

The **Trainmaster**

October 2017

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SP&S 700 AT WISHRAM

by Arlen L. Sheldrake



The SP&S No. 700 during the *Farewell to Steam* Excursion in Wishram, Washington on May 20, 1956 (Photographer Unknown, Collection of Alan Miller)

Spokane Portland & Seattle (SP&S) No. 700 was built 1938 by Baldwin Locomotive Works for passenger train service between Spokane, Washington and Portland, Oregon. On May 20th, 1956, the SP&S No. 700 pulled a 21 car, 1,300+ passenger train, *Farewell to Steam*, roundtrip from Portland to Wishram, Washington. The normally grey smokebox was painted silver for the occasion. The engineer for this trip was Joseph Thomas "Tommy" Craine, whose 38 years of railroading included service as fireman on No. 700 that morning in 1938 when it made its maiden run over SP&S tracks. In charge of the train was H. L. "Gabe" Waldorf. Following the trip, the 700 and its two sisters, as well as all remaining SP&S steam locomotives were retired and sent to the scrap line. The SP&S 700 was retired on October 2, 1957. On January 14th, 1958 the SP&S 700 was donated to the City of Portland. Chris McLarney founded the Pacific Railroad Preservation Association (PRPA) in 1977 to help restore the locomotive. On Nov. 9, 1987, the 700 was removed from Oaks Park and taken to the Brooklyn Roundhouse. The first steam up after restoration occurred on May 15, 1990.



PNW RAIL NEWS

by Arlen L. Sheldrake



Not Pacific Northwest focused but it certainly impacted our PNW history as the logistics proved the point Wes Camp made about the difficulty of using a coal fired steam locomotive for the American Freedom Train continental USA romp. Ross Rowland responded to an 8/26/2017 *Trainorders* posting asking the question: "What kind of coal was used on AFT 1 ex-Reading 2101 as she pulled the Freedom Train back in 1975-76?" Ross's response: "We always bought our coal from a dealer in West Virginia who supplied us with Pocahontas soft coal from one of two mines (one in W. Virginia and one in Kentucky) that offered 14,000 BTU, 5% ash coal. We then paid extra to have it triple screened (to eliminate any "fines" or dirt/rocks and then oil washed before being loaded into our dedicated gons and shipped ahead to our refueling location. Good coal makes everyone's job a LOT easier. "Washing" is a term used to describe a normal part of all coal preparation plants. We paid an extra \$2-3 ton to have ours run through the "washer" and extra time to make sure that all the "fines", aka dirt and rocks had been removed. I think the term "oil washed" referred to some of the liquid used in the washing process." [Doyle McCormack remembers, not fondly, running this coal burner.]



Congratulations to the Pacific Railroad Preservation Association (PRPA) for receiving a \$17,818 grant from the Oregon Cultural Trust to "support the 15-year boiler re-build that will support the continued operation of one of Portland's operating steam locomotives so that the public can experience Oregon's transportation heritage." Generous spring donors lifted Oregon Cultural Trust fundraising to a new high, resulting in a record \$2.94 million in grants to 136 cultural non-profits for fiscal year 2017-18. PRPA and the Oregon Rail Heritage Foundation are among the 1400 non-profit Oregon organizations that partner with the Oregon Cultural Trust. Oregon taxpayers who haven't already should investigate how to receive an Oregon tax credit: <http://culturaltrust.org>. **Oregon Cultural Trust 8/22/2017 news.**



Goose Lake Railway (GLRY) will take over the operation of the Lake County owned railroad from Lake Railway (LRY) as soon as a lease agreement is finalized. The rail line, known as the Lakeview Branch, is between milepost 458.60 at Alturas, California and milepost 513.05 at Lakeview, Oregon. **Surface Transportation Board 08/25/2017.** County cuts ties with Lake Railway. Lake County Commissioners recently chose to terminate the lease with Lake Railway at an April 12th special session after negotiations between the two parties. Lake Railway was a Frontier Rail operation that is based in Portland, Oregon. **Lake County Examiner 5/3/2017.** One of the major shippers on this line is Cornerstone Materials who operates a perlite mine in Lakeview with rail service in Lakeview and a trans-loading terminal near Klamath Falls served by BNSF. [Cornerstone Materials, not confirmed, may be the owner of Goose Lake Railway.]



Sound Transit second quarter ridership increases 6.8 percent over 2016. Link light rail drove the increase, growing 14.5 percent as more riders used the University Link stations at Capitol Hill and Husky Stadium for a top choice to get around. Boardings on Sounder for the quarter increased 1.6 percent with a 2.7 percent growth on the Sounder South line driven by the popularity of the new mid-day train. Sounder North line ridership decreased 7.4 percent. Tacoma Link ridership jumped 8.4 percent as more special event trains served concert goers traveling to and from the Tacoma Dome. **Sound Transit 8/24/2017 news release.**



Fears that the Port of Moses Lake will simply be taking land as it prepares to build the Northern Columbia Basin Railroad are unwarranted. The Port aims to purchase a strip of land about 5 miles long and 100 feet wide between Wheeler and Moses Lake. The route will largely parallel Wheeler Road NE. The \$30 million Northern Columbia Railroad is intended to connect the Port of Moses Lake to the short line railhead in Wheeler, which then connects to a major BNSF line in Connell, bypassing the rail line which goes through the center of Moses Lake. The project is funded by a combination of state and federal grants and will get started in 2019. **Columbia Basin Herald 8/29/2017.**



The Rotary Club of Prince Rupert, in conjunction with the Port of Prince Rupert and the Kaien Island Trail Enhancement and Recreation Society, on July 25th announced the commencement of the Rushbrook Trail Revitalization project. The 1.2 kilometer walkway runs adjacent to the north end of Prince Rupert's inner harbor, linking the Rushbrook Floats to Seal Cover and providing unique access to waterfront recreation for the coastal community. The trail follows the former CN Rail line to Seal Cove that was decommissioned in 1985. **Port of Prince Rupert 7/25/2017 news release.**



One of the very active Friends of 4449 volunteers is a Scott Gordon. Scott hails from the Tacoma area and his “day job” is as a conductor for Tacoma Rail. At other times you will find Scott volunteering on the 4449 at the Oregon Rail Heritage Center or on the Oregon Coast Scenic Railroad or the Holiday Express or other venues. On August 30th, Scott noted to me that when working the OCSR train July 4th a fellow came up to him and noted that he was married to Suzan Holst, the daughter of Jack Holst, and wondered if Scott knew about Jack. As one who has spent many hours in the cab of the 4449, Scott knows well the story of Jack's dedication to keeping the 4449 movable before he died (1934-1972). Through Scott's efforts both PNWC and ORHF now know how to contact Jack's daughter....stay tuned as these organizations develop plans to let her know how much we remember and honor her father's contribution to our rail history. Many thanks Scott! With Scott's provided information, Jim Hokinson will contact Suzan... stay tuned.



There are many reasons to visit downtown Centralia, Washington including the Olympic Hotel and a good brew while going out the back door to see a train busting through town or antiquing at the many antique stores. Another reason is the 1912 Northern Pacific Railroad built renovated Centralia Railroad Depot. While not a recent renovation, it still looks real nice. Take a look at the 14 railroad related historic photos in the depot provided by the Lewis County Historical Museum. The Museum also provides a very nice brochure that is available at the Amtrak ticket counter describing each of the photographs.

The Port of Prince Rupert can now accommodate the largest container vessels in the world, following DP World's expansion of its Fairview Container Terminal that increases the Port's container-handling capacity to 1.35 million TEUs annually. The expansion grows Fairview Container Terminal's annual throughput capacity from 850,000 to 1.35 million TEUs (twenty-foot equivalent units). The terminal now includes a second vessel berth serviced by three new “big ship ready” Malacca-max cranes, allowing 20,000+ TEU vessels to access the terminal through one of the deepest port harbors in the world. In addition, 6,000 more feet of on-dock rail and an 11 hectare increase to the terminal footprint will add even more speed and reliability to terminal services. **Port of Prince Rupert 8/29/2017 press release.**



The September *Trainmaster* included the August 2017 ODOT Fact Sheet for Connect Oregon as defined in HB 2017. Here is some additional information on two of the four projects that the Legislature funded:

- Mid-Willamette Valley Intermodal Facility: The former International Paper Mill site along Interstate 5 in Millersburg is being considered to be repurposed into a transmodal reload facility to provide companies an opportunity to ship products by rail to ports in Washington and California. The site has access to both the Union Pacific and BNSF. The \$25 million project must be completed by January 1, 2020. **Albany Democrat-Herald 7/16/2017.**
- Treasure Valley Intermodal Facility: Plans are moving forward for possible development of a reload or intermodal facility in Malheur County. The Malheur County Economic Development organization says there are five possible locations, all zoned industrial. Union Pacific Railroad will be included in the discussion regarding the best location as well as the design, since the rail carrier would be hauling in and out of the planned reload facility. The \$26 million project is to be completed in 2019. **The Argus Observer 7/11/2017.**



Sound Transit is adding two new roundtrips to its popular south line Sounder service between Seattle and Lakewood beginning September 4th. With the addition of these two trains, there will be 13 daily roundtrips on the Sounder south line in South King and Pierce counties. **Sound Transit August 31, 2017 news release.**

Sound Transit's long-awaited Lynnwood light-rail line is running \$500 million over budget and is expected to be finished six months late in mid-2024, according to transit CEO Peter Rogoff. The agency blames soaring labor, materials and land costs in the overheated Seattle-area market, along with added features being requested by communities. The previous \$2.4 billion estimate is now \$2.9 billion. Construction prices are soaring along with increases in land prices. **Seattle Times 8/25/2017.**



On September 1st, the Oregon Rail Heritage Foundation received an email message from Courtney “Cam” Amabile, Interpretation & Education Specialist with the Tillamook Forest Center located on the Wilson River Highway. Cam noted that they had received a donated book *Railroads Down the Valley* by Randell V. Mills, published in 1950. The book covers some short lines of the Oregon Country. Cam wondered if this book would be of interest to ORHF as it didn't fit in the Center's collection. I responded that one of the ORHF partner organization, the PNWC-NRHS, would definitely be interested. On September 5th the book arrived with some interesting 1950s rail related Oregonian articles folded inside. While PNWC receives many donations, I think this one is especially special as it highlights how organizations can and do cooperate. If you haven't visited the Tillamook Forest Center, I think it is a great place to visit and explore their very interesting exhibits....and dip your toe or more in the Wilson River out the back door.

After lunching at Camp 18, Rita and I walked around looking at the various exhibits....an absolutely amazing collection of old railroad and logging equipment. After a bit, a fellow drove up in a nice pickup truck and asked if I had any questions about the exhibits. Turned out the inquiry came from Gordon Smith the owner and developer of the Camp 18 Restaurant and exhibit. Quite the gentleman and quite the effort to develop what I think is an excellent stop on Highway 26. His story, one of many, of working with ODOT to get the turn lane installed on that “nice stretch of stretch of passing highway” was an example of his ability to see his project through to completion. Two of his rail cars located back in the weeds were in the classic movie Emperor of the North.



Governor David Ige signed into law September 5th Senate Bill 4, the \$2.4 billion funding package aimed at rescuing Honolulu's rail transit project from its latest cost overruns. The bill now gives the state increased oversight over the county effort to build rail – the largest public works project in the state's history. The bill extends the existing .5 percent general excise tax surcharge on Oahu for three additional years through 2030, which will generate about \$1 billion. The bill also raises the statewide hotel room tax 1 percent for the next 13 years - which equates to about \$1.3 billion for upfront construction costs. **Hawaii News Now 9/6/2017.**

Once again the partnership with the graphics magician T.Trent Stetz produced another document for the Oregon Rail Heritage Foundation that went to press on September 11th. This one, *Significant Events in the History of the Oregon Rail Heritage Foundation*, while difficult, was a real eye opener, learning experience, and pleasure. Well, a lot of the pleasure came upon completion but some along the way. The 12-page pamphlet covers in bullet form the years of 1955 through 2017 with brief descriptions of each of the many important events. While many of the significant events have local and regional importance, some of them are of national significance. My thanks again to the many contributors and especially Doyle McCormack.



Montana Rail Link is celebrating its 30th anniversary marking the business launch on October 31, 1987 with more than 500 employees who joined the company from more than 30 difference railroads. MRL currently manages 900 miles of track in Montana and Idaho, employs more than 1,100 people and serves 125 businesses in Montana. Last year, the railroad handled 385,000 carloads. **Progressive Railroading 9/9/2017.**



The *Go By Train* motto adorning Portland's Union Station clock tower continues to be copied....the latest I spotted was on a car license holder: *Go By Carr* (a Portland area car dealer). And just when I didn't think there would be more than: *Go By Streetcar, Go By Tram, Go By Bike, Go By Cab*....well, bus can't be long in coming...

The Central Oregon & Pacific Railroad has reopened their mainline in the Cow Creek Canyon after replacing some 800 ties burned by the Horse Prairie Fire. The Horse Prairie Fire located 12 miles west of Riddle started August 12th, burned some 16,000+ acres and may have been human caused. **Ted Curphey 9/11/2017**



Trainorders Posting.

Officials with Union Pacific and collaborating railroads say they're making major investments in a refrigerated train that expedites food shipments from West Coast and Idaho to the East Coast. The service originates in Wallula, Washington, passes through Oregon and makes it first stop in Pocatello, Idaho, where it picks up additional refrigerated cars filled mostly with Idaho potato products, delivered by Eastern Idaho Railroad and UP short-line rail routes. The next stop is in Chicago, where Midwest shipments are unloaded. There, the train merges with another UP refrigerated train out of Delano, California, and CSX Transportation rail crews take over operations. Potatoes are unloaded in Syracuse, New York, where they're picked up by other rail routes, before the train reaches its final destination in Rotterdam, New York. Plans are underway to deliver potatoes

also to Rotterdam. Cold Connect runs three trains per week, and the partners are investigating ways to increase to four or five trains. A Cold Connect partner, Watco Companies, which runs Eastern Idaho Railroad, believes it has revolutionized the design of refrigerated rail cars. The car is 72 feet long – 22 feet longer than conventional refrigerated spud cars – and was designed by the company that innovated technology used by Federal Express for loading freight on airplanes. Throughout the past year, Watco has tested a single car with rollers on the floor to easily move produce and racks that allow shippers to lock potato pallets in place, without the use of packaging material. The car takes half the time to load and unload, in eight trips, the car hasn't allowed damage to any products, including potatoes, frozen fries, onions and butter. Watco has leased 20 new cars that will soon be fitted with the special racks and rollers and join the fleet.

Capital Press 9/11/2017. [More Cold Connect information: www.upcoldconnect.com]

The September 12th Business Tribune had an interesting article, *Heavy Metal, with a human touch*, about how Gunderson, LLC is incorporating robotics in some welding and cutting processes. The journey into robotics started about five years ago.



Robot welders make small parts for the double stack cars, and they weld the sides. By December, robots will also be building the end units or bolsters, instead of the company buying them from Mexico or China. The 1919 built plant located on NW Front Avenue employs 1,100 in rail car and barge building.



Business Tribune 9/12/2017.

The changes to Portland's Northwest Front Avenue area continue to amaze. On August 28th the City of Portland announced the sale Terminal 1 to Lithia Motors Inc. Terminal 1 is 14.5 acres with a 3.6-acre dock and a 96,000-square foot warehouse. The City used the site for the Bureau of Environmental Services Big Pipe project staging; the project severely reduced Portland's sewage overflows during heavy rains. Terminal 1 opened in 1914 by the Commission of Public Docks. It is located at 2400 NW Front Avenue. [It is doubtful that rail access will be needed for whatever development Lithia has in mind for the site.] **City of Portland 8/28/2017 News Release.**



The Oregon State Historic Preservation Office (SHPO) has a draft of their 2018-2023 Preservation Plan available for public comment through October 12, 2017. Find the document: www.oregonheritage.org. **Oregon Heritage News 2017-09-15.**

Total number of trips on the Orange Line ticks toward the 7 million mark as TriMet's newest MAX line rolls into its third year. Total trips since September 2015 = 6,769,600; Average number of trips per week = 66,800; Year-to-year increase in ridership = 6.1 percent. The MAX Orange Line runs between Portland State University, South Waterfront, inner Southeast Portland, Milwaukie and Oak Grove community of North Clackamas County. Service is offered every 15 minutes or better. [The Orange Line usually changes colors in downtown Portland becoming the Yellow Line going north to Delta Park in North Portland.]

The \$149 billion Orange Line came in on time and under budget in the range of \$48 million. Since its completion, the Federal Transit Administration (FTA) has allowed TriMet to use project funds to add back several deferred projects, including the installation of 14 additional shelters at the 10 MAX Orange Line stations. TriMet now also has permission from the FTA to construct two additional projects that will improve safety and access to MAX stations along the Orange Line. The Tacoma-Springwater Corridor Trail and the SE Tacoma/Johnson Creek MAX Station. This project is expected to be complete by December 2018. Still in the preliminary design phase is a plan to replace the Gideon Street Pedestrian Bridge – the aging original structure was removed as part of light rail construction in 2013. **TriMet News 9/12/2017.**



The ESCO Plant No. 1 closure process in Northwest Portland continues to move forward with September 15th marking the last day for employee access to the plant. The plant has now been turned over to the demolition company. Expect to be hearing more about the interesting rail related history of this company.



New at the Oregon Rail Heritage Center gift shop is another excellent pin from Larry Hodson's Sundance Marketing. This is the first ORHC pin and began sales during the September 20th fifth anniversary of the opening of ORHC. Nice work by ORHC concessions manager Todd Landwehr.



The Special Trains magazine Extra 2017 *BIGSTEAM is Back* has an excellent 6-page **DAYLIGHT Rising** article by Justin Franz. Multiple gorgeous pictures... well most are gorgeous except for the 1972 picture of the 4449 "resting" in Oaks Park. Included in the article is a short note: *SP&S 700, The Northwest's Own 4-8-4, awaits its return.* Both are worth the read as is the magazine available at the Oregon Rail Heritage Center.



The adoption of the Port of Cascade Locks Marine Park Master Plan continues to be delayed as the community of Cascade Locks deals with the gigantic impact of the Eagle Creek Fire. The fire closed down the city for multiple days with most residents having to evacuate. The cost to the business interests in the City are high. The 2017 proposed Marine Park Master Plan has the following items relating to the 156 year old Oregon Pony:

- Phase One: Years 1-3 (2017 thru 2020). **J.** Make final decision regarding the location of the new Pony Building/Visitor Center based on the work of the new committee to be established in the fall of 2017. (Plan Note: During 2016-17, a special Task Force was convened and made a recommendation regarding a new Pony building. The preferred location was adjacent to House 3 and recommends linking Museum expansion to the incubator space and ultimately the entire Maintenance Building [currently the location of Thunder Island Brewing]. A new committee composed of Port, Museum and Tourism Committee representatives will be tasked with coming up with the final location recommendation as well as fund raising plans. Estimated time for implementation is 10 years.)
- Phase Two: 3-7 years (2020 thru 2027). **H.** Make final decision regarding permanent location of new Pony building in relationship to the Museum and Visitor Center. Rely on report from the new committee regarding these options. Final report to be filed with the Commission in 2018.



As you may remember, Ken Vannice and I, representing PNWC-NRHS, served on the Oregon Pony special Task Force noted in the proposed Master Plan...it remains to be seen if our many hours over multiple months will impact the final decision. Expect to see some emergency repairs this fall to the existing Oregon Pony display building.

Washingtonians have an opportunity to provide input into the future of the state's transportation system through the Washington Transportation Plan, Phase 2 – Implementation. The plan establishes how the state can prepare itself for an uncertain future in the face of climate change and advances in technology. The Washington State Department of Transportation is seeking public comments on the plan from now through November 6, 2017. Online: <https://washtransplan.com> **WSDOT 9/22/2017 email.**



Ocean carriers Maersk Line and COSCO Shipping will temporarily divert cargo to Vancouver as dwell times at the Port of Prince Rupert have reached seven days, according to a statement from the carriers. Port congestion at Prince Rupert has led to the diversion of cargo to the neighboring port of Vancouver. This is a temporary fix until the port's terminal expansion work is completed. **American Shipper 9/20/2017.**

Marion County to conduct economic assessment of East Marion Rail Line. Since early 2012 the Silverton to Stayton portion of the East Marion Rail line has been inactive. The full line, owned by Union Pacific and operated by Willamette Valley Railway, runs from Woodburn to Stayton and historically provided short line shipping service between these Marion County communities. Since the line was closed, several groups have stepped forward with suggestions to reactivate the rail line. Marion County has hired Anzur Logistics who will assess current track conditions and provide cost estimates to return the line to service, as well as provide a cost benefit analysis and potential funding sources. The final study will include an economic assessment for cities along the rail line. The final report will be available for stakeholder review in January 2018. **Marion County 9/21/2017 news release.** [Thanks to Ron McCoy for this lead.]



On September 21st the Northwest Railway Museum acquired the 1918 H. K. Porter built 0-4-0 #9 locomotive formerly located since 1960 in Bloedel Donovan Park in Bellingham, Washington. The locomotive will be spruced up and put on display in time for the locomotive's 100th birthday at the North Bend museum. **Valley Record 9/21/2017.** And from the Museum blog, the history of the #7, builder number 6361:

- US Navy (Norfolk Virginia; Bremerton, Washington) 1918 – 1952
- Olympic Portland Cement (Bellingham, Washington) 1952 - 1956
- Permanente Cement Company (Bellingham, Washington) 1956 – 1960
- City of Bellingham, Washington 1960 – 2017

**NORTHWEST
RAILWAY MUSEUM**

September Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on September 15, 2017

Respectfully submitted by Jim Hokinson, Secretary

The September 2017 general membership meeting was called to order at 7:30pm by President Keith Fleschner.

The minutes of the August meeting were called, Bruce Strange made a motion to approve the minutes, Roger Mattson seconded and the membership voted approval.

George Hickok gave the monthly Treasurers report and said all accounts balanced. He reported that the Friends of the 4449 have repaid the line of credit loan that we made for the Bend Excursion. Mr. Hickok next reported that the Beaverton Police have the metal thief who broke in and stole from the No. 1220 and the No. 55 railcars, in jail. Several members have worked to 'harden' the cars against future thefts with twenty five sheets of plywood and fifty 2 X 4s. Some property has been recovered and more needs to be identified. Ken Vannice made a motion to accept the report, Al Baker seconded and the membership voted in favor.

President Fleschner said there is more work to be done on the cars.

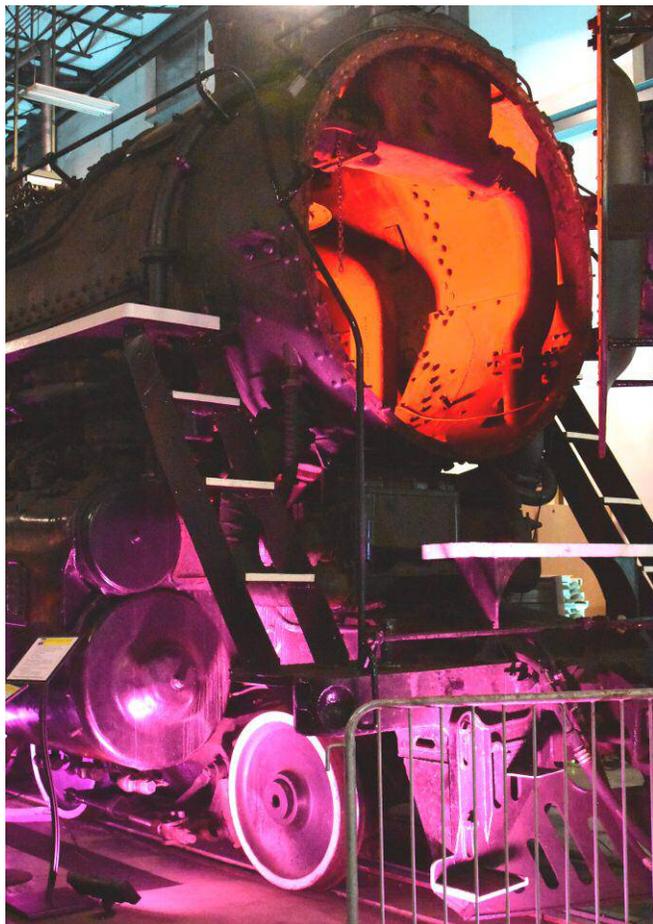
Ron McCoy reported that the next annual membership banquet will be on April 7, 2018.

President Fleschner said preparation is underway for Holiday Express. One project is removing the condensation from between windows for the Plum Creek car.

Trent Stetz reminded the membership that tomorrow, September 16 and Sept. 17 is Lego day at ORHC.

Al Baker reported that the program video tonight will be on Steam Power used in all forms of transportation and industry. Next month will be a program on the Railroads of Southwest Portland presented by Tim Lyman.

The meeting was adjourned at 7:54pm. Snack time was provided by Bryan Ackler. Thank You Bryan.



The SP&S 700 is continuing her 1472-day boiler rebuild and inspection. See here at the Winter Light Festival at the Oregon Rail Heritage Center in Feb 2017.

LENDING LIBRARY will be open Saturday, October 21st 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.

Bill of Lading

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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

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Ken Vannice	2016-2018	503.244.8732
Bryan Ackler	2015-2017	503.246.2165
David Cautley	2015-2017	503.631.7516
Rolf Schuler	2017-2019	503.285.7941
Bruce Strange	2017-2019	503.901.7815

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Car Host	Mark Reynolds	503.638.7411
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Flanger Restoration	Phil Barney	503.706.0498
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PACIFIC NORTHWEST CHAPTER TIMETABLE No. 663

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

October 20: *Railroads of Outer Southwest Portland* by Tim Lyman. A 40-minute visual presentation of over 100 photos including Oregon & California Railroad (SP), "Red Electric", City and West Portland Park Railway, Metropolitan Railway, Council Crest Streetcar and Oregon Electric Railway.

November 17: *British Railway Post Offices in the 1930s* on 16mm Film.

Nov. 24,25:

Dec. 2,3: *Holiday Express* at Oaks Park, Oregon Pacific Railroad,

Dec. 9,10: www.orhf.org Join Santa and his Elves & the SP4449

Dec. 16,17: Volunteers Needed!



December 15: (Starts at 6:30pm) Annual Holiday Potluck, Officer Election, Holiday Toy Drive

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

OREGON RAIL HERITAGE CENTER – REVISED HOURS

Thursday – Friday = 1:00 to 5:00 pm

Weekends = Noon to 5:00 pm

Board of Director's Meetings: **Oct. 12,** Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
Nov. 09, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
(Open to all Chapter Members. Note **New Location** for Chapter Board meetings)

NOTABLE NON-CHAPTER EVENTS:

Apr. 1 – Oct. 29 *Northwest Railway Museum train trips* (weekends), Snoqualmie WA, www.trainmuseum.org
Oct. 14-15 *Photographers' Fall Foliage Weekend*, Sumpter Valley RR, McEwen, www.sumptervalleyrailroad.org
Oct. 28-29 *Halloween Express*, Sumpter Valley RR, McEwen, www.sumptervalleyrailroad.org
Oct. 28-29 *Pumpkin Trains*, Chehalis-Centralia Railroad, www.steamtrainrides.com
Nov. 8-11 *SP Historical & Technical Society Convention*, Santa Rosa CA, www.spshs.org
Nov. 17 – Dec 31 *Polar Express*, Mount Rainier Scenic Railroad, www.mtrainierrailroad.com
Nov. 23 *Oregon Rail Heritage Center*, closed, Thanksgiving, www.orhf.org
Dec. 24 *Oregon Rail Heritage Center*, closed, Christmas Eve, www.orhf.org

☆ ☆ ☆ ☆ ☆ ☆ ☆ **2018** ☆ ☆ ☆ ☆ ☆ ☆ ☆

Feb. 17 *SP&S Railway Historical Society Swap Meet*, 9:30-2:30, 100 Columbia, Vancouver WA, www.spshs.org
Mar. 17 *Winterail*, 40th Anniversary, Corvallis High School, Corvallis OR, www.winterail.com
Sept. 14-19 *GN Railway Historical Society 2018 Convention*, Bellingham, WA, www.gnrhs.org

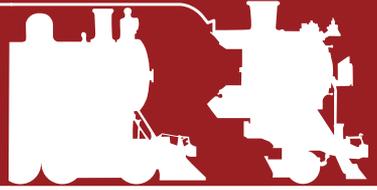
PNWC – NRHS MISSION

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

FALL 2017

OREGON RAIL HERITAGE FOUNDATION

SPECIAL EDITION



SIGNIFICANT EVENTS IN THE HISTORY OF THE OREGON RAIL HERITAGE FOUNDATION



In most histories, there are significant decision points and events that led directly to the current situation. These decision points and events, if they had been decided differently, could or would have had a major negative impact or influence on subsequent developments. Such is the history leading up to the Oregon Rail Heritage Center and the Oregon Rail Heritage Foundation's ability to provide a facility to safely house, exhibit and maintain the City of Portland's three steam locomotives and other rail historical artifacts. The following pivotal moments led to the birthing of the Oregon Rail Heritage Center.

1955 The Pacific Northwest Chapter, National Railway Historical Society (PNWC-NRHS) was officially chartered on March 16th, the first NRHS chapter west of the Rocky Mountains. PNWC, a membership organization, is based in Portland, Oregon with offices and archives in Portland's historic Union Station. PNWC-NRHS is still going strong 60+ years later and an active organizational member of ORHF. Mission: To preserve and interpret Pacific Northwest railroad history and historical artifacts for the education and enjoyment of current and future generations.



1956 On May 20th the SP&S 700 pulled a 21 car, 1,300 passenger train, *Farewell to Steam*, from Portland to Wishram, Washington. Following the trip, the 700 and all remaining SP&S steam locomotives were retired and sent to the scrap line.

1957 The Portland, Oregon City Council decides to build a Transportation Museum and solicits locomotive donations from area railroads. The area selected was adjacent to Sellwood Park in SE Portland immediately east of Oaks Amusement Park. The City of Portland even received a steam locomotive from the country of Finland that now resides in Junction City, Oregon.



1957 The Southern Pacific Railroad officially retired SP4449 on October 2, 1957. This same year the UP 3203 (OR&N 197) was also retired from the active Union Pacific Railroad roster. The SP&S 700 was retired on October 2, 1957.

1958 On January 14, 1958 PNWC-NRHS President Jeff Keenan and City of Portland Commissioner Ormond R. Bean drove a golden spike upon donation, delivery and dedication of the Union Pacific Railroad UP 3203 (OR&N 197) and Spokane Portland & Seattle SP&S 700 at Oaks Amusement Park.

- Union Pacific 3203 (OR&N 197) was built in 1905 by Baldwin Locomotive Works for the Oregon Railroad & Navigation Company and was used in passenger service between Wallula, Washington and Portland, Oregon. The



locomotive was needed by OR&N to help transport the millions (2,554,000) of people coming to Portland's 1905 Lewis & Clark Exposition (Lewis and Clark Centennial and American Pacific Exposition and Oriental Fair) June 1 – October 14, 1905. This locomotive was truly a part of transforming Portland from a town to a city.

- Spokane Portland & Seattle 700 was built 1938 by Baldwin Locomotive Works for passenger train service between Spokane, Washington and Portland, Oregon.



1958 The Southern Pacific Transportation Company on April 24, 1958 donated the SP 4449 to the City with the restriction that they retain approval for any operational use. The SP 4449 was chosen by the yard crew because it was easy to retrieve out of the Bakersfield, California Roundhouse dead line. City of Portland resolution No. 27662 thanks Southern Pacific for the donation. The Portland Traction Company No. 100 delivered the 4449 to Oaks Park.

- The SP4449 was built in 1941 by Lima Locomotive Works in art deco styling for pulling Daylight passenger trains between San Francisco and Los Angeles, California. This locomotive is world renown for its art deco styling.



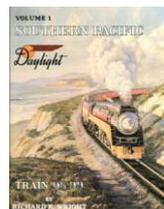
1958 – 1974 Jack Holst and others provide care including lubrication of the parked locomotives near Oaks Amusement Park in SE Portland, Oregon as the Transportation Museum concept idea has disappeared. These efforts paid off as the SP 4449 rolled easily out of storage on April 12, 1974. Jack did not live to see it (1934 – 1972), but believed that the SP 4449 would someday be brought back to life. A plaque in tribute to Jack is in the cab of the 4449. Beginning in 1981 the Pacific Northwest Chapter, National Railway Historical Society has yearly recognized an outstanding chapter member by awarding them the Jack M. Holst Memorial Award for their outstanding service while remembering the award's name sake.

1965 – 1975 Wes Camp serves as Vice President and Chief Mechanical Officer for Ross Rowland's excursion company The High Iron Company (HICO). A major company highlight was in 1969 when Rowland assembled the Golden Spike Centennial Limited that ran from Grand Central Terminal, New York City to Salt Lake City (Promontory Point), Utah for the re-enactment of the 100th anniversary of the driving of the Golden Spike.

1968 The Nickel Plate No. 759 (2-8-4) was restored for service to pull the Golden Spike Centennial Limited at Conneaut, Ohio led by the original High Iron crew and amplified by local railroaders including Doyle McCormack.

1969 Ross Rowland, Jr. and actor John Wayne in May on the train in route to the Golden Spike Centennial celebration discuss the idea of a special steam-powered train to tour the country in celebration of the bicentennial of the American Revolution. The enthusiasm with which the Golden Spike Centennial Limited was received led directly to America's greatest bicentennial celebration just six years later – when over 7 million turn out to visit the steam-powered 25-car red, white, and blue American Freedom Train (AFT).

1972 Wes Camp purchased the Richard K. Wright book Southern Pacific Daylight Train 98-99, Volume 1 (1970) and falls in love with the looks of the Daylight art deco designed 4449 locomotive.



1973 PepsiCo in the Spring 1973 contributes first \$1 million to the American Freedom Train Foundation which then triggers like contributions from General Motors, Prudential Insurance, Kraft Foods, and Atlantic Richfield Company. Pepsi continues to be the preferred volunteer drink at the ORHC Doyle L. McCormack engine house.



1974 Wes Camp recommends using an oil burning locomotive for the AFT and restoring the SP4449.

1974 In spite of Rowland's preference for and ownership of a coal burning steam locomotive, Camp wins the argument recommending use of the SP 4449 based on the difficult logistics of acquiring coal across the country.

1974 The SP 4449 is removed for restoration from display (storage) near Oaks Amusement Park and taken dead in tow to the Burlington Northern Hoyt Street Roundhouse on December 14, 1974. Restoration for AFT service begins. The Portland Traction Company No. 100, an EMD SW1 built in 1952, pulled the 4449 from the Oaks location (see also 1958).

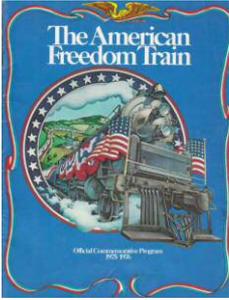
1974 The City of Portland approves ordinance no. 139103 loaning the SP4449 to the American Freedom Train Foundation on September 13, 1974. The ordinance requires that the locomotive be returned to Portland within two years in operational condition.

1974 Southern Pacific Transportation Company approves on November 8, 1974 the City of Portland's loan of the SP 4449 to the American Freedom Train Foundation but says the Brooklyn Roundhouse is not available for restoration work and that better locomotives than the 4449 are available.

1974 (November) Doyle McCormack is chosen to lead the SP 4449 restoration project. He applies for and is given a leave of absence from his Engineer position with the Norfolk & Western Railroad.

1975 SP 4449 leaves the Hoyt Street Roundhouse in operating condition and in AFT livery on April 21, 1975 after a herculean effort by the restoration team.

1975 (April) With the SP 4449 in operating condition the AFT Foundation went to multiple railroads for operational approval but since restoration wasn't done by their employees the railroads did not want to do the certification. The Foundation then went to the Federal Railroad Administration for approval to do their own certification; this request was granted paving the way for all future steam locomotive restoration groups in the United States to approve their own work. This was the first ever approval done by a non-railroad entity.



1975-1976 The highly successful American Freedom Train tours the country with the SP 4449 returning to Portland and storage. This brass plaque adorns both sides of the SP 4449 smokebox:



1976 Laurie and Doyle McCormack return to Ohio and make the decision in early 1978 to return permanently to Oregon.

1977 The SP4449 returns from Birmingham, Alabama to Portland, Oregon as an Amtrak operated excursion. During this trip, a Southern Pacific Vice President, who had a strong dislike for Amtrak, directed that the steam engine operated excursion be operated at no more than 45 mph on Southern Pacific rails thus forcing the Amtrak excursion to be late. During a servicing stop in San Antonio, Texas, the local Southern Pacific Assistant Superintendent, concerned that his freight trains were being delayed by this slow steam engine, visited the servicing stop, introduced himself and asked Doyle McCormack why the 4449 couldn't go faster than 45 mph. Doyle responded that if SP allowed, he could go faster than any of his freight trains. The next day, Doyle received clearance from SP to run at track speeds which he did, no longer delaying SP's freight trains. Thus began a 40+ year highly positive relationship between Doyle and the young official, who moved up through the ranks of SP, BN

and BNSF management. He retired in April 2016 as Vice President, Capacity Planning & Operations Research at BNSF Railway. To this day, Doyle and the SP 4449 crew have the reputation of running at track speed on all mainline excursions; a reputation that opens doors.

1977 Doyle McCormack goes to work as an Engineer for Southern Pacific out of Eugene, Oregon.

1977 The City of Portland approves on May 12, 1977 ordinance no. 143640 acknowledging the fulfillment of terms and conditions of loaning the SP4449 to the American Freedom Train Foundation.

1977 The Pacific Railroad Preservation Association is registered as a State of Oregon Corporation on April 1, 1977. PRPA, a membership organization, is dedicated to the preservation and the safe professional operation and exhibition of the SP&S 700; promote safe behavior around railroad property through a relationship with Operation Lifesaver; and devoted to telling the steam-era story of the SP&S 700.



1987 Dick Samuels incorporates the Oregon Pacific Railroad (OPR) to purchase the Portland Traction Company Railroad in East Portland. In 1991 the OPR began freight operations on the approximately five miles of track from the UP/OPR interchange at East Portland (directly east of OMSI and immediately north of ORHC) to the Milwaukie Industrial Park in northern Milwaukie.



1991 The Friends of SP4449 is registered as a State of Oregon Corporation on April 8, 1991. The group maintains and operates the 4449 and owns multiple rail cars.



1996 On February 10, 1996 the OR&N 197 (UP 3203) was removed from the area near Oaks Amusement Park; the last locomotive to leave that storage location, and moved to the Brooklyn Roundhouse.

1998 November 24, 1998 a meeting at True Brew Coffee House in the Brooklyn neighborhood of SE Portland attended by Don Stephens (Brooklyn Neighborhood Association president), David Brown (Friends of 4449), Cameron McCredie (Brooklyn area real estate broker), David and Siobhan Taylor (Brooklyn Neighborhood Assn. Planning Committee members), and Laurel Lyon (one of the founders of the future Oregon Steam Heritage Foundation) meet to discuss preserving the Brooklyn Roundhouse. This meeting planted the seed for the Oregon Rail Heritage Foundation.

1998 Union Pacific signals that in the near future the Brooklyn Intermodal Yard will be expanded and the Brooklyn Roundhouse torn down prompting discussions about preservation of the Roundhouse and a future home for Portland's steam locomotives among the groups volunteering at the Brooklyn Roundhouse.

1998 The first meeting of the Brooklyn Roundhouse Task Force was in October, 1998. Joining four Brooklyn Action Corps members were Laurel Lyon and Roundhouse volunteers Dave Brown and Pat Tracy along with Brooklyn resident Cameron McCredie, and Tony Marquis.

2000 The Oregon Steam Heritage Foundation (now Oregon Rail Heritage Foundation) formed and corporation papers filed April 21, 2000 with the State of Oregon with the mission to develop a permanent home for the City of Portland's steam locomotives. Laurel Lyon served as the first President.

2001 The Pacific Northwest Chapter, National Railway Historical Society joins the already formed OSHF consortium of organizations that include the Brooklyn Action Corp, Friends of SP 4449, Pacific Railroad Preservation Society, Friends of OR&N 197, Northwest Rail Museum and the City of Portland.

2002 The name of the Oregon Steam Heritage Foundation was formally changed to Oregon Rail Heritage Foundation with a March 18, 2002 State of Oregon filing.

2003 The Friends of O.R.&N 197 chartered as a State of Oregon Corporation on March 13, 2003. The organization is dedicated to the restoration and preservation of the former Oregon Railroad & Navigation Company 197 steam locomotive.

2005 The first Holiday Express was run by the Oregon Rail Heritage Foundation out of Oregon Pacific Railroad's yard in SE Portland on the Oregon Pacific Railroad. The Holiday Express has evolved into a Portland family tradition with yearly operations on three weekends in late November and December; a major ORHF fund raiser pulled by one of the two operational steam locomotives and entirely staffed by volunteers.



2006 On January 25, 2006 the SP&S 700 steam locomotive was placed on the National Register of Historic Places.

2009 The City of Portland loaned ORHF \$976,000 to purchase land for a future site near the Oregon Museum of Science & Industry in SE Portland.

2010 The Capital Campaign to build the Oregon Rail Heritage Center was jump started by a challenge donation of \$1 million from longtime Friends of SP 4449 volunteer and Yamhill, Oregon resident Gordon N. Zimmerman (1923-2016). Zimmerman's donation gave him the honor of naming the building and he chose to name it Doyle L. McCormack engine house.



2011 On July 27th the Portland City Council passed three emergency ordinances:

- No. 792 authorizing a loan to construct an engine house and interpretive center for the city-owned locomotives.
- No. 793 authorizing a lease agreement with the Oregon Rail Heritage Foundation for use of city-controlled right-of-way under the MLK Viaduct to be used for ORHF facility visitor and

staff parking.

- No. 794 authorizing a lease agreement with Oregon Rail Heritage Foundation for use, maintenance, restoration, and storage of the City-owned steam locomotives. This ordinance also approved the assembly of property transferred to the city from TriMet and Oregon Department of Transportation that now is the 2.43 acres occupied by the ORHC; this property replaced the originally purchased ORHF property as it was needed for an at-grade crossing of Milwaukie Light Rail line and the Oregon Pacific Railroad.

These resolutions all passed 4-0 with Mayor Adams being on vacation. Bill Failing led the ORHF presentation team.

2011 Groundbreaking for the Oregon Rail Heritage Center occurs on October 21, 2011. City of Portland Commissioner Nick Fish operated the backhoe doing the groundbreaking honors.



2012 City of Portland lease of the Brooklyn Roundhouse that had been graciously extended by Union Pacific from January expired on June 30, 2012 ending 31 years of free rental, free water, free sewage and free electricity. The lease began in



February 1981 between the then owner Southern Pacific and the Pacific Northwest Chapter, National Railway



Historical Society to prepare the 4449 for the trip to the grand opening of the California State Railroad Museum in Sacramento. Union Pacific, current owner of the Brooklyn Intermodal Yard, is expanding and will demolish the Brooklyn Roundhouse.

2012 Union Pacific Railroad donated the Brooklyn Roundhouse turntable to ORHF. With great assistance from Rick Franklin, his crew and equipment it was removed. The 100-foot, 1924 built American Bridge Company turntable has been stored on two Albany and Eastern Railroad supplied flat cars and stored, thanks to Dick Samuels, on the Oregon Pacific Railroad.



2012 The Oregon Rail Heritage Center, a working museum, is formally opened to the public on September 22, 2012.



2015 With the City of Portland providing a grant of \$150,000, used to pay off the loan, ORHF is debt free. City of Portland ordinance No. 187506 unanimously passed by council December 16, 2015.

2016 On September 16-18 150 attended the 40th reunion of the American Freedom Train reunion at the Oregon Rail Heritage Center. Chairing the reunion committee was Laurie McCormack. One of the reunion highlights was a 4449-powered excursion on the Oregon Pacific Railroad. For this event, OPR owner Dick Samuels restored his PTD No. 100 diesel-electric locomotive including the trolley pole originally used to trigger crossing signals on the electrified branch he now owns; the No. 100 has been in OPR service since 1987. The No. 100 was used on this excursion to pull the train back to ORHC from Oaks Park.



PORTLAND, OREGON

2016 During the calendar year 2016 the volunteers at the Oregon Rail Heritage Center hosted **38,196** visitors of all ages and abilities to our ADA compliant, kid friendly facility; **152,000** visitors since opening in 2012. Each visitor day the Oregon Rail Heritage Center is staffed with dedicated volunteers filling the positions of Greeter, Concessions Sales, Docents, and a Person In Charge. These volunteers add to the visitor experience and ensure that a safe environment is provided for their visit.

2017 On September 20th the Oregon Rail Heritage Foundation celebrated with an event marking the 5th anniversary of having a facility that accommodates public access, provides a permanent home for the City of Portland owned three steam locomotives and changing exhibits describing Oregon's rail history. City of Portland Commissioners Amanda Fritz and Nick Fish participated in the "burn the mortgage" celebration.

Future Plans are underway to raise funds to install the historic Brooklyn Turntable at the Oregon Rail Heritage Center.

Future The building's design is such that a second floor can be installed in the front half of the building. This expanded interior space will be used for future exhibits and events.

Document researched and developed by Arlen L. Sheldrake with graphic and layout magic done by T. Trent Stetz. Contributors included David Jorling, Doyle & Laurie McCormack, www.4449.com, Wes Camp, multiple *Trainmaster* newsletters published by the Pacific Northwest Chapter of NRHS, Todd Schannuth, Gary Brandt, Mark Kramer, Mike Lindberg, Pat Lacrosse, Laurel Lyon, and Phil Barney.

ORHF's mission is to provide for the preservation, operation and public enjoyment of Portland's historic locomotives, rail road equipment, artifacts, and to educate the public about Oregon's rich and diverse railroad history.



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