

# The *Celebrating 60+ Years* Trainmaster

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## PORTLAND TRACTION No. 100

Photo and Text By T. Trent Stetz



The recently restored Portland Traction Company (PTC) No. 100 shown at the Oaks Station awaiting to re-enact the move of SP 4449

The recently fully restored Portland Traction Company (PTC) No. 100 was at Oaks Station as part of the American Freedom Train 40th Reunion Event. On September 16th, the diesel locomotive, as it did 42 years ago on December 13<sup>th</sup>, 1974, was used to re-enact the move of the SP4449 out of Oaks Park on its way to the Hoyt Street Roundhouse for her restoration for the American Freedom Train of 1975 and 1976. The No. 100 was purchased in February 1952 as builder number 16899 and is a EMD SW1, producing 600 h.p. Note the trolley poles on the locomotive. These were used for signaling purposes along the electrified overhead wire section of the Portland Traction Route until the wires came down in 1958.

# PORTLAND TRACTION No. 100

Photo by T. Trent Stetz, Text adapted from Oregon Pacific Railroad Website

The PTC No. 100 is the most famous diesel locomotive in the Northwest. For almost its entire non-stop 60+ year career, it has served the same short line railroad and been a mainstay of the Portland railroad community. The 100 was purchased new by the Portland Traction Company, along with her sister, the No. 200, to replace the electric motor locomotives that switched the PTC lines for the half century prior. The PTC was almost entirely made up of 50 ton electric motors that were operated in pairs, giving approximately 100 tons of locomotive effort. The two diesels were the only the locomotives used by PTC for many decades and operated on the inner East Portland trackage, as well as Milwaukie and on the two branch lines that extended as far south as Oregon City and as far east as Boring. The No. 100 was purchased in February 1952 and the No. 200 was purchased a year later. The No. 100, being a 1952 model EMD SW1 was the 2nd to last one built, with the PTC 200 being the last one built. Both engines were built using largely SW8 parts, which is why they share some characteristics of SW8 engines such as cab, headlights, generator, but retained the earlier shorter body.



PTC No. 100 in February 2013, with Dick Samuels walking near the cab at left

The decision to switch to diesel engines was prompted by a decision by PGE to remove a AC to DC converter from its main Oregon City substation. The railroad ran off of DC power and

needed the converter. PGE offered to give the PTC the converter machinery, but they would have to build a new building and maintain it. Without the converter, the electric motor locomotives could not operate on the Oregon City line, although trolleys still could operate with power supplied from longer distance substations due to the lesser current requirements of the light trolley cars. The PTC anticipated that PGE would eventually transfer all DC converter substations to the railroad, thus raising their operating costs. In light of this, it was decided to purchase diesel locomotives.

Because of the Clackamas River bridge and other bridges, which only had to withstand the weight of 50 ton electric motors, the PTC underwent extensive studies to determine what size locomotive to purchase. They originally considered GE 70 tonner locomotives in a pair, however, the 100 ton EMD SW1s were cheaper per locomotive and a single SW1 could directly replace a pair of 50 ton electric motors, requiring only the purchase of a single locomotive. Eventually it was decided to purchase a single SW1, the No. 100 and use it on certain parts of the railroad in conjunction with the electric motors. With the construction of the new Milwaukie Industrial Park in the early 1950s and it not being electrified, the PTC decided to purchase a 2nd SW1 and the No. 200 was purchased a year later. The electric motors were retired, although its assumed some were retained in back up service until the electric wires came down in 1958.

At some point in the late 1980s, during the final years of the PTC, both the 100 and 200 were sold off and replaced by Southern Pacific SW1500s. The 100 went to a paper mill in Wallua, Washington that was being switched by WATCO. The 200 went to Wisconsin, where it still operates today with the Harvest States Coop. Shortly after it purchased the 100, WATCO desperately wanted to sell the No. 100 because it was too light an engine for their needs. Mr. Samuels was able to purchase it in approximately 1987. Because the 100 had friction bearing trucks, the Union Pacific required that Mr. Samuels re-pack each journal and ride in the cab of the 100 while it was being transferred from Hinkle back to Portland.

Mr. Samuels set about restoring the 100 and repainted it in exactly the same colors and markings as when it served the Portland Traction Company. The No. 100 was the locomotive that placed the SP 4449 and SP&S 700 steam engines into Oaks Park for display in the mid 1950s. It would be the very same engine that would remove each steam locomotive decades later for their restorations. The SP&S 700 was removed in the late 1980s. The PTC was still operating when the SP&S 700 needed to be removed, but was using the heavy SW1500 engines, which were too large to operate on the temporary track laid to remove the 700. Mr. Samuels had just purchased the PTC 100 in preparation to scrap the Boring branch and his lighter engine was called upon to move the SP&S 700 out of Oaks Park.

Reference: [www.oregonpacificrr.com/locomotive100.html](http://www.oregonpacificrr.com/locomotive100.html)

# Why the SP4449 for the American Freedom Train?

Text by Wes Camp

The reasons are not absolute and clear-cut. Rather, they are subjective and personal. Although the engine's size limits its use in close clearances, it will easily go wherever large, modern freight cars go (high cube box cars, tri-level auto racks, whooper hoppers, etc.). We feel that the size is the very thing that makes the engine so attractive.

The most convincing argument for using the 4449 is the first class reputation in transportation that the engines and the railroad symbolized. The whole era of the Daylights was characterized by pride in accomplishment. We feel that the same tradition of pride is an important part of the High Iron Co. In our estimation the Daylight engine is the best to use because it was run by the best, maintained by the best, and performed the best, by all standards.

In line with the concept of pride and class is the manner and reason for styling the engine with skirts and skyline casing. The reason was to make the train an integrated, classic design: the engine was part of the train, the train was part of the engine. We feel that the present design layouts of the Freedom Train blend with the streamlining of the engine as well as did the original Daylight trains.

Much can be discussed comparing the advantages of different locomotives. Suffice it to say that the Daylights were designed to cruise at 95 MPH and they were designed as passenger engines. Their 300-lb./in.<sup>2</sup> oil-fired boiler, combined with the 80-inch diameter drivers, make a most formidable power plant. One has only to read about their night runs on 70 cars of hotshot freights to get an idea of what 6000 HP can deliver.

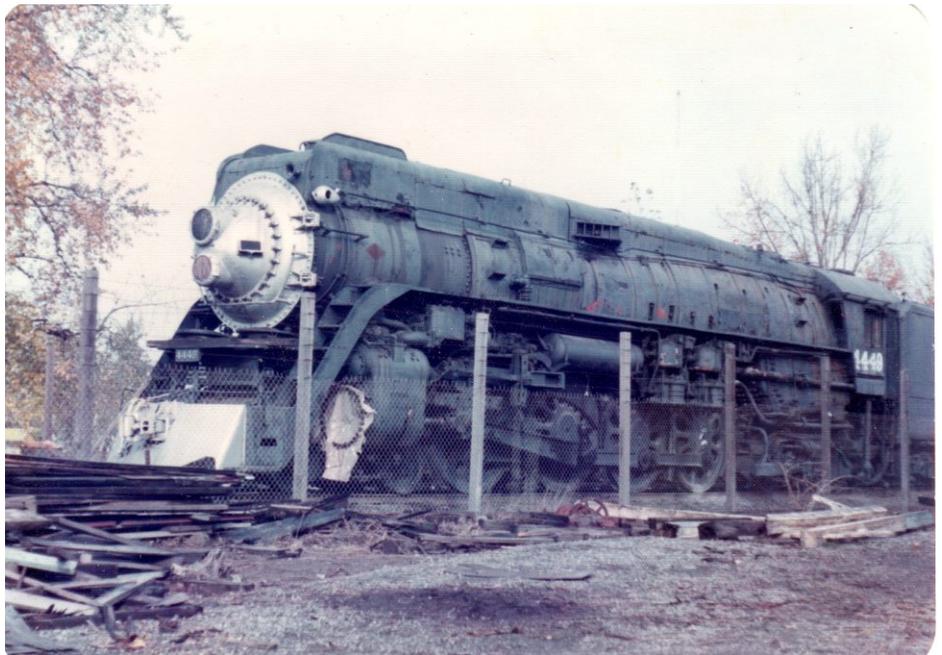


Photo of the SP4449 in Oaks Park before being moved to Hoyt Street, from the PNWC Archives

Since Washington's Union Station barely cleared the 15-foot-5-inch tall 2102, we feel that the Washington terminal people would be loathe to accept a 16-foot tall engine. The Daylight is only 3 inches taller than the J. Because of the relatively small area of the country (northeastern one-eight) that is hobbled by close clearances, we feel that the 759 is probably the best power to use during the eastern swings of the tour.

The record that these fine thoroughbreds wrote is their strongest recommendation. The Coast run was 470 miles long, which they covered in the daylight hours between 8:00 A M and 6:00 PM. Class, pride, excellence and beauty are four of the best reasons for using the 4449 on the American Freedom Train '76.

Wes Camp  
Andy Adams  
Russ Shipman

October 28, 1972



Photo of Wes Camp from the AFT Reunion (by Arlen Sheldrake)

[Retyped by Arlen L. Sheldrake from the original kindly provided by Wes Camp. Wes provided the binder that included this document with this 9/8/2016 note: "This letter is the document proposing the use of the 4449 -- to me that's the most important paper in this packet."]

# THE "ALL ABOARD! THE '75-'76 BICENTENNIAL AMERICAN FREEDOM TRAIN" EXHIBIT



Advertising Poster from the PNWC Archives

The new exhibit at the Oregon Rail Heritage Center, with co-funding from the Chapter, tells the story of an important piece of American history and how our beloved City of Portland, Oregon made a significant contribution to its success with loan of the restored locomotive No. 4449. This new exhibit was designed to honor the 40th Year Anniversary of the American Freedom Train.

The American Freedom Train of 1975-1976 was a heroic effort by private citizens to put together a suitable celebration of the Bicentennial of the signing of the Declaration of Independence in 1776. To lead the American Freedom Train, a locomotive suitable to the dignity of the Bicentennial celebration and with the power to handle a 26-car train weighing over 2,200 tons had to be found. Locomotive No. 4449, awaiting restoration in Portland at Oaks Park, was the first choice.

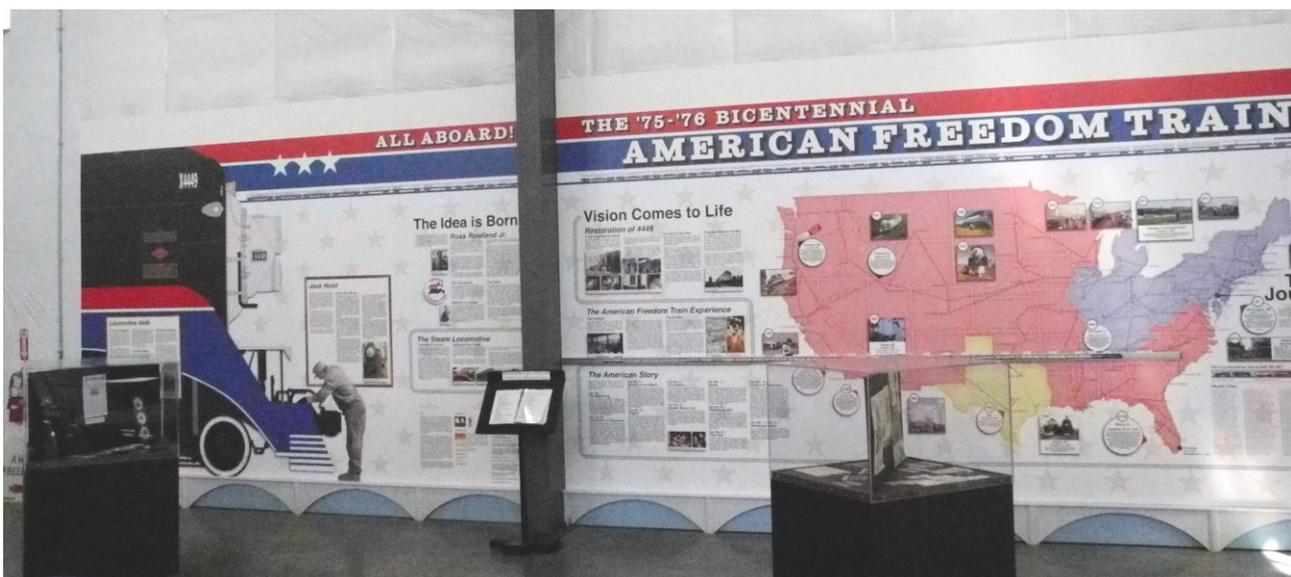
The 1975/76 American Freedom Train carried over 500 unique and representative artifacts from the 200-year history of the nation. The artifacts were showcased throughout 12 display cars; 10 that visitors could pass through and 2 that held large objects and were viewed from outside the train through 'showcase' windows. "The purpose of the American Freedom Train was to steam across all 48 contiguous states, bring 12 cars filled with a kaleidoscope of the American experience to 140 cities, and by doing so bring us all a little closer"—Steven Menke

The American Freedom Train began its 138-stop journey in Wilmington, Delaware. Tickets were priced at \$2.00 for adults and \$1.00 for children. A portion of the advance ticket sales were returned to each city to fund local Bicentennial activities. By the time American Freedom Train came to a rest 21 months later in Miami, Florida, over 10 million people had boarded the train and 40-50 million people had viewed this celebration of the American spirit along its 17,000-mile journey.

The train stopped in Pacific Northwest at the following dates in seven cities. Stop No. 38 was Boise, ID on October 22-24, 1975; Stop No.39 Spokane, WA on October 26-29, 1975; Stop No.40 Seattle, WA on October 31–November 4, 1975; Stop No.41 Tacoma, WA on November 5-9, 1975; Stop No. 42 Portland, OR on November 11-14, 1975; Stop No.43 Salem, OR on November 15-17, 1975; and Stop No. 44 Springfield, OR on November 19-22, 1975.



Original Ticket from the PNWC Archives



The American Freedom Train 40th Anniversary Exhibit at the Oregon Rail Heritage Center



# PNW RAIL NEWS

by Arlen L. Sheldrake



On October 8<sup>th</sup>, the **Northwest Railway Museum** in Snoqualmie dedicated their new Railway Education Center. Construction began in March 2016 with a projected construction cost of \$2.6 million. The buildings two stories incorporate 4,990 square feet with 740 square feet assigned to temperature and humidity controlled archival vault to preserve and store small objects and paper-based materials.



On August 27<sup>th</sup> the Inland Northwest Rail Museum [neat name, 4 words, versus our 8!] celebrated the grand opening of the **Lee Tillotson Restoration and Conservation Center**, the first building of their new museum in Reardan, Washington. The museum will be open Wednesday through Friday from 10 a.m. to 5 p.m. between April 1 and October 31 annually. The Inland Empire Railway Historical Society is a regional chapter of NRHS and operates this new museum. The new museum opened August 28 and is open through October 31.



Washingtonians were made a little safer today when the state adopted a rule requiring facilities that receive crude oil by rail to notify the Washington Department of Ecology in advance. The rule also requires pipelines transporting crude oil in the state to submit information about volumes and place of origin twice a year. The rule allows Ecology to share crude oil movement information with emergency response agencies through an advance notification system. In addition, Ecology will publish aggregated public disclosure reports quarterly, summarizing details about oil movement in Washington state. The newly adopted rule goes into effect Oct. 1, 2016, and the first quarterly report will be published in January 2017. The rule applies to four facilities in Washington that currently receive crude oil shipments by rail, and to two pipelines that transport crude oil in the state. New facilities and pipelines also will be subject to the rule. **Department of Ecology News Release 8/24/2016.**



September *Trainmaster* feedback: Regarding caboose SP 1134 in Coos Bay, page 8. It was among 50 cabooses (1100-1149) home-built by SP in February-April 1942 at SP's Los Angeles General Shops. To say it was among the "last" cupola cabs built or bought by SP seems a bit of a stretch. The Los Angeles shops in August-October 1942, built an order for 85 more cabooses (1150-1234) and then in October 1942 the shops built 30 more for the Texas and Louisiana Lines, T&NO 400-429. Basically, there were 130 Class C-40-3 type cupola cabooses that followed SP 1134 off the assembly line. This information from *Southern Pacific Freight Cars, Volume 2: Cabooses*, by Anthony Thompson. **Email message 9/13/2016 from Bob Melbo.**



Sound Transit selects Absher Construction to build the elevated station, guideway for Northgate Link Extension. Construction will begin this fall on the elevated structure and garage for light rail extension in 2021. The \$174 million contract includes constructing an elevated station at Northgate that will straddle Northeast 103<sup>rd</sup> Street east of First Avenue Northeast. **Sound Transit news release 8/26/2016.**



Sound Transit orders 122 new light rail vehicles. The new vehicles will be manufactured by Siemens Industry, Inc. in Sacramento, CA. The new vehicles feature a more spacious interior with more passenger room than the current fleet of 62 cars. The new fleet will begin arriving in 2019 for testing ahead of the light rail extension from the University of Washington to Northgate opening in 2021. **Sound Transit news release 9/22/2016.**

Light rail service began to Angle Lake on September 24<sup>th</sup>. Sound Transit announced the start of light rail service on the South 200<sup>th</sup> Link Extension. The \$383 million extension opens \$40 million under budget and four years earlier than planned in Sound Transit 2, the ballot measure voters approved in 2008 to continue expansion of the regional mass transit system. The 1.6-mile extension from Sea-Tac Airport to South 200<sup>th</sup> Street and 28<sup>th</sup> Avenue South consists of an elevated guideway and station that will serve as the southern terminus for Link until the extension to Kent/Des Moines opens in 2023. **Sound Transit news release 8/24/2016.**

Vancouver, BC - TransLink welcomed customers on board the first new Mark III SkyTrain cars on August 18<sup>th</sup>. The first Mark III train goes into service on the Expo Line, which is TransLink's busiest SkyTrain line. Over the coming months, six additional Mark III trains will be added to prepare the system for the opening of the Evergreen Extension.

The seven Mark III trains cost \$91 million to build, purchased as part of the Evergreen Project to provide the capacity required to support its opening. The Mark III train is a four-car continuous train – customers can walk the entire train end-to-end. The new cars hold approximately 20-50 more passengers than the Mark II cars. Once the Evergreen Extension opens, the SkyTrain system will be the longest driverless and automated rapid transit system in the world; it is currently the longest in Canada. **TransLink news release 8/18/2016.**



Regulators have found contaminated groundwater at the site of the June 3<sup>rd</sup> fiery oil train derailment in Mosier, Oregon. Oregon DEQ staff found high levels of benzene and other volatile organic compounds in one of four test wells crews installed north of the Union Pacific train tracks in Mosier shortly after the train wreck. The contaminant levels discovered at the east-most site were described as roughly 10 times higher than the safe amount for animal populations – 1,800 parts of benzene per billion, compared to the ecological risk level of 130 parts. DEQ is working with the railroad's consultant to design an underground system that will treat the contamination. The “biosparge” system will include vertical pipes where air will be injected into the ground water. That oxygen will spur growth of naturally occurring microbes that will break down the oil. **Hood River News 7/25/2016.**



Attention, all you history buffs....I am looking for information about the World War 1 War Trophies Train that toured at least this part of the country. My interest in this train was started by Bob Melbo who sent me a Morning Oregonian September 26, 1918 newspaper article: **Engine Misses Crowd, Runaway Smashes into Wall at Hood River Station.** Seems the crowd was waiting to see the War Trophies Train that was visiting downtown Hood River. I would like to know where this train traveled and what it carried; any help is appreciated. ([asheldrake@comcast.net](mailto:asheldrake@comcast.net)) By the way, the article, written on September 25, 1918, notes that the runaway engine belonged to the Mount Hood Railroad Company, no spectators or engine crew were hurt....not sure about the locomotive or the depot.

Between August 21<sup>st</sup> and September 3<sup>rd</sup> TriMet made improvements near the Rose Quarter to improve the MAX reliability and make for a smoother ride. Work included replacing switches and improving the tracks just east of the Rose Quarter MAX Station. Switches in this area are 30 years old, so crews will replace the wooden ties underneath the switches with concrete track structure and more durable and robust materials. TriMet will also realign the section of track that runs westbound into the Rose Quarter MAX Station by removing the rails that run into the old Trolley Barn [yep, no more vintage Trolleys in Portland], then smooth out the curve into the north platform. This new design will help eliminate some long-term maintenance challenges and reduce wear and tear on the tracks. The antiquated MAX signal system in the Rose Quarter area will also be updated. **How We Roll 8/17/2016 email.**



Starting September 12<sup>th</sup>, BNSF Railway will offer intermodal customers a new service to move freight between the Pacific Northwest and Texas. Under the new service, shippers who move commodities and consumer goods between Portland, Ore., or Seattle and Dallas/Fort Worth will be able to cut transit times by up to two days when compared to rail transit time options currently in the marketplace. The new service will be comparable in speed to single-driver over-the-road options.

The news release map shows commodities from Portland to Seattle then east and south through Denver to Dallas/Fort Worth. Traffic along the route will run Monday through Friday in both directions. This route includes refueling option along the way for refrigerated equipment that carry temperature-sensitive equipment. **BNSF News Release 9/1/2016.**

On September 5<sup>th</sup> TriMet celebrated the 30<sup>th</sup> birthday of the Metropolitan Area Express (MAX) light rail service. A brief history:

- 1986 Blue Line: Gresham – Portland
- 1998 Blue Line: Hillsboro – Portland
- 2001 Red Line: Airport – Portland
- 2004 Yellow Line: North Portland – Downtown Portland
- 2009 Green Line: Clackamas – Portland
- 2015 Orange Line: Milwaukie – Portland



Also of note is the new TriMet's publication “*Making History, 45 Years of TriMet and Transit in the Portland Region.*” This 127-page softbound publication is currently available at the Oregon Rail Heritage Center.

Hampton Lumber has announced its acquisition of the Banks lumber mill assets in Banks, Oregon. The Banks lumber mill, which employed roughly 60 people, had been in operation since 1961 producing high quality green Doug fir narrow dimension lumber. Hampton currently operates three sawmills in Oregon in the communities of Warrenton, Tillamook and Willamina. The Banks mill is located 25 miles from Portland's urban markets and transportation systems, and has access to rail [Portland & Western]. **Business Tribune 9/6/2016**



Early love of trains becomes calling...A nice Oregonian article described Patrick Duling's love of railroading and his involvement with the Molalla Train Park. Patrick is the president of the Pacific Northwest Live Steamers and is a Portland & Western engineer under contract to TriMet to operate the Westside Express Service (WES) between Beaverton and Wilsonville. The Train Park has been operating since 1954. **The Oregonian 8/31/2016.**



Pat Duling inspects at Locomotive at Mollala Train Park

Expect to be hearing more about the early September trip Rita and I did to Arizona that included a wonderful Grand Canyon Railway



package with a special steam locomotive pull, Verde Canyon Railroad, and the McCormick-Stillman

Railroad Park in Scottsdale. While Phoenix has only HOT (105!) to offer at this time of the year, these three attractions were well worth the trip. Our outbound trip was by air to



Phoenix and out home bound trip was via Amtrak's Sunset Limited from Maricopa to Los Angeles and the Coast Starlight home. The Coast Starlight continues, in our opinions, to be an excellent experience.

**Mosier, Oregon UP's Second Mainline Track Project:** The project area begins at rail MP 66.98, east of the Wasco County line, approximately 2 miles west of the City of Mosier, and ends at MP 72.35, approximately 3 miles east of Mosier. One new signal building and two signal lights are also proposed at MP 74.73. The following is extracted from UP's filing to the Wasco County Planning Commission:

### 1.3 Regulatory Context

UPRR is a "Class I" railroad as defined by federal regulation. UPRR owns and operates on nearly 32,000 miles of track in 22 states. Like other Class I railroads, UPRR works cooperatively with local authorities to resolve local concerns. Voluntary notification of potential projects is the norm, the discussion between railroads and local authorities resolve most local conflicts.



UPRR therefore engages in the Wasco County permitting process voluntarily. Ordinarily, an interstate railroad is not required to obtain state or local construction permits to build any facility that is integrally related to the railroad's transportation operations. Under the ICC Termination Act of 1955 (ICCTA), the [F]ederal Surface Transportation Board (STB) is vested with exclusive jurisdiction over interstate rail transportation. .... Nevertheless, as a policy matter, UPRR routinely applies for state and local construction permits and does not invoke ICCTA preemption unless the permitting becomes unduly prolonged or conditions are imposed that are incompatible with UPRR's operating needs. [I include this excerpt as I, maybe you also, did not understand why UP was engaging in this Wasco County Planning process.]

The **Verde Canyon Railroad**, Clarkdale, Arizona, has a nice magazine type 62-page publication *RAIL* that we received as passengers during our recent trip. Looking at the inside cover upon our return: "This publication is made possible through the efforts of these individuals: Robert Melbo" was one of the 21 people on this roster. I sent a message to Bob, complimenting him on this contribution with the following response: "That's news to me! Could be they have some photos I took when I lived in Arizona (1963-68) as a friend and I once rode the local that originated in Prescott and worked that line. Santa Fe actually sold tickets so you could ride in the caboose. A couple of years ago my photos were in an article in *The Warbonnet*, the quarterly magazine published by the Santa Fe Railway Historical & Modeling Society." At Bob's request the magazine is headed his way so he can determine his contribution. [Bob Melbo is currently the State Rail Planner for the Oregon Department of Transportation, Rail and Public Transit Division in Salem.]



The city of Terrace, British Columbia is working with CN to better fence off the rail yard that is in the middle of the city. Discussions between the two parties follow two incidents the end of August in



which two people trespassing on the tracks were killed after being struck by trains. A map provided by the city of the rail yard, which is approximately 2.5km long, indicates sections where there is fencing but also significant gaps. **Terrace Standard 9/13/2016.**

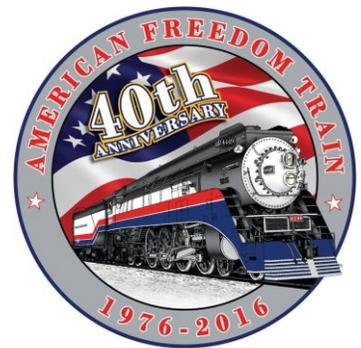
The American Public Transportation Association (APTA) awarded the individual and organizational winners of the 2016 APTA Awards September 13 in Los Angeles, California. Among the awardees were these from the Pacific Northwest:



- Representative Peter DeFazio, U.S. Representative, Oregon 4<sup>th</sup> District for his significant contributions at the national level to public transportation.
- Joni Earl (CEO Emeritus, Sound Transit) received the Special Award for Extraordinary Leadership. Earl brought a solid background to her initial job as chief operating officer overseeing Sound Transit's large capital projects and public finances. Within a few months, following a nationwide search, the Sound Transit board unanimously appointed Earl to the agency's top post despite her having no previous public transit experience. She immediately began righting the ship, implementing a new culture of transparent accountability and dramatically restructuring the way Sound Transit manages major projects through improved cost estimating and project controls. Sound Transit was transformed as Earl led it from a shaky start up to a nationally recognized leader in public transit.

### APTA Transit News 9/14/2016.

As I write this, I and others, are recovering from an absolutely wonderful and exhausting weekend as many of us helped host the **American Freedom Train (AFT) 40<sup>th</sup> Staff Reunion**. Wow, close to 150 folk from all over the USA descended on Portland to renew friendships and celebrate this epic project. I am still absolutely blown away that I got the opportunity to meet and talk to Ross Rowland and Wes Camp among many other key AFT figures. A great amount of credit for the highly successful staff reunion goes to reunion chair Laurie McCormack. Laurie did an excellent job of getting her "troops" organized and I was pleased to be one of them. From the re-created train trip having the OPR/PTC No. 100 again pull the 4449 (this time steaming!) out of Oaks Park, to the Portland sternwheeler trip to the formal opening of the Oregon Rail Heritage Center AFT exhibit, to the banquet Sunday night at ORHC, all events went off without a hitch. If you haven't yet seen the OPR 100, make it a point to see the beautiful restoration of this former Portland Traction EMD SW1 built in 1952.....Dick Samuels even put the trolley pole back on the locomotive! [Editor's Note: See photo and article on Page 1] Special appreciation was given to PNWC for supplying the spiffy and professional car hosts for the Friday night train trip. The PNWC Oregon Pony special *Trainmaster* issue was included in the attendee welcome package. This 40th Anniversary logo was designed by Dave Huston (Daylight Sales) and was used on the attendee tote bag. Dave Duncan provided transportation to the reunion both on Saturday and Sunday....many, many helpers. And many thanks to the Portland Tribune, reporter Jim Redden and photographer Jaime Valdez for their excellent September 22<sup>nd</sup> article "*Reunion On the Rails*". Front page, top of fold and in the racks for five days....it doesn't get better; it was my pleasure to work with both Jim and Jaime.



### PORTLAND, OREGON



The PNWC Car Hosts at the AFT Reunion

The **Port of Cascade Locks** has launched a Oregon Pony Project Advisory Team to recommend the design of a replacement building for the Oregon Pony currently on display in the Port's Marine Park. The building is in pretty sad condition so at least a replacement is needed. Ken Vannice and I are serving as PNWC representatives on this Team along with Port Commissioners, community members and representatives from the Cascade Locks Historical Museum. The Team's report is due to the Port Commission on February 2, 2017. The Oregon Pony, the first steam locomotive in the Oregon Territory and the first built on the Pacific Coast, is owned by the Oregon Historical Society and has a rich history beginning with transporting goods around the Cascades rapids near what is now the city of Cascade Locks. It is interesting that even with Cascade Locks being a great tourist destination; they have no



visitor information center. Also, if you have some spare time and are willing to do some window cleaning, the Oregon Pony building windows badly need cleaning. Contact me if you are interested in this community service ([asheldrake@comcast.net](mailto:asheldrake@comcast.net)).

Best wishes for continued recovery to fellow members and friends Bill Bain, Jim Fitzgerald, Jerry Tanquist, Ed Immel, Dennis Mattoon, and Al Hall. My apologies for this important but probably incomplete list.....we really need someone to do a better job of keeping track of our members.

The Troutdale Historical Society has received a \$21,000 grant from the City of Troutdale to partially fund the exterior restoration of their 1955 Union Pacific caboose. An additional \$6,000 is needed to fully fund the project. Restoration begins the week of September 26<sup>th</sup>. Contributions may be sent to: Troutdale Historical Society, 219 E Historic Columbia River Hwy., Troutdale OR 97060...note that your donation is for the "caboose." *By Gone Times, The Newsletter of the Troutdale Historical Society*, October-December 2016.

In April, Genesee & Wyoming Railroad Engineering Services (RES) celebrated one year since its creation as an internal department serving all G&W North American railroads on track engineering and



The Caboose at the Troutdale Historical Society in 2013



maintenance projects. The group began its largest project in March on the West Coast working first on the San Joaquin Valley Railroad and California Northern Railroad, then into Oregon working on the Central Oregon & Pacific Railroad and Portland & Western Railroad. RES anticipates replacing nearly 427,000 ties in 27 U.S. States by the end of 2016 with two tie gangs, five surfacing gangs and several capital bridge crews and production support crews. **G&W Interchange Volume22, Number 2, 2016.**

The possibility of a passenger train once again linking North Vancouver and Prince George - - with a stop in Squamish - - has been discussed for years but is now on the top of the minds' of the Squamish mayor and council. The end of passenger train service between North Vancouver and Prince George caused serious damage to community life, tourism and the economy of the communities on the route, including Squamish, according to the resolution that will be debated at the Union of British Columbia Municipalities convention in Victoria the week of September 25<sup>th</sup>. **The Squamish Chief 9/21/2016.**



On September 23, 1884, Seattle entrepreneur Frank Osgood (1852-1934) inaugurated service on the city's first streetcar line. For a nickel, passengers can ride Seattle Street Railway cars drawn by a team of horses on tracks down the center of 2<sup>nd</sup> Avenue. This is the region's first mass transit system. Three years later, Osgood retired his "hayburners" in favor of electric traction. **HistoryLink.org Essay 2688.**

## Memories from the American Freedom Train 40th Anniversary Reunion



The Portland Traction No. 100 and the SP No. 4449 shown side-by-side during the American Freedom Train 40th Anniversary Reunion.



Ross Rowland speaks at the opening reception for the new exhibit featuring the American Freedom Train



Closeup of the N-Scale model of the American Freedom Train on loan from Bob Frazeur

Photos by T. Trent Stetz and Jim Hokinson

# September 2016 Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on September 16, 2016

The September 2016 membership meeting was called to order by President Fleschner at 7:31pm. The August meeting minutes were called, Roger Mattson made a motion to approve the minutes, Don Klopfenstein made a second and the membership voted to approve the minutes.

George Hickok made the monthly treasurers report, stating that all accounts balanced.

George Hickok then reported that the SP4449 today, pulled the American Freedom Train fortieth anniversary celebration special to Oaks Park carrying staff from the 1975-1976 American Freedom Train who had traveled to Portland for a reunion from all over the United States.

President Fleschner reminded the members that tomorrow, September 17, is Smithsonian Museum free admission day for all participating museums.

Ron McCoy announced that anyone who wanted a new chapter name badge needs to sign up now so he can send in the order. Mr. McCoy then awarded the September Unsung Hero award to our Chapter Secretary, Jim Hokinson.

President Fleschner reminded all members that it is time to start thinking and planning for this year's Holiday Express. Dates will be announced soon. Volunteers will be needed.

Jan Zweerts advised the members that there is a new train station at the Oregon Zoo, and requested everyone to contact Metro to request the reopening of the zoo train to Washington Park. He then advised that starting in October, the Willamette Shore Trolley will run only on Saturdays, at noon and two o'clock. In December, the Willamette Shore Trolley will be running for several Christmas Ship observation trips. He noted that the trolley track will be restored under the Sellwood Bridge and a passing siding will be constructed to allow for two trolley operation on the line. He next told the members that in 2019 the National Garden Club Railroad convention will be held in Portland.

George Hickok reminded members of the NRHS Fall Conference to be held in Portland on October 14 and 15th and urged everyone to attend the related rail attractions as well as the meeting and banquet. A registration form went sent via mail to all members and payment is due by Sept. 21st.

Christopher Bowers reported that the October meeting program will be on a recent trip, via narration of a video on the Rocky Mountain Express.

The meeting was adjourned at 7:58pm.

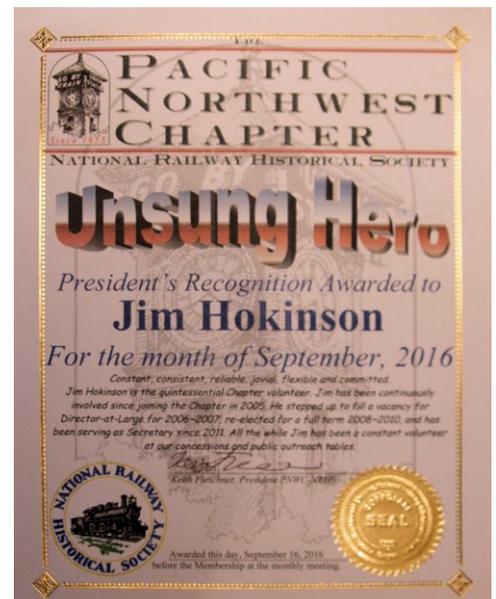
Snack time was provided by Lila Stephens, Thank you Lila.

The planned evening program was not given because of no available sound equipment. Ron McCoy gave an overview on a recent trip made by Christopher and himself.

The planned video will be shown at a later meeting.



Jim Hokinson receives the Unsung Hero Award



Respectfully submitted  
by Jim Hokinson, Secretary.

# WILLAMETTE SHORE TROLLEY



Volunteers from the Oregon Rail Heritage Center enjoyed trips on the Willamette Shore Trolley on Sept. 7th. The Vintage Trolley No. 514, which previously ran on the MAX lines, itself is a replica trolley in the style of Portland's own Council Crest cars.

**LENDING LIBRARY** will be open Saturday, October 22<sup>nd</sup> afternoon. The Library is also 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	2016-2018	503.706.0498
Ken Vannice	2016-2018	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
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	Mark Whitson	503.533.7005

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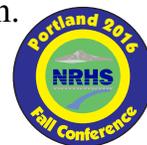
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# PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 651

**Membership Meetings:** St. Mark's Lutheran Church, 5415 SE Powell Blvd. 7:30 pm  
Guests Most Welcome! Chapter Meetings held on the 3<sup>rd</sup> Friday of each month.

**October 14-15:** *Fall 2016 NRHS Board of Directors & Advisory Council Conference*, Portland, OR,  
Al Baker coordinator, University Place Hotel and Conference Center,  
310 SW Lincoln St., Portland, Oregon



**October 21:** Video – *Rocky Mountain Express* propels audiences on a steam train journey through the breathtaking vistas of the Canadian Rockies and highlights the adventure of building a nearly impossible transcontinental railway. The film weaves together spectacular aerial cinematography, archival photographs and maps, and the potent energy and rhythms of a live steam locomotive to immerse audiences in this remarkable story from the age of steam. The Stephen Low Company production, 40 minutes.

**November 18:** *While Pass and Yukon, the Facilities and the Ride, 2800 feet in 20 miles* narrated by Ken Vannice.

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**Nov. 25,26:**

**Dec. 3,4:** *Holiday Express* at Oaks Park, Oregon Pacific Railroad,

**Dec. 10,11:** [www.orhf.org](http://www.orhf.org) Join Santa and his Elves & the SP4449

**Dec. 17,28:** Volunteers Needed!



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**December 16:** (at 6:30pm) Annual Meeting & Officer Election, Holiday Potluck

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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:** Oct. 20, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm  
Nov. 10, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm  
(Open to all Chapter Members. Note ***New Location*** for Chapter Board meetings)

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## NOTABLE NON-CHAPTER EVENTS:

Every Saturday *Portland Train Rides*, OPR Saturday train runs from ORHC, [www.portlandtrainrides.com](http://www.portlandtrainrides.com)  
Oct. 1-2 *Harvest Run*, Chelatchie Prairie Railroad, Yacolt WA, [www.bycx.com](http://www.bycx.com)  
Oct. 1-2 *First Autumn Colors*, North Pend Oreille Valley Lions Club, Ione WA, [www.lionstrainrides.org](http://www.lionstrainrides.org)  
Oct. 8 *Dinner Train*, Oregon Coast Scenic Railroad, Garibaldi OR, [www.oregoncoastscenic.org](http://www.oregoncoastscenic.org)  
Oct. 8-9 *Second Autumn Colors*, North Pend Oreille Valley Lions Club, Ione WA, [www.lionstrainrides.com](http://www.lionstrainrides.com)  
Oct. 15 & 22 *Autumn Splendor*, Lebanon OR, Albany & Eastern RR, [santiamexcursiontrains.com](http://santiamexcursiontrains.com)  
Oct. 15-16 *Fall Leaves Special (Steam)*, Chelatchie Prairie Railroad, Yacolt WA, [www.bycx.com](http://www.bycx.com)  
Oct. 15-16 *Third Autumn Colors*, North Pend Oreille Valley Lions Club, Ione WA, [www.lionstrainrides.com](http://www.lionstrainrides.com)  
Oct. 22-23 *Great Pumpkin Rides*, N. Pend Oreille Valley Lions (**Final Trip**), Ione WA, [www.lionstrainrides.com](http://www.lionstrainrides.com)  
Oct. 29 *Boo-zy Express*, Lebanon OR, Albany & Eastern RR, [santiamexcursiontrains.com](http://santiamexcursiontrains.com)  
Oct. 29 *Runaway Pumpkin Express*, Lebanon OR, Albany & Eastern RR, [santiamexcursiontrains.com](http://santiamexcursiontrains.com)  
Oct. 29-30 *Headless Horseman Halloween Train*, Chelatchie Prairie Railroad, Yacolt WA, [www.bycx.com](http://www.bycx.com)  
Nov. 12-13 *Patriot's Weekend Run*, Chelatchie Prairie Railroad, Yacolt WA, [www.bycx.com](http://www.bycx.com)  
Nov. 12 *Patriot's Weekend Wine Run*, Chelatchie Prairie Railroad, Moulton Falls Winery, [www.bycx.com](http://www.bycx.com)  
Nov. 26-27, Dec 3-4, 10-11 *Christmas Tree Special Trains*, Chelatchie Prairie RR, Yacolt WA, [www.bycx.com](http://www.bycx.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.