington starting in 2021. See the video of the tunnel boring machine finale at [vimeo.com/144926809](http://vimeo.com/144926809). The machine has now dug out 200,000 tons of dirt to reach the U-District. **Sound Transit News Release 11/6/2015.**



Southern Railway of Vancouver Island expects passenger train service to return to the Island by the end of next year or early 2017. The operator of the E&N Railway said Friday it has sign-off on all funding expect \$7.5 million from the federal government, which was held up because of the election. But the company expects an agreement in principle will be signed by early-2016, after which it can go to tender and rehabilitate the track. The plan is to replace 9,000 rail joints, renew 110,000 wood ties, add 56.6k tonnes of ballast, and lift and resurface the track. The Island Corridor Foundation owns the E&N Railway. Via Rail halted passenger service in 2011 due to security [safety?] concerns. **Comox Valley Record 11/4/2015.**



From John Spinden, **Maxwell Siding Railroad Museum**: "It appears you have awakened the sleepy chamber of commerce in Hermiston. The chamber director called on Wednesday and set up a video shoot at the Museum for yesterday and it went well. Maybe, just maybe they are starting to realize the Museum can be an asset if they promote it. I had given her a copy of your letter and the article in the *Trainmaster* you sent to me. Our attendance has grown dramatically since the publicity back in May. Thanks again for your help." **Email message 4/8/2015.** [This is a prime example of PNWC having a positive effect on rail history preservation. The Museum is open every Saturday except in January from 10 to 3]



The CP Holiday Trains kick off in the Montreal area on November 27 and 28 on their way to visit approximately 150 communities. The "Canadian Train" travels west across Canada finishing its journey in Port Coquitlam, British Columbia. The concerts are always free, but attendees are encouraged to make a donation to the local food bank – either a non-perishable food item or a cash donation. The Holiday Train program is encouraging people attending events to bring heart healthy donations. All contributions stay in the community the train visits. The first British Columbia stop is at Sparwood on December 13<sup>th</sup>, then 21 more stops, with the last stop at Port Coquitlam on December 19<sup>th</sup>. The full schedule can be viewed at: [www.cpr.ca/holiday-train/canada](http://www.cpr.ca/holiday-train/canada). **CP Holiday Train 11/9/2015.**



Curious minds want to know...the Oregon Zoo web site says, as of 11/9/2015, that the **Washington Park & Zoo Railway** may not run to Washington Park in 2015. I found this to be a curious statement even in October so I messaged the Oregon Zoo about what was being planned...and waited a couple of weeks with no response. Next I messaged Metro, the governing body for the Oregon Zoo with the same inquiry...and waited a couple of weeks with no response. Silence is not golden so I messaged the Metro Councilor who represents my district. Sam Chase quickly acknowledged by inquiry and said he would do some research and get back to me. Nikolai Ursin, Metro Council Policy Coordinator on 11/9/2015 emailed: "Councilor Chase passed along your message and asked that I respond. The Washington Park and Zoo Railway is a treasured part of zoo history and a beloved part of a zoo visit for many families. As you know, the trains have not been making the run from the zoo to the International Rose Test Garden station in lower Washington Park this season. Last winter we discovered

that several sections of the wooden retaining walls along the route are at the end of their life spans and need to be replaced. As always, safety is our number one priority. We will make necessary repairs before reopening the Washington Park run. Engineers have assessed conditions and developed a phased plan of work to complete repairs. Zoo officials are assessing and seeking sources of funding for the series of repairs. They will determine next steps in late spring 2016. In the meantime, the train will be running along the new zoo track during ZooLights this season for all to enjoy.”



[The PNWC has a very long history of developing and supporting the Washington Park & Zoo Railway; we need to watch very carefully how this rolls out in 2016.]

The November 2015 issue of the Webfooter Extra produced by Mark Moore for the Webfooters Post Card Club features **Horse-Drawn Streetcars**. Included are some great images and history of this short lived form of Portland transportation. Included is some history about the Portland Street Railway Company No. 3 currently on display at the Milwaukie Historical Society. This excellent newsletter is available on-line at [www.thewebfooters.com](http://www.thewebfooters.com). [A move to the Oregon Electric Railway Historical Society at Brooks of this streetcar is being proposed. The Exhibits Committee of the Oregon Rail Heritage Center is on record supporting this potential move.]

Following a Volkswalk in McMinnville on November 15<sup>th</sup>, Rita and I stopped in Yamhill for a short visit with **Gordon Zimmerman**. Gordon is doing well, still living on his own, and getting out some although only driving short distances and in daylight. Gordon is a strong supporter of the Yamhelas Westsider Rail to Trail organization and mentioned that they had a fundraiser Saturday in Carlton at the former depot. Gordon donated a bunch of his Song of Yamhill books to them and they are selling well. More information about the Yamhelas Westsider Trail: [www.YamhelasWestsiderTrail.org](http://www.YamhelasWestsiderTrail.org).



On November 12<sup>th</sup> the Oregon Department of Transportation received notice from Union Pacific Railroad that they planned to increase oil shipments up to three train loads of Bakken oil per month through the Columbia River Gorge. The increase in oil-by-rail shipments will provide an opportunity to put into practice the new rules the state adopted over the summer. UP did not comment on the destination for these shipments. **East Oregonian 11/13/2015**.

Amtrak Cascades appears to be on track to improve its on-time performance in the Eugene-Portland corridor this year, with approximately 85 percent of trains staying within a 10 to 15 minute window of their scheduled arrival times as of late summer. The railway is required to have 80 percent of passenger trains arrive on time under a contract with the Oregon Department of Transportation, but fell below that standard last year with about 78 percent of trains on time, according to state data. **East Oregonian 11/15/2015**.



The University of Oregon's Historic Preservation Program is relocating its master's degree program from the Eugene campus to Portland beginning fall term 2016. The program, in its 35<sup>th</sup> year, is one of three graduate degree preservation programs located in the West. The program will benefit from the historic resources in Portland – collections of historic components, historic preservation organizations and public policy advocates, as well as the city's many historic districts and buildings. The master's degree program will be located in the White Stag Block, which the UO Foundation purchased in November from Venerable Group Inc., in downtown Portland. An undergraduate minor in historic preservation will continue to be offered in Eugene. **Oregon Heritage News 2015-11-16**.



Lineage Logistics, LLC, a temperature-controlled warehousing and logistics company announced November 17<sup>th</sup> it has broken ground on an expansion of its Tacoma, Washington cold storage distribution facility. The expansion project will add over 20,000 pallet positions of frozen warehouse capacity and bring Lineage's total capacity in the Pacific Northwest to over 93 million cubic feet of temperature-controlled warehousing space. Opening of the expansion is planned for 2016. Lineage has presence in 13 Pacific Northwest properties: Seattle, Algona, Tacoma, Centralia, Kennewick, Othello, Quincy, Wenatchee, Brooks, Salem and Woodland. The expansion plans include innovations in energy efficiency and automation as well as expanded dock capacity to accommodate cross-dock activity and intermodal rail business. Located at 2302 Milwaukee Way, Tacoma, Washington, the facility has immediate access to the Port of Tacoma, connects directly with multiple highways and has rail access through Union Pacific and BNSF switches. **Lineage Logistics 11/17/2015 press release**.



Alaska Railroad hopes Congress will fix the expensive math gaffe in the 2012 highway bill that has shortchanged the Railroad \$3 million a year. Due to a math error the Railroad only received \$28 million annually. The railroad gets about half its revenue from hauling freight and about 25 percent from government sources. **Alaska Public Media 11/16/2015**.

Oregonians and other historians are now able to harvest information about hundreds of historical books and studies in an

online **History and Archaeology Library** created by the Oregon Heritage division of the Oregon Parks and Recreation Department. During the past five decades, Parks has received hundreds of studies and reports about historic and pre-historic places in Oregon. The public can now have easy access to these documents as well as the titles of other books that have been published since the 1950s. Organized by county, the online History and Archaeology Library also includes links to lists of historic cemeteries and National Register sites in the counties. There are also links to the State Archives location guides to government records in each county. The History & Archaeology Library website: [www.oregon.gov/oprd/HCD/RESRCH/pages/histarch.aspx](http://www.oregon.gov/oprd/HCD/RESRCH/pages/histarch.aspx) **Heritage listserv 11/18/2015.**



Work continues on a project to replace the 1908 railroad bridge over the Washougal River in Camas, Washington. Platforms adjacent to the bridge are currently being built. The bulk of the bridge replacement work, about 98 percent, will

occur from the temporary structures that are being currently built. During the construction process, a two-day closure of the bridge will take place, as the new structure is put into place. The main span will be replaced with a new steel structure that has a wider clearance. New piers will be installed, and the bridge's foundation will be set deeper than it is now. The new single track bridge will include a 203-foot through truss span, one 162-foot and 92-foot through plate girder spans, and two 42-foot pre-stressed concrete spans. The existing bridge consists of two 200-foot through truss spans with 50-foot deck plate girder approach spans. Preliminary planning work for the massive \$10 million project began in late 2014 and the goal is to complete it by the end of 2016. **Camas-Washougal Post-Record 11/17/2015.**



Thursday night, November 19<sup>th</sup>, a jogger was hit and killed in the Ruston Way railroad crossing in Tacoma. Seems the jogger crossed after a freight train passed but didn't see the second train, an Amtrak passenger train. The jogger was in a group that included his wife, no other joggers were hurt. **The Seattle Times 11/2/2015.** [As we see at the Oregon Rail Heritage Center, two tracks can mean two trains at the same time, in two directions or one direction. One can only imagine the engineer's and wife's traumas this jogger's inattention caused.]



Spread the word...the absolute best way to get to six of Portland's best (my opinion) attractions is via the MAX light rail system: Oregon Maritime Museum = **Red** or **Blue** lines; World Forestry Center/CM2/Oregon Zoo = **Red** or **Blue** lines; OMSI/Oregon Rail Heritage Center = **Orange** line; Union Station = **Yellow** line; Portland International Airport = **Red** line. (Note: the **Orange** and **Yellow** lines are what TriMet calls interlined. The trains change colors in downtown Portland; thus you can board a **Yellow** at Union Station and get off **Orange** at ORHC or vice versa.

Some news from Sound Transit:

- The new CEO is former Federal Transit Administrator Peter Rogoff. Current CEO is Joni Earl, who has been on medical leave, will retire in March 2016 following the opening of the University Link light rail line. Some 190 resumes were received for the CEO position with Rogoff quickly rising to the top.
- Alignment and stations for the Tacoma Line Expansion have been selected by the Sound Transit Board. When built the 2.4-mile extension will serve riders traveling from the Theater District to the Stadium and Hilltop neighborhoods. The Tacoma Link Expansion will run primarily in-street along Stadium Way, North 1<sup>st</sup> Street, Division Avenue, and Martin Luther King Jr. Way. It will include one relocated station and six new stations. The project includes an expanded Tacoma Operations and Maintenance facility next to the existing maintenance facility. Assuming project funding is secured, construction would begin in 2018. **Sound Transit news releases 11/19/2015.**



Closing out **2015** prompts me to take a look back: I very much appreciate everyone who has taken the time to read this "stuff" and I hope it has enlightened you some. With retirement I find myself doing only those things I enjoy and this is certainly one of them. I attribute this to three reasons: 1) Editors Steve Hauff and Trent Stetz have been excellent to work with; 2) I have some great sources including some of you readers; 3) with these *Trainmasters* being archived and accessible to the public, these writings and news items will live on beyond this writer. Best wishes for a great 2016!

### **Progress on renovating the former Northern Pacific caboose No. 1735**

(see October 2015 Trainmaster) by Lorentz Bruun Construction is moving swiftly in Sellwood with the future site initial preparation completed. Expect to soon see the caboose siting on the end of the Brunn Dock adjacent to the Oregon Pacific Railroad and just across the diamond from the Oregon Rail Heritage Center....the new facility will have at least beer and pizza on the menu. Photos taken by Arlen Sheldrake 10/20/2015.



# U.S. Navy Donates Turntable

By Dan Simmering & Bill Thompson



This is the air craft carrier Kitty Hawk which is resting in the inactive fleet at the Puget Sound Naval Shipyard. The turn table was still in the pit before removal.

Let us suppose that you had an 85 foot long railroad turntable that you no longer used or wanted. How would you get rid of it? That was the dilemma at the Puget Sound Naval Shipyard in Bremerton, WA. The 70 ton turntable was installed in April of 1945 as part of a railroad extension from Shelton, WA to Bremerton to connect the shipyard with the national rail network. Since the Northern Pacific Railroad operated the government owned rail line, they needed a facility to turn their 2-8-8-2 and 2-8-2 steam locomotives that normally worked the busy line during the last months of WWII and afterwards.

When steam locomotives were replaced by diesels, the shipyard no longer needed the turntable. What rail cars that came into the shipyard and required reversing were handled on a newly installed wye. To make matters worse for the turntable, a near-by city street was modernized. As a result, the overhead power lines to the turntable were severed and not replaced after the road work was completed. As a result, the turntable was not able to be operated. In addition, the sump pump in the pit did not have any power to remove the rain water that fell. The pit and electrical motors on the turntable were flooded. This condition continued for many years. Finally, the turntable was listed as surplus and was scheduled to be scrapped.

But if the Navy could find someone to take the steel monster off of their hands, they would be happy. Enter the Chehalis-Centralia Railroad & Museum in Chehalis, WA. When the C-CR&M heard of the availability of turntable, they stepped forward and officially requested it. The non-profit, 501(c)(3) group desired a turntable to not only reverse their passenger coaches and steam locomotives but also to preserve a part of railroad history that is fast disappearing. Having the turntable installed and operational would be educational for the young and old alike.

However, the donation did not go smoothly. When the Navy ran into a road block with the turntable donation, they put the matter away in a filing cabinet as they had many bigger problems to take care of. When the C-CR&M had grant funds to transport the turntable, the Navy's inaction caused the funding to expire or be withdrawn. After six and one half years of on and off again negotiations, a date was finally set to remove the turntable and transfer it to Chehalis.

The Navy agreed to pay to have the turntable lifted out of the pit and loaded onto a truck. This would save the government the cost of scrapping the turntable. C-CR&M would have to pay for the transporting of the turntable to Chehalis. From Bremerton that would be about a 64 mile journey.

The transfer date was set for 2 Sept 2015. Holmes Mechanical of Silverdale, WA, the prime contractor on the work, pumped the pit dry of water and removed all detachable pieces from the turntable during the days just prior to the removal. They even jacked the turntable inches off of its resting place to make sure that the table was not siezed. On that Wednesday a heavy haul truck and a 550 ton capacity crane were positioned near the pit. With the cable slings in place, a few pulls from the crane caused the turntable to rise into the air. It was about to leave its home of 70 years. After being securely chained to the heavy haul rig, the Navy's portion of the story was finally over when the turntable left the yard at 12:45 PM.

The turntable traveled south on Highway US16 and Interstate I5. Before the end of the day, the turntable was safely at its new home. On the following day, two cranes arrived and lifted the table from the truck and placed it onto a flat car. The turntable's detached and one-of-kind items were trucked separately to Chehalis and locked in a secure location.

With the procurement of the turntable now accomplished, the C-CR&M is looking for grants and donations to defray the moving costs and to fund the building of a pit for the turntable at their facility in Chehalis. To contact the C-CR&M concerning donations call President Bill Thompson at 360-748-9993 or email him at [info@steamtrainride.com](mailto:info@steamtrainride.com). Tax deductible contributions can be mailed directly to C-CR&M, 1945 S. Market Blvd, Chehalis, WA 98532. Their web site can be visited at [www.steamtrainride.com](http://www.steamtrainride.com).

[The U.S. Navy told Dan that to purchase, ship and install the turntable with pit at the shipyard in 1945 cost a total of \$34,650. Bill says the preliminary estimate for the pit concrete work at the Chehalis & Centralia Railroad is \$110,000.]

Dan is a retired Boilermaker and railfan who resides near Port Orchard, Washington. Bill is President of the Chehalis & Centralia Railroad & Museum in Chehalis, Washington. Photos supplied by Dan.



the turntable is being lifted out of the pit and swung onto a heavy haul truck.

# November Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on November 20, 2015

The meeting was called to order at 7:33pm by President Keith Fleschner.

One guest was present, Kyle Chappell. Greetings to Kyle.

The October meeting minutes were called. Al Baker made a motion to approve the minutes and Ken Vannice seconded. The membership voted to approve the minutes.

George Hickok gave the monthly treasurers report that all accounts balance. Doug Auburg made a motion to accept the report and Al Baker seconded. The membership voted to accept the report. Mr. Hickok reminded the membership that at the December meeting the 2016 budget would be voted on.

Jean Hickok reported that Diana Mack, who has been membership chairperson for the last ten years, has retired and Lila Stephens has stepped up to take over the job. Thanks again to Diana Mack!

Al Baker reported that the NRHS has a new system to take care of dues called *Amelia*. Members should be getting an e-mail soon for you to activate your account, or to show you other options.

Ron McCoy, Activities Chairman, reminded members of the December Potluck Dinner at 6:30pm. Also it is the time to donate your Train Toys for Tots. Todd Landwehr said the gift shop at the Oregon Railroad Heritage Center will sell items for this program to members at or near cost.

Ron McCoy presented gifts from Jim Long from the Glacier Park excursion to his helpers, Ron McCoy, Christopher



Jean and George Hickok receive a Glacier Park Poster

Bowers, George and Jean Hickok and Jim Hokinson. They each received a framed, beautiful, Glacier Park poster.

Ron McCoy then presented the November Unsung Hero award(s) to Midori Suzuki and Bill Markwart for all of their volunteer efforts, especially as related to Holiday Express.

Keith Fleschner reminded the members that the December meeting is the annual meeting and election of officers for 2016.

David Cautley announced that many more volunteers are needed for the Holiday Express ground crew.

Mark Reynolds announced that more cars hosts are needed for the last two weeks of the Holiday Express. He reported that the cars have been decorated and the electrical systems have been updated by George Hickok. Al Baker said he can setup the Volgistics web-based program to help sign-up Holiday Express volunteers.



Keith Fleschner provided the evening's presentation

Jim Hokinson requested members report all PNWC and ORHF volunteer hours to him by or at the January 2016 meeting.

Ken Vannice said he brought to the meeting an old time schedule for Union Station for members to view.

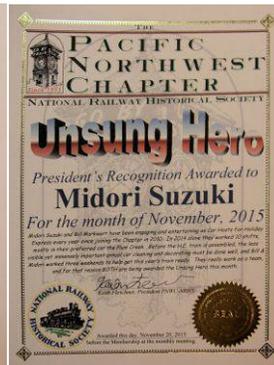
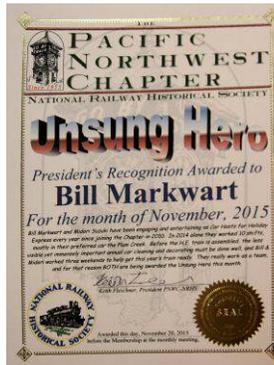
Al Baker reported that the January Chapter meeting program will be a video on the last non-Amtrak passenger train.

Jim Hokinson reported that the Oregon Cultural Trust program has made some changes and anyone interested can check the website at [www.culturaltrust.org](http://www.culturaltrust.org).

The meeting was adjourned at 8:05pm.

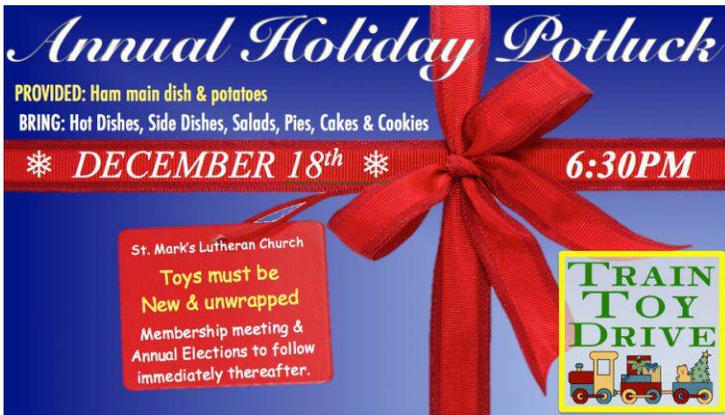
Snack time was provided by Lila Stephens and Bryan Ackler.

The evening's program was given by Keith Fleschner reporting on the progress of work on the S2 engine at Antique Powerland.



Bill Markwart and Midori Suzuki receive their Unsung Hero award from Ron McCoy

Respectfully submitted by Jim Hokinson, Secretary. Photos by Jim Hokinson and T. Trent Stetz



This is a picture of the new TriMet & UP funded pedestrian & bicycle bridge over the north throat of the Brooklyn



Intermodal Yard. This new bridge replaced one that from all appearances was, while still being used, a light breeze away from crashing down. The west tower address: 1802 SE

great viewing platform to catch the action heading in or out of Brooklyn at the north end. Photo by Arlen Sheldrake.

The Chapter Lending Library will NOT be open Saturday, December 19<sup>th</sup> afternoon. It is open every Monday morning from 10:00 AM to noon. A wealth of material is available for PNWC member check-out.

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## Chapter Officers

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

## Chapter Directors-at-Large

Phil Barney	2013-2015	503.706.0498
Ken Vannice	2013-2015	503.244.8732
Bryan Ackler	2015-2017	503.246.2165
David Cautley	2015-2017	503.631.7516
Jean Hickok	2014-2016	503.649.5762
Trent Stetz	2014-2016	503.643.1494

## Committee Chairs

Activities	Ron McCoy	503.310.4811
Archives	William Hyde	503.666.5530
Auditor	Bob McCoy	360.459.3251
Car Host	Mark Reynolds	503.638.7411
Concessions	Dave Larsen - Acting	
Chapter Rep., Oregon Rail Heritage Foundation		
	Keith Fleschner	503.516.9272
Chapter Home	George Hickok	503.649.5762
Elections	Jim Loomis	503.253.3926
Excursions	Vacant	
Flanger Restoration	Phil Barney	503.706.0498
Library	Ken Vannice	503.244.8732
Meeting Programs	Al Baker	503.645.9079
Membership	Lila Stephens	503.246.2165
Rolling Stock	George Hickok	503.649.5762
	Keith Fleschner	503.516.9272
Chief Mech. Officer	Peter Rodabaugh	503.701.7040
Car Rental Agt.	Bob Jackson	503.231.4808
Safety Officer	Keith Fleschner	503.516.9272
S-2 Restoration	Mark Reynolds	503.638.7411
Webmasters	Jim Long	503.313.7382
	Mark Whitson	503.533.7005

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# PACIFIC NORTHWEST CHAPTER TIMETABLE No. 641

**Membership Meetings:** St. Mark's Lutheran Church, 5415 SE Powell Blvd. 7:30 pm  
(Guests Most Welcome!)

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**Dec. 5,6:** *Holiday Express* at Oaks Park, Oregon Pacific Railroad,  
**Dec. 12,13:** [www.orhf.org](http://www.orhf.org)  
**Dec. 19,20:**



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**December 18:** Starts at 6:30pm *Holiday Potluck*, Annual Chapter Meeting and Officer Election

**January 15:** *The Last Train to Pittsfield*, this video is apparently the only documentary made in 1971 of the last run of a pre-Amtrak train. It was the last run of the Danbury, CT to Pittsfield, MA Penn Central train and includes aerial photography and professional editing.

**February 19:** *Japan for the Real Rail Fan* presented by Dick Raub. A presentation about Japan's railroads and the JR Railway Museum in Tokyo.

**March 18:** *A Visit to Gyermekvasut Railway* (Children's Railway) and Hungarian Railway Museum, a railfan's reason to visit Budapest; a slideshow by Arlen Sheldrake from a 2015 trip.

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Forward program ideas to Al Baker, 503.645.9079 or [albaker33@comcast.net](mailto:albaker33@comcast.net)

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**Board of Director's Meetings:** December 11, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm  
January 7, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm

(Open to all Chapter Members. Note address for Board meetings; Follow instructions posted on the door for entry.)

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## **NOTABLE NON-CHAPTER EVENTS:**

Dec. 5, 6, 12 & 13 *Candy Cane Express*, Oregon Coast Scenic RR, Garibaldi OR, [oregoncoastscenic.org](http://oregoncoastscenic.org)

Dec. 6 *Oregon Rail Heritage Center* closed for a special event, [www.orhf.org](http://www.orhf.org)

Dec. 7, 9, 11, 16, 18, 19 *Christmas Ships Parade Trolley Rides*, Willamette Shore Trolley, [oerhs.org](http://oerhs.org)

Dec. Weekends, *Santa Express*, Thunder Mountain Line, Horseshoe Bend ID, [www.ThunderMountainLine.com](http://www.ThunderMountainLine.com)

Dec. 12-13 *Christmas Trains*, Sumpter Valley Railroad, [www.sumptervalleyrailroad.org](http://www.sumptervalleyrailroad.org)

Dec. 19-20 *Steam Winter Spectacular*, Chelatchie Prairie Railroad, Yacolt WA, [www.bycx.com](http://www.bycx.com)

Dec. 25 *Christmas Day*, Oregon Rail Heritage Center closed, [www.orhf.org](http://www.orhf.org)

☆☆☆☆☆☆☆☆ Happy New Year 2016! ☆☆☆☆☆☆☆☆☆

Jan. 1 *New Years Day*, Oregon Rail Heritage Center closed, [www.orhf.org](http://www.orhf.org)

Mar. 12 *WINTERAIL 2016*, Corvallis, Oregon, [winterail.com](http://winterail.com)

Mar. 20 *1st Annual Post Winterail Steam Excursion*, Oregon Coast Scenic Railroad, [www.oregoncoastscenic.org](http://www.oregoncoastscenic.org)

July 16-17 *Clamshell Railroad Days*, Ilwaco WA, [columbiapacificheritagemuseum.com](http://columbiapacificheritagemuseum.com)

July 19-24 *NRHS 2016 Convention*, Denver, Colorado, [www.nrhs.com](http://www.nrhs.com)

July 24-30 *Union Pacific Historical Society 2016 Convention*, Sacramento CA, [www.uphs.org](http://www.uphs.org)

### PNWC – NRHS MISSION

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

# PACIFIC NORTHWEST RAILROAD ARCHIVE

## ***NORTHWEST NEWS***

This quarterly progress report is being published to summarize the activities at the Archive for the *Friends of PNRA*. This edition covers Quarter 3 of 2015.

### **Friends of PNRA**

Each November we hold PNRA's Annual Membership Meeting at the Archive which is preceded by a Pizza Supper to celebrate our *Friends of PNRA*. Our Friends have volunteered their time to work at the Archive or have Contributed Funds to help cover PNRA's operating costs. If you have worked more than 30 hours or contributed \$50 or more in the last twelve months, you are a *Friend of PNRA* member and entitled to vote at our Annual Meeting.

This year the **Pizza Supper celebration will be on November 4th starting at 6:00 PM** and followed by PNRA's Annual Meeting.

**All *Friends of PNRA* are invited to attend!!**

### **Community Outreach**

PNRA is starting a major Outreach program intended to recruit additional volunteers from the population of seniors who reside in south King County. The majority of the work on the collection's at the Archive is done by seniors who volunteer at PNRA one day each week. They enjoy the work and the comradery of the other crew members – many who have worked at the Archive more the two years.

We feel that other seniors in the community would benefit from participating PNRA's Seniors Program and have formed a partnership with the *Burien Parks & Recreation Department* to help develop all aspects of the Program. In addition, PNRA joined *Discover Burien*, a local non-profit that has a mission to create and sustain a vibrant economy and dynamic community through promotion and education. *Discover Burien* will help us create an effective promotion plan to reach seniors.

Our goal is to add an additional 100 senior volunteers working at the Archive and expand our crews to meet seven days each week. After the Senior Program is running in the Burien Community, we would like to extend it to the nearby communities in South King County.



*A handicapped space, access ramp and five regular spaces have been added to the newly sealed parking lot on 153rd Street.*

### **Facility Improvements**

PNRA continues to work on the permit-related projects that we would like to complete by the end 2015. Fred High managed the completion of the project which sealed and striped our 153rd Street parking lot asphalt. Also, he framed of roof-beam support poles on each floor. These frames will be covered with drywall sheeting to protect the steel from collapse in case of fire.

Rod Olson and Bob Kelly completed the drywall and painting of the Receiving hallway. Then, Don Larson hung the fire door between Receiving and the hallway. We only need to install the Exit signs with egress lighting to complete this hallway project.

This next quarter, we plan to insulate and drywall the ceiling of the west bay of the lower floor and are working with a contractor to handle the project. During the installation, the mobile shelving will be sealed in plastic to keep the dust out of the boxes stored on the shelving. We plan to have the contractor also drywall the upper Floor, but that is not required by our building permit.

An economical design of the lighting over the mobile shelving has been developed using the existing wiring in the west bay of the lower floor. Finally, the rest of the handrails on the stairs to the lower floor are being fabricated from steel tubing and will be installed to complete the last of the permit-required facility improvements.



*Receiving Hallway with new drywall.*

# PACIFIC NORTHWEST RAILROAD ARCHIVE

## Capital Campaign

Last quarter two mortgage principal payments were made to reduce our monthly interest payments using funds contributed to PNRA's Capital Campaign. On July 15th, we made a \$60,000 payment, followed by a \$55,000 payment on August 6th, reducing the total note principal we owe to \$330,000 from the original \$475,000. Additional major contributions are being pursued to fund the payoff of the entire principal over the next two years.

## Web Site Update

The SharePoint operating system was updated to the latest version in late August which significantly improved the performance of the five web sites maintained by PNRA. Last quarter five important new collections were posted on the web sites which included the:

- First 500 slides from the Dan Perkins collection on PNRArchive.org.
- Index of NP Standard Plans from the Larry Schrenk and Mel Iszley collections on NPRHA.org.
- First 955 images from Walt Ainsworth's NP Steam photo print collection on NPRHA.org.
- Index of the SP&SRHS subject folders on Research.SPSHS.org.
- Jim Fredrickson's NP timetable collection on NPRHA.org.

## Preservation Activities

4Culture, the cultural services agency for King County, Washington, awarded PNRA a Collection Care grant of \$4,000 in August. 4Culture supports our program with revenue derived from an investment of Lodging Tax funds collected in Arts and Culture programs by King County.

With this award, we are developing a Digital Archive Plan and associated processes to manage our digital data and improve the online finding aids at the Archive. The Plan will act as a roadmap to improve handling and care of the digital assets in PNRA's collections and assure the preservation of this important heritage for future generations. This is the initial phase of a larger project to establish a Trusted Digital Repository at the PNRA which will be implemented in subsequent phases.

This quarter a contractor installed heavy-duty shelving to store the over 18,000 train sheets in the GN, NP and CRF collections. The shelving was funded from the grant administered by the Washington State De-

partment of Archaeology & Historic Preservation, which also has funded the scanning of train sheets for posting on appropriate Railroad Heritage Organization web sites. The new shelving is 10-foot long by 2-foot wide by 9-foot high.

## Help Preserve Collections

We continue to receive new collections of Pacific Northwest railroads documents, maps or photos each week. However, we know there are many railroad collections that will need a new home in the future, but the owners or their families may not know of PNRA and our preservation mission. It is critical that we talk with the responsible people before the collections are discarded. PNRA has a significant amount of Archive space where collections will be honored and preserved. **If you know of such a collection, please contact us.**

Gary Tarbox,  
PNRA Executive Director  
2015-Quarter 3 *Northwest News*



*Train Sheet storage shelving being loaded in the east bay of the Archive's lower floor.*

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# ALBANY REGIONAL MUSEUM OPENS NEW RAILROAD EXHIBIT

**Tuesday, December 8, 2015 2 - 4 pm  
(Ribbon Cutting will be at 2 pm)**



*The grand opening will commemorate the California and Oregon Railroad, the first train to arrive in Albany on December 8, 1870. The train arrival celebration will be reenacted by Howard Poppleton as Ben Holladay, Railroad Baron; Leslie Hogan as Abigail Scott Duniway; and Bill Maddy as Dr. Abram Loryea, event speaker. Other Museum volunteers will act as dignitaries and speakers of this historical Albany event. Following the opening, the crowd will reconvene for a brief "Oregon and California Railroad Board" meeting featuring a panel of railroad historians that will talk about the past, present and future Albany railroads and how railroads shaped the small town of Albany.*



**Light Refreshments will be served**

**FREE ADMISSION**

136 Lyon Street South, Historic Downtown Albany For more information contact 541.967.7122  
[www.armuseum.com](http://www.armuseum.com) [armuseum@peak.org](mailto:armuseum@peak.org)