

The *Celebrating 60+ Years* Trainmaster

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SAGINAW No. 2 RETURNS

Text and Photo by Martin E. Hansen



Photo By Martin E. Hansen

It was 54 years ago when my old friend Jim Gertz was asked by his employer Rayonier Inc. to shepherd a Baldwin 70-ton 2-8-2 that the company had just sold back to her new owners in Michigan. Jim left on his adventure with only \$75.00 in his pockets and his woolen underwear to keep him warm on the 2300-mile journey.

In a twist of fate 2 years ago I was asked by the No. 2's owner for the last 40-years, Skip Lichter, to help him find a new home for his beloved Mikado and help him part company with the Museum where it had been operated for the past several decades in Wisconsin. As fate would have it after being courted by 19 different steam railroads around the country, Skip decided that the Oregon Coast Scenic Railroad in Garibaldi, Oregon was the best fit for No. 2's new home.

In early October, we sent our crew from OCSR back to Wisconsin to load No. 2, her tender and a 3rd trailer loaded with No. 2's new cistern and a container of her spare parts for shipment back to the Northwest. Those 2 trucks arrived in Tillamook a week later.

Finally, October 16th, was the big day at Tillamook when No. 2 herself arrived at the blimp hanger in Tillamook. We were ready and waiting for her and in a matter of 2 hours we had her unloaded at her new home. The skies were clear and sunny which we all took as a good omen for the end to this project. Trucking was provided by the experts of Redmond Heavy Haul.

Soon No. 2 will be steaming up at the engine house at Garibaldi just one track over from Rayonier 2-8-2 No. 90. I cannot help but think my old friend Jim Gertz would be very pleased to see No. 2 come back to the Pacific Northwest after all these years.

THE PORT OF KALAMA

By Arlen L. Sheldrake

Conversations in the break room at the Oregon Rail Heritage Center especially on Thursdays, the normal Friends of SP 4449 work day, can and do vary widely. On a recent lull in one of the “important” conversations of the day, I mentioned that McMenamin's would in a few months be opening (Spring 2018) a new restaurant next to the totem pole in Kalama, Washington. Bob Slover joined the conversation and asked if I had visited the Port offices next door and seen the tracks inside the building awaiting a steam locomotive.



On October 4th, Rita and I headed north to Kalama to investigate Bob's information. WOW!

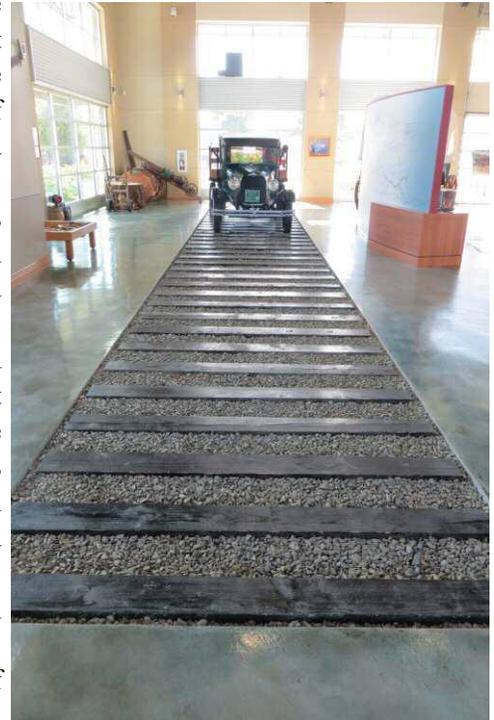
After a very friendly greeting from the receptionist, we enjoyed viewing the many exhibits explaining the history of Kalama. As one might imagine, a great deal of Kalama's history is railroad related as it was originally the terminus of the Northern Pacific Railway. One of my favorite exhibits is the pictured model of the sidewheeler rail car ferry Tacoma. The Port Director says it was built by a retired movie set builder in 600 hours.

As rail historians know, until the rail bridge was built in 1908 rail service across the Columbia River between Vancouver and Portland was provided between Kalama, WA and Goble, OR by rail car ferry. The sidewheeler Tacoma provided this rail connection between Washington and Oregon from 1884 to 1908.

The Port of Kalama has embraced this history with a very well-designed museum as part of their corporate office complex. One of the neat features built into the museum is space to display a steam locomotive. While the Port would like to have a Shay or Heisler to highlight their logging history, an even greater desire is to have a former Northern Pacific locomotive or one similar that would have been used in Kalama Northern Pacific operations. Space inside the museum is reserved for the locomotive and the building was designed to accommodate moving one in.

An extensive history of the Port of Kalama, formed in 1920, can be found on their web site: www.portofkalama.com.

With the spring opening of the new McMenamin's pub/hotel and the Port of Kalama's museum, you will now have two reasons to pull off the Interstate for a view and brew.



Tracks awaiting a Steam Locomotive



Model of the Rail Car Ferry *Tacoma*

The Port of Kalama sits on the Columbia River in Southwest Washington, immediately off of Interstate 5—situated in the heart of the Pacific Northwest, just 30 miles northwest of Portland, Oregon, and approximately 120 miles south of Seattle, Washington. Kalama was entirely a Northern Pacific Railroad creation, being the chosen site in 1870 of the new terminus as well as the headquarters (later moved to Tacoma in 1874) for the new railroad. The Port is served by the Burlington Northern/Santa Fe and Union Pacific railroads. The Port of Kalama boasts miles of riverfront playground, beaches, public parks and marina, a vibrant community of antiques, shops and restaurants, and a rich small-town culture. As a key player in the Kalama community, the Port is responsible for enhancing public recreational opportunities. Kalama is home to one of the tallest single-log totem poles in the entire world, which is surrounded by a park on the Columbia River. The totem pole is 140 ft (42.6 m) tall, and was carved by Chief Lelooska.

[information from en.wikipedia.org/wiki/Kalama,_Washington]

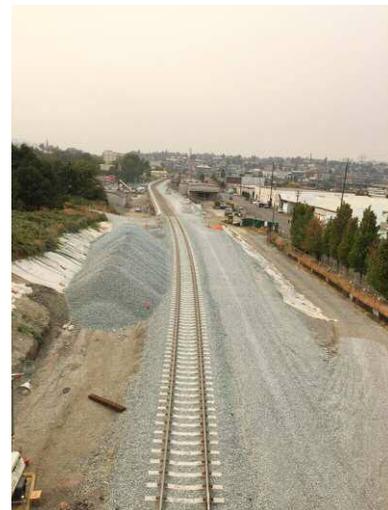
TACOMA DEPOT UPDATE

by Gordon Russ

A little more info on the Tacoma Depot at Freighthouse Square and its progress. Not sure when Amtrak will start using the new Depot. The Sounder is now loading from two sets of tracks. The Seattle bound Sounder is now loading from a platform across two sets of tracks from the Depot. At present people are required to walk to the east end of the Freight House cross over the tracks then down the loading platform to wait for their ride. It is an open covered area. Only one set of tracks is completed across the new trestle, but the second line is being put in place.



Laying Track



Track being ballasted



Passengers Waiting

UPDATE FROM NATIONAL NRHS

By Al Baker

These are my notes from the Fall NRHS Conference held on October 21, 2017 in Kansas City. Please contact me if you have any questions.

Membership Renewals: National renewals should be received by members before Thanksgiving. Note: Spouses should have unique numbers with no alpha character. There is a new Membership Database called Neon CRM. We believe all members are now entered into the new database. Information about how to log-in will be out hopefully before Thanksgiving.

NRHS Bylaws will be amended to: 1. Require at least ten NRHS national members to form a new chapter. 2. Require at least five NRHS national members to retain the chapter charter. 3. Require that Chapter National Representatives be NRHS national members. 4. NRHS will permit chapters which meet the above requirements, to have other members who do not belong to NRHS national.

Rail Camp 2017: Went very well – also financially doing well. Both East & West were full. Amtrak participated and helped quite a bit. 2018 will be the 20th anniversary year of Rail Camp.

NRHS Bulletin: Next should be out before Thanksgiving. The plan and goal is: Three in 2017, Four in 2018.

NRHS Website: Will be upgraded using a new website language.

Combined Federal Campaign (CFC): Federal employees/retires can now contribute to NRHS via CFC.

Conventions: *2016 Denver* netted \$9K profit to NRHS. *2017 Nashville* netted \$20K profit to NRHS. *2018 Cumberland, MD* at Ramada Inn on Aug 7-12 (approx.) No. 1309 Steam Locomotive will hopefully be ready! Bus to Cass, WV for excursion. Advisory Council meets Thurs afternoon; Board Of Directors meets Thurs evening; Potomac Eagle ride Fri; Everett, PA for steam excursion on Sat; Horseshoe Curve – Altoona, PA on Sun. *2019 Utah Promontory Point* with RLHS & UP on May 7-12 (approx.) This will celebrate the 150th Anniversary of the Transcontinental Railroad Completion on May 10th, 1869. UP No. 4014 Big Boy will hopefully be available. Could be a major RR event!

Upcoming Conferences: *Spring 2018:* St Louis w/RLHS May 30-June 3. *Fall 2018:* Scranton, PA Oct 11-13. *Spring 2019:* – TBD. *Fall 2019:* – Dallas, TX, November 8 - 9.

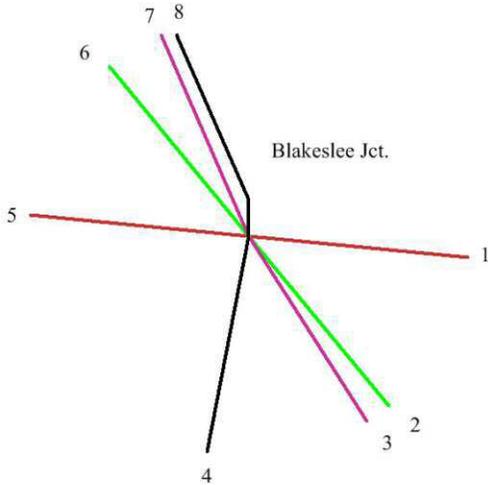
MULTNOMAH COUNTY
LIBRARY 

There are several train magazines available for free in digital form from the Multnomah County Library. They are: *Trains*, *Model Railroader*, *The Railway Magazine* and *Heritage Railway*. The last two are British titles. The magazines are available from RBdigital. See: multcolib.org/resource/rbdigital. Multnomah County Library cards are free for residents in many areas outside of the county - see multcolib.org/library-cards-non-residents. [Information provided by Michael Byrnes]

What Lurks Below I5 in Centralia

Text and Photos by Ken Vannice

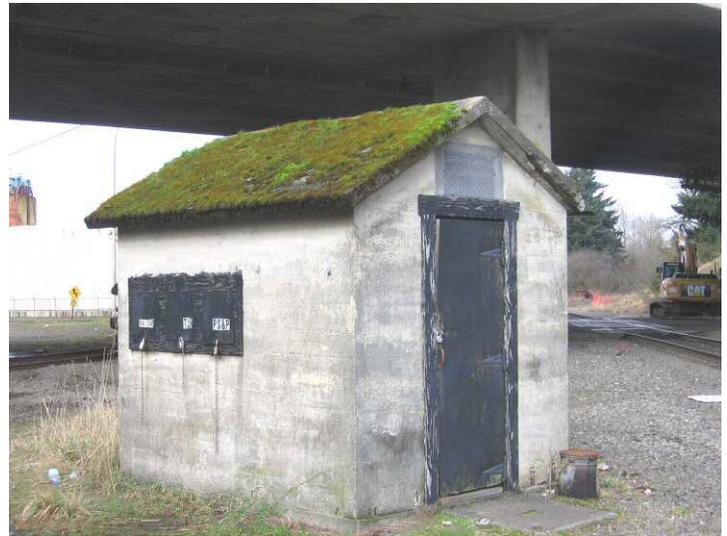
Most that drive Interstate 5 through Centralia have no idea what lurks below. Underneath the freeway three railroads cross. This crossing is known as Blakeslee Junction.



1. Union Pacific, Grays Harbor Branch, to Northern Pacific main line with Union Pacific rights
2. Northern Pacific, Gate Line, to Northern Pacific main line
3. Milwaukee Road, 9th Sub, to Chehalis and 11th Sub to Raymond
4. Interstate 5 to Portland
5. Union Pacific, Grays Harbor Branch, to Aberdeen and Hoquiam
6. Northern Pacific, Gate Line, to Gate and Grays Harbor Line to Moclips
7. Milwaukee Road, 9th Sub, to Maytown and Frederickson and 7th Sub to Tacoma
8. Interstate 5 to Seattle



Left: Northern Pacific, now Puget Sound and Pacific, to Hoquiam and Bangor – Note signal. Right: Milwaukee Road, now Tacoma Rail, to Maytown and Tacoma – Note track removal.



Blakeslee Junction Signal Building – Note lock boxes for the three railroads

Far: North Pacific, now Puget Sound and Pacific, to Northern Pacific, now BNSF, main line. Near: Milwaukee Road, now Tacoma Rail, to Chehalis and Raymond. Curve: Union Pacific once to Northern Pacific main line directly, now routed into Northern Pacific Gate Line into Northern Pacific main line. Union Pacific, serviced by Puget Sound and Pacific, extends a short distance to Gallagher Road in Raish, WA.





PNW RAIL NEWS

by Arlen L. Sheldrake



In a potentially fatal blow to Millennium Bulk Terminal's proposed Longview coal export dock, the Washington state Department of Ecology has denied a water quality permit for the project, concluding that it would cause unavoidable harm to the environment. The \$680 million terminal would worsen air quality, vehicle traffic, vessel traffic, rail capacity, rail safety, noise pollution, social and community resources, cultural resources and tribal resources, Ecology said September 26th. The terminal is contested by some in Vancouver and the Columbia River Gorge because of the 16 nearly mile-and-a-half long coal trains it would bring through the area on a daily basis. Proponents have argued the terminal could offer a shot in the arm to Cowlitz County's anemic economy. It would create more than 1,000 construction jobs, 130 permanent jobs and \$5.4 million in state and local taxes. **The Daily News 9/26/2017.**



New Ray-Mont Logistics transload facility welcomes its first unit train in Prince Rupert. The first unit train transported canola meal pellets from Western Canada on CN's line. The new facility, which officially opened for business on August 31, is currently the only unit train stuffing facility on Canada's west coast, helping crops transported by CN from Western and Central Canada as well as the American Midwest reach international markets. The 10-acre facility includes a 100-car rail loop corridor, a grain dumper pit, as well as a state-of-the-art conveyance system and will transload grain and processed grain products from CN hoppers to ocean liner containers for export. **CN9/18/2017 news release.**



Knife River Corp. and the Portland & Western Railroad welcomed U.S. Representative Kurt Schrader last week for a tour of Knife River's sand and gravel pit in Salem, Oregon. The tour included a discussion of public policy priorities for business and rail communities in the Salem area. The National Railroad Construction and Maintenance Association (RC) and the Railway Engineering-Maintenance and Suppliers Association (REMSA) coordinated the event. The Reed facility, a 300-acre sand and gravel pit that produces construction aggregates for the mid-Willamette Valley and Portland areas. The mine has about 25 million tons of aggregates reserves. The company relies on a multimodal approach to shipping. About a half million tons of aggregates are shipped by rail annually to serve Knife River operations in greater Portland. The facility is directly served by Portland & Western Railroad, which interchanges with BNSF Railway Co., Coos Bay Rail Line, the Central Oregon & Pacific Railroad, the Albany & Eastern Railroad and Union Pacific Railroad. Schrader serves on the U.S. House Committee on Energy and Commerce. **Progressive Railroading 9/29/2017.** [Portland & Western runs push/pull unit aggregate trains for Knife River from the Reed facility to the Hillsboro facility.]



Remember the River Queen Restaurant that used to be in a sternwheeler boat on the Willamette River in Sellwood and later in Northwest Portland? Seems after a two-year effort to address pollution issues and sinking boats, the State of Oregon Department of Lands has terminated the aquatics land lease and evicted the tenants on the Columbia River near Goble where the River Queen and some 26 other vessels have been located. The fate of the River Queen is currently unknown. The River Queen was originally the S.S. Shasta built in 1922 by Bethlehem Steel and was purchased by Southern Pacific Railway for auto car ferry service across San Francisco Bay. The River Queen Restaurant closed in 1995; [The current condition will bring tears to those that remember dining in its elegance]. **U.S. Coast Guard 6/1/2017 news release & The Daily News 6/2/2017.**

The Sound Transit Board on September 28th approved the West Seattle and Ballard Link Extensions, establishing a \$285.9 million budget for preliminary engineering for the project and giving the green light to move forward with extending light rail to some of the most densely-populated neighborhoods in the region. Also in a related action, the Board executed a \$24.4 million consultant contract with HNTB Corporation to begin project development services.

- West Seattle Extension: The project assumes connecting West Seattle to Downtown Seattle via Alaska Street, Fauntleroy Way, Genesee Street, Delridge Way, Spokane Street and SODO Busway. The extension also includes a new connection to the existing Downtown Seattle Transit Tunnel south of the International District/Chinatown Station, a new rail-only high-rise bridge over the Duwamish Waterway, elevated alignment over SR 99 and the South Spokane Street Viaduct, and an elevated alignment in West Seattle. The extension will serve five station areas.
- Ballard Extension: The project would connect Ballard's Market Street area to Downtown Seattle, then cross Salmon Bay on a new rail-only bridge near the existing Ballard Bridge. The extension would continue south on an elevated guideway through the Interbay corridor along 15th Avenue Northwest and Elliot Avenue West before transiting to a new Downtown Seattle light rail tunnel. The new tunnel would run through the Uptown and South Lake Union

neighborhoods long Westlake Avenue to Sixth and Fifth Avenues before reaching the International District and connecting to the existing Link tracks at South Massachusetts Street. This extension would serve nine station areas.



Sound Transit 9/28/2017 news release.

South King and Pierce County commuters get more options for taking the train to work beginning September 25th. Two new roundtrips are being added between Seattle-Lakewood, bringing the total number of roundtrips in South King and Pierce Counties up to 13 per weekday. Not only will riders have more choices, but the trains will come more often as well. During peak hours, Sounder trains will arrive as often as every 20 minutes. **Sound Transit 8/24/2017 news release.**



On September 27th the first large rail transport with a total of 122 rail cars from the Bethune mine in Saskatchewan arrived at K+S's potash handling and storage facility in Port Moody, one of Vancouver's ports. The almost 2-kilometer-long unit train was loaded with about 13,000 tonnes of MOP standard and was pulled by four Canadian Pacific (CP) locomotives. The 1,800-kilometer-long route through the Rocky Mountains took three days. Over the next few weeks, additional unit trains will transport potash from the Bethune mine to the handling and storage facility in Vancouver. In October, the first vessel loaded with potash will then leave

the port, destined for customers in Asia. **POTASH Investing News 9/28/2017.**

Soft soil in an unforeseen ancient lake bed will prompt dismantling of the mostly complete \$17 million Wickiup Junction railroad overcrossing according to Oregon Department of Transportation officials. The remaining money will be used to come up with a new design option. Crews suspended construction in May after tests showed the ramps leading to the bridge were settling at an unusual pace. Experts found silica skeletons from algae known as diatoms that used to live in an ancient volcanic lake. These diatoms were causing the settlement issue. The project was 80 percent complete in the spring on track for expected completion by the end of the year. It was supposed to provide a safe way for cars to cross the railroad tracks [BNSF Oregon Trunk]. The next step for the project will be the removal of the girders spanning the railroad. **KTVZ 9/26/2017.**

For the third time this year Metro and local partners worked together to cleanup and remove garbage from the wooded and brushy banks along Interstate 84 [Sullivan's Gulch; UP Graham Line]. The group included Metro's Regional Illegal Dumping Patrol, Union Pacific Railroad, City of Portland, Oregon Department of Transportation, and Central City Concern. At this cleanup, the team removed just over seven tons of garbage, as well as a ton of metal recycling. Some of the cleanup requires scaling the steep slopes. The first 2017 cleanup netted 23 tons of garbage, the second in May close to 12 tons. The next cleanup will be in December. **Metro News 9/20/2017.**



All Aboard Washington says the new expanded Amtrak Cascades service and new schedules start Monday December 18th. The new schedules are now in the Amtrak reservation system. December 17th will be your **last** opportunity to ride along the **Tacoma Narrows!**



Facebook 10/2/2017 posting.

On October 7th the Port of Columbia celebrated the re-opening of the line between Prescott and Dayton. The celebration was held at the historic Dayton depot, the oldest depot in Washington. The Port of Columbia owns 37 miles of short line railroad spanning two counties and providing service from Dayton to Walla Walla. The section of line between Prescott and Dayton has been closed for almost 3 years due to needed repairs on 8 bridges and a section of track near the Touchet River suffering from bank erosion. A combination of Washington State Department of Transportation Rail Bank grant funds, Port of Columbia matching funds, private shipper matching funds, and contributions from the Port's rail operator made repairs possible for the reopening of the line. The Port leases the rail line to Frontier Rail, which operates the line as the Columbia Walla Walla Rail Line (CWW). **Port of Columbia 9/28/2017 press release.**



The Seattle Department of Transport (SDOT) has awarded CAF with a contract for the supply of ten 3-module streetcars based on the URBOS platform and 100% low floor. This agreement is comprehensive of spare parts, special tools and testing equipment. SDOT also reserves the right to purchase up to an additional ten vehicles and their relevant spare parts during the valid term of the contract. The contract amount exceeds \$50 million. The new vehicles will be equipped with the Onboard Energy Storage System, which is supplied by CAF Power & Automation, allowing them to run on the catenary-free sections of the network. CAF operates a plant in Elmira, New York. The amount of projects undertaken by CAF in the USA now exceeds \$1.8 billion. **CAF 2017/10/02 press release.**



A Canadian company, HiTest Sand, Inc., formally started the application process for permits necessary to build a \$325 million silicon production facility south of Newport [Washington] on Monday, October 2. This milestone, along with their recent purchase of 192 acres a few miles south of Newport establishes their commitment to build here, announced the Pend Oreille County Commissioners. HiTest said they plan to employ 150 at the facility with an estimated plant life that exceeds 50 years. They estimate up to 400 will be employed for two-year construction once all the permitting is completed. [The site is served by the Pend Oreille Valley Railroad with connections with UP and BNSF in Sandpoint, Idaho. The conversion of quartz to silicon metal requires six tonnes of raw materials to produce one tonne of silicon metal. This plant is projected to have 60,000 tonnes of silicon metal production capacity per year. 50% of the HiTest silicon metal production will be sold into the solar panel end-market. The HiTest quartz mine is located in Golden, British Columbia with transportation outlets including Highway 95 and Canadian Pacific Railway. The mine has 81 million tonnes of proven and probable reserves.] **Pend Oreille County Commissioners 10/3/2017 press release.**



As we continue to commemorate the centennial of World War 1, finding artifacts from this period is an interesting search. Portland has a pub by the name The Loyal Legion located at 710 SE 6th Avenue. This pub takes its name from a sign that was found in 2008 built into a wall in the basement of the Hung Far Low building in Old Town Chinatown. The historic employment office sign made of metal sheets attached to a wood frame has been restored and now hangs overlooking the Pub's 99 taps. For those familiar or becoming familiar with World War 1 Pacific Northwest history, know that the 4Ls organization, created by the Federal Government, transformed the logging industry in support of the war effort. The pub is located in an interesting part of Portland; more information: www.loyallegionpdx.com.



For those concerned about the future of the Washington Park & Zoo Railway and who live within the boundary of the Metro government in the greater Portland area, the May 2018 primary election should/must be on your radar screen. At this election, four of the seven (4 of 7) positions on the Metro Council are up for election. This includes District #1, #2 and #4 for those living in each of these districts. For all Metro voters, the position of Metro Council President is also being voted. The Oregon Zoo and the Washington Park & Zoo Railway are governed by the Metro Council. Let your representative(s) know if the Zoo Railway is one of your priorities. Expect to hear more about this effort.



BNSF replaced its Washougal River railroad bridge in Camas, Washington using an innovative technique to replace the bridge spans. Rather than lifting new spans into place, they built spans right next to the bridge, slid the old spans to the side across beams, and then slid the new ones into place. The project was part of BNSF's ongoing work to maintain and upgrade its rail network to keep traffic flowing safely and efficiently. [This site has a video clip of the bridge replacement.] <https://bnsfnorthwest.com> 9/28/2017.



Some 55 volunteers keep the all-volunteer staffed Centennial Station just outside Lacey, Washington open and operational. Centennial Station was itself built by volunteers, replacing an old depot nearby. It serves an area that includes Olympia and last year about 65,000 passengers boarded or got off a train at the station. Two volunteers staff each of the four-hour shifts with the first train arriving at 8:45 a.m. and the last one at 8:42 p.m., if on-time. But no matter what time, volunteers are there to greet the passengers. The station is served by the Coast Starlight and Amtrak Cascades trains. **The Christian Science Monitor October 10, 2017.**

After several months of ongoing negotiations, Rail Events Inc. has announced several U.S. locations of The Polar Express Train Ride, previously operated by Iowa Pacific Holdings, will not return for the 2017 season. The November-December family-oriented excursion has been a mainstay of Mt. Hood Railroad offerings for the past 10 years. During the course of the 2016 events season, Iowa Pacific failed to make agreed upon royalty payments under the license agreements and ultimately failed to make final payment on the balance due on royalties in excess of \$3 million dollars. **Hood River News 10/10/2017.**



Wrapping up in mid-May, ahead of schedule and under budget, the North Lead Rail improvements in Tacoma added two new 7,000-foot-long arrival and departure tracks. In addition, all of the support tracks were re-aligned, including

investments in new tracks to enhance efficiency on the west end of the South Harbor's rail infrastructure. The new tracks and rail yard configuration improves operational efficiency by 34 percent and also allows more flexibility and efficiency for the alliance's short-haul rail partner, Tacoma Rail. **Pacific Gateway, The Northwest Seaport Alliance Fall 2017.**



Washington state regulators have approved \$130,000 in grant funding for grade crossing improvements in Yakima County and the city of Tacoma. In Tacoma, the Utilities and Transportation Commission (UTC) approved \$50,000 in Grade Crossing Protective Fund grants to improve a BNSF Railway Company at McCarver Street, where two pedestrians were killed between November 2015 and November 2016. The grant will help fund upgrades to crossing warning signals and safety barriers. BNSF, which owns the track, agreed to Tacoma's request. Currently, 72 freight trains and 10 passenger trains traveling 57 to 64 mph use the crossing each day. The project's total cost estimate is \$299,300. Tacoma will cover additional costs outside of the \$50,000 grant. In Yakima County, the UTC approved grants for four grade crossings in Grandview and Granger at the request of the Central Washington Railroads. The grant will replace outdated train detection equipment. **Progressive Railroading 10/13/2017.**

News from the Cheney Depot Society *Save Our Station* (1929 Northern Pacific Railroad) project:
2017 Accomplishments:

- Identified a suitable site along 1st Street and are in the process of acquiring title to the property.
- Initiated a Phase 1 Environmental Assessment related to previous uses on the property.
- Completed a State Environmental Policy Act (SEPA) review.
- Completed a survey of property lines.

What's Next?

- Actual cost for site preparation & moving the depot is approximately \$160,000. With YOUR help we could be moving the depot by late Spring 2018. Won't you donate now?
- Your year-end donations are 100% tax deductible – AND they are matched 1:1 doubling your donation!



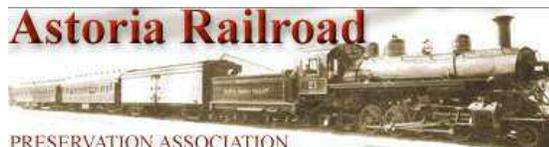
**Save Our Station
Cheney Depot**

Donations/information: www.cheneydepot.org or USPS to Cheney

Depot Society, 1921 1st Street PMB 140, Cheney WA 99004. **Cheney Depot Society 10/14/2017 email.**

This month's announcement of a Cultural Spaces Canada funding in the amount of C\$47,500 towards the Garden Tracks Shelter should not only be an exciting announcement, but also a true step forward towards the core goal of preserving and protecting their collection. Together with the C\$25,000 received earlier from Heritage BC, the current campaign with their members to help with the same project, they are now able to move forward with the final design and construction of the first piece of this project. The Garden Track Shelter will create a pavilion that will span three tracks north of the Mac Norris Station, where the core railway exhibits reside. In its final design, the shelter will be expanded to provide cover for up to 15 railcars and locomotives, adding to the longevity of their restoration work and the caliber of their exhibits. Extracted from Don Evans editorial, **West Coast Railway Association September 2017 news.**

Astoria Railroad Preservation Association update: They spend just about every Saturday in the shop [446 W. Marine Drive]. We are making slow but sure progress – much slower than they would like. They fabricated a firebox and it is in place. Installation of the myriad staybolts and crown stays took a lot longer than they would have liked – better part of 2 years but they are all in. They have recently been working on bits and pieces. Stuff like new spring hangers, the eccentric rods for the timing gear, casting and machining new valve spools and tapping the holes for the boiler drain plugs, etc. Next big chore will be putting the frame under the boiler. This is something they thought we would do a couple of summers ago, but probably will not happen until after this coming winter. They are pretty shy on both help and money, but keep plugging along. Thank you for the interest. **Mark Clemmens 8/21/2017 email to Doug Auburg.** [This described work is on the Santa Maria Valley Railroad No. 21, a 1925 Baldwin built 2-8-2 locomotive that was retired in 1962. Once restoration is completed it will be re-named the Astoria & Columbia River No. 21. More information: www.astoriarailroad.org.]



The Port of Longview Board of Commissioners entered into an agreement with International Raw Materials (IRM) to lease the Port's Bridgeview Terminal. IRM proposed maximizing throughput of existing terminal infrastructure – focusing primarily on the export of bulk minerals, fertilizers and grains. While they operate several West Coast facilities, IRM

intends to make Longview their flagship location for dry-bulk cargo export. IRM intends to immediately improve existing components of the bulk loadout facility, while working to expand the on-site rail footprint. The Port sought a new operating tenant for Bridgeview Terminal following the expiration of its contract with Kinder Morgan. The process included issuing both a Request for Interest and a Request for Proposal to ensure maximized use of the Terminal. IRM previously operated at the Port from 1981-2001. [The Port of Longview is served by both BNSF and Union Pacific.] **Port of Longview 10/18/2017 news release.**



The Underwood Fruit & Warehouse October 18th fire at the west end of Bingen, Washington destroyed three of their storage and packing houses. Some 11 Klickitat County fire departments responded as did a Burlington Northern Santa Fe Railroad fire train. The fire also destroyed some 100,000 boxes of fruit, mostly pears. The facility employed 150 workers packing apples and pears from some 55 growers farming 90 orchard properties between Mt. Adams and Mt. Hood. **Hood River News 10/18/2017.**



King County begins trail work on Eastside Rail Corridor (ERC) in Renton. The spike-pulling event, October 17th, celebrated the start of rail removal on the southern-most four-mile segment of the corridor and a one-mile segment near Kirkland. Rail removal is expected to begin later this month and marks the latest step in preserving and putting to use one of the last unbroken north-south strips of land east of Lake Washington. The ERC – which connects Woodinville, Kirkland, Redmond, Bellevue, and Renton – is owned and managed by King County, the cities of Kirkland and Redmond, Sound Transit, and Puget Sound Energy. King County – owned sections of interim gravel trail opening by January 2018 include:

- A four-mile section from Gene Coulon Park in Renton to Newcastle Beach Park in Bellevue, with connections at either end to the existing Lake Washington Loop Train and eventually to the Lake To Sound Trail.
- A one-mile section from the Cross Kirkland Corridor at 108th Avenue Northeast to Northup Way, with a planned State Route 520- Train connection by spring 2018. This section will also connect into Bellevue's Spring District south of State Route SR 520, with a connection from the ERC to bike lanes on 120th Avenue Northeast by the end of the year.



Freight and other rail use on all but a mile of the Redmond spur were discontinued several years before the County's acquisition. **King County 10/17/2017 news release.**

Representatives of the two major railroads that operate in the Columbia River Gorge and government leaders from around the area recently met in an effort to bridge communication gaps amid controversy. In a “listening summit” that stretched over six hours at the Columbia Gorge Interpretive Center in Stevenson, railroad officials from Union Pacific (on the Oregon side of the Columbia River), and BNSF (on the Washington side), met with local mayors, county officials, and other community leaders to discuss a variety of issues. Nearly 40 people attended the September 28th session, which was not open to the public. Railroad officials will schedule another meeting later this year to address the questions and concerns that were raised by local government leaders at the initial meeting. **The Dalles Chronicle 10/13/2017.**

CP ready to close out Canada 150 celebrations with 19th annual Holiday Train, raising food and funds for local food banks across Canada and the U.S. The CP Holiday Train program launched in 1999 and has since raised more than C\$13 million and four million pounds of food for communities along CP's routes in Canada and the United States. Beginning in Montreal, Quebec, on November 25 and 26, 2017 respectively, two trains will make the festive journey, travelling through both the U.S. and Canada to bring holiday cheer to 182 communities along CP's network. Stops in British Columbia start December 11th in Sparwood and conclude in Port Coquitlam on December 17th. More information: www.cpr.ca/holiday-train. **CP10/18/2017 press release.**



Surface Transportation Board Docket No. FD 36154 10/20/2017: Goose Lake Railway, LLC, change in operator exemption, LRY dba Lake Railway. Goose Lake Railway files to assume operation of approximately 64.11 miles of interconnected railroad line between MacArthur [McArthur per Bob Melbo], California, and Perez, California, owned by the Union Pacific Railroad and currently operated by Lake Railway. Goose Lake Railway reporting mark designation is GOOS. GOOS expects to consummate the change in operator transaction on or about November 19, 2017.

The former Stimson Lumber Company mill site in Bonner, Montana now has a major log chipping operation by Willis Enterprises who has a chipper capable of handling 27” logs. Willis ships up to 60 loaded chip cars per week via Montana Rail Link. One of the reported receivers of these chips is the Kapstone Paper and Packaging Corporation owned Longview Kraft Paper Mill in Longview, Washington.



October Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on October 20, 2017

The October, 2017 membership meeting was called to order at 7:32pm by President Keith Fleschner. One guest was present, Mr. Tim Lyman, the evening program presenter.

The September meeting minutes were called, Don Klopfenstein made a motion to approve the minutes, David Cautley seconded and the membership voted in favor.

George Hickok gave the monthly Treasurers report and said all accounts balanced. He then gave an overview of the 2016 income tax return. Doug Auburg made a motion to accept the report, Rolf Schuler seconded and the membership voted to approve the report.

President Fleschner reminded the membership that at the December meeting will be the election of officers for 2018. [Editor's Note: All incumbents can run for another term] The officers have agreed to continue for next year. The President then opened for nominations. Jean Hickok nominated Bill Markwart to fill a Director-at-Large opening. Mr. Markwart said he is considering the nomination. With no other nominations the action was closed.

President Fleschner then announced THANKS to the volunteers who helped last weekend on the roof repairs and securing of the No. 55 railcar.

George Hickok reported that Beaverton Police arrested the person responsible for breaking into the 55 railcar, some of our property has been returned and the responsible will serve some jail time.

Ron McCoy announced the October Unsung Hero as Stuart Adams, for his work on cataloging material received from the records of the Southern Pacific Railroad. Congratulations to Stuart!

David Cautley reported that some tickets for the Holiday Express have already been sold. He said Hillary Mead is serving as volunteer coordinator for the event and signups are available for volunteers. He next requested help in re-decorating the railcars for the Holiday Express and work party dates will be announced.

Alfred Mullet noted that the Sumpter Valley Railroad is running a Halloween train on October 28 and 29, 2017.

Doug Auburg reported that next weekend the Chehalis Prairie Railroad will be running a steam engine for a Halloween train and will also be running the Christmas Tree Train in December. He reminded the membership that the SP&S Historical Society will be having their convention in June, 2018.

George Hickok reported that the library/archives now have over seventeen thousand drawings from the Southern Pacific Railroad and they soon will be listed online. He next reported that the PNWC is now enrolled with Bottle Drop, to recycle cans and bottles and to receive the refunds. See him for the special blue plastic bags for the drop-offs.

Ron McCoy reminded membership that the banquet will be held on April 7, 2018 at the same place and at the same price. He then reported that the chapter website is being updated and soon will have membership renewal online. He reminded the membership that at the December potluck dinner will be officer elections and the donations of Train Toys For Tots. The concessions at ORHC will give a discount for members buying toys for the event. He also reported that there are excursions on the Albany and Eastern Railroad.

Al Baker reported that National (NRHS) will be sending out renewal notices soon. There is a new system in place to renew online or by regular mail.

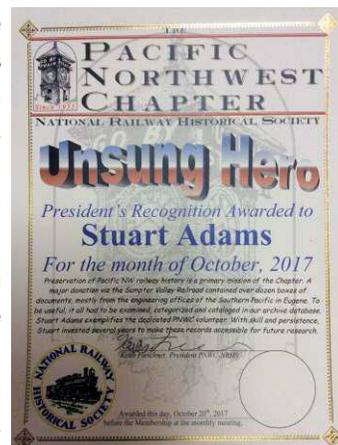
Steve Rippeteau reported that the Brooks Historical Society, at Powerland Heritage Park has acquired what is believed to be a Chicago, Burlington and Quincy caboos. It had sat in the woods by Eugene for a number of years as a residence. If anyone has information on how and/or why this caboos traveled two thousand miles to Oregon they would like to record it.

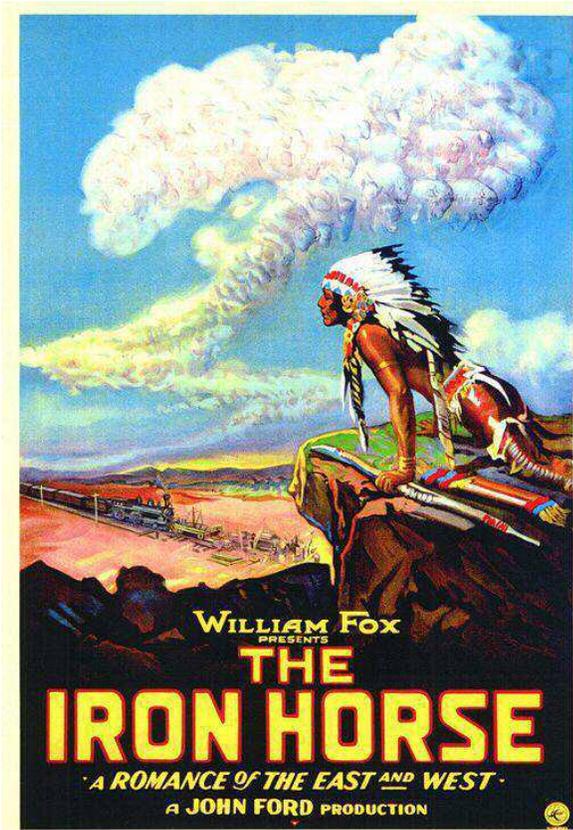
The meeting was adjourned at 8:40pm.

Snack time was provided by Jean Hickok.

Respectfully submitted by Jim Hokinson, Secretary

The evening program was The Railroads of Southwest Portland, given by Mr. Tim Lyman.





This classic 1924 movie, *The Iron Horse*, directed by John Ford will be shown at the Hollywood Theater on November 25th at 2pm, accompanied by the Columbia River Theatre Organ Society.

LENDING LIBRARY will be open Saturday, November 18th 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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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
Rolf Schuler	2017-2019	503.285.7941
Bruce Sttange	2017-2019	503.901.7815

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 Rep. Powerland	Mark Reynolds	503.638.7411
Elections	Jim Loomis	503.253.3926
Excursions	Vacant	
Flanger Restoration	Phil Barney	503.706.0498
Library	Ken Vannice	503.244.8732
Meeting Programs	Al Baker	503.645.9079
Membership	Lila Stephens	503.246.2165
Rolling Stock	George Hickok	503.649.5762
	Keith Fleschner	503.516.9272
Chief Mech. Officer	Peter Rodabaugh	503.701.7040
Car Rental Agt.	Bob Jackson	503.231.4808
Safety Officer	Keith Fleschner	503.516.9272
S-2 Restoration	Mark Reynolds	503.638.7411
Webmasters	Jim Long	503.313.7382
	Mark Whitson	503.533.7005

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Attn: *The Trainmaster* Editor
 PNWC-NRHS, Union Station, 800 NW 6th Ave Rm 1
 Portland OR 97209-3794
 Voice: 503.226.6747 Fax: 503.230.0572
 Chapter email: pnwc@pnwc-nrhs.org
The Trainmaster email: trainmaster@pnwc-nrhs.org
 Website: <http://www.pnwc-nrhs.org>
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Editor	Trent Stetz	503.643.1494
Circulation	George Hickok	503.649.5762
Mailing/Distribution	Jean Hickok	503.649.5762
	George Hickok	503.649.5762
TM Liaison/Reporter	Arlen Sheldrake	503.351.9881

PACIFIC NORTHWEST CHAPTER TIMETABLE No. 664

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.

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,
2018 Budget Review,
Toy Drive for Catholic Charities



April 7, 2018: *Annual Chapter Banquet* – Hayden's Lakefront Grill, Tualatin, Mark your calendars!

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

Board of Director's Meetings: Nov. 09, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
Dec. 14, 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:

- Nov 4-5 *Columbia Gorge Model RR Show*, + 3 more Nov weekends, www.columbiagorgemodelrailroadclub.com
- Nov. 8-11 *SP Historical & Technical Society Convention*, Santa Rosa CA, www.sphts.org
- Nov. 14 *Rail History of Oregon: It Changed Everything* by Darrell Jabin, Clackamas Historical Society, Lake Theatre & Cafe at 106 N. State St, Lake Oswego, OR 97034 clackamashistory.org/pints-from-the-past/
- Nov. 17 – Dec 31 *Polar Express*, Mount Rainier Scenic Railroad, www.mtrainierrailroad.com
- Nov. 23 *Oregon Rail Heritage Center*, closed, Thanksgiving, www.orhf.org
- Nov. 25 *The Iron Horse* (a 1924 classic), Portland Hollywood Theatre at 2 p.m., with organ accompaniment by the Columbia River Theatre Organ Society, hollywoodtheatre.org
- Dec 2-3 & 9-10 *Santa Steam Train*, Chehalis-Centralia Railroad, www.steamtrainride.com
- Dec 2-23 *Candy Cane Express*, Santiam Excursion Trains, Lebanon OR, www.santiamexcursiontrains.com
- Dec 2-17 *Candy Cane Express*, Oregon Coast Scenic Railway, Garibaldi OR, www.oregoncoastscenic.org
- Dec 6-20 *Christmas Ships Trolley Excursions*, Willamette Shore Trolley, www.wst.oregonrolley.com
- 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
- Jun. 25 – Jul. 1 *Train Mountain Triennial*, Chiloquin OR, www.trainmtn.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.

November 2017



Election of 2018 Officers

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



Attention & Notice

The 2017 General Meeting and Election of 2018 Officers
will be held on December 15, 2017

The meeting will be at the monthly meeting location:

St. Marks Lutheran Church, 5415 SE Powell Blvd, Portland, Oregon 97206

The Holiday Potluck will start at 6:30 PM

The Annual Meeting will start at 7:30 PM

Election of 2018 Officers and Directors

Adoption of the Chapter's 2018 Budget

(The 2018 budget will be available for review at the meeting)

Election Statements from the Candidates

For President for 2018

Keith Fleschner (Incumbent)

It has been, and continues to be, a rare honor to work with everyone in the Chapter as President. Much of what I do is let other good folks "do their thing". What does another year look like? Continuing with our great activities and adding a few new ones. I will continue focus on our relationship with ORHF, with continued participation with the National (NRHS) organization. Beyond that, more of the same. Thank You.

For Vice President for 2018

Mark Reynolds (Incumbent)

I am submitting my name for nomination for Vice President of PNWC-NRHS for the following reasons:

1. I have been a Member of PNWC since 2001, and have been involved in several activities that support the Chapter in increasing roles of responsibility.
2. I have just completed a term as Vice President.
3. I have been an active car host, Car Host manager, Rolling stock repair, and S2 Repainting and Restoration Committee, APMA Board of Governors Representative, updating the APMA Sound Booth and active APMA Member.
4. I have been a past PNWC Board Member.
5. I am an active member of the Union Pacific, Milwaukee and other Historical Societies.

I have the energy and resources to further the goals of the PNWC and would look forward to supporting the organization in the coming year.

For Secretary for 2018

Jim Hokinson (Incumbent)

I have been the chapter Secretary for the last eight years and am willing to run for that office again. I also track the volunteer hours of the members that we need to apply for grants for our many projects. I also fill and maintain the chapter photograph album. Thank you for your past support and I look forward to your vote.

Election Statements from the Candidates (Continued)

For Treasurer for 2018

George Hickok (Incumbent)

I am George Hickok, your Chapter Treasurer. I am running for another term, and would appreciate your support. The Treasurer is one of the key roles in the sound management of the Chapter. I believe I have done a great job in years past, and look forward to continuing my volunteer service. Bills have to be paid, the taxes filed, and we have to manage our activities within budget for the year. It's an interesting challenge I look forward to. I am pleased to have the opportunity to work with the Chapter and Board to continue to make forward progress on many different and diverse projects and activities. I hope that you will join with me in supporting the Chapter. I am pleased to be able to help with all of the different areas where I devote my time, and I hope you too can find a rewarding way in which to get involved. I look forward to another successful year. Thank you for your consideration.

For Director-at-Large (2018-2020, 3 year term)

David Cautley (Incumbent)

My love of trains and their history is part of my bigger desire to understand how things work – from an engineering point of view – and why they work, from a social and economic point of view. I have thought about the principles I would bring to board membership:

- The chapter must be strong on a local and independent basis. We may have alliances with others, national NRHS particularly, but our success will depend on how we do locally.

- We can continually re-invigorate the friendships and relationships among ourselves through well managed activities. These activities are also the way to broaden our membership base in both numbers and demographics.

- We may need to assess what we are and are not willing to do with our assets – rolling stock in particular – and make good choices that match our capacity to actively manage them. We might choose to pick a few projects and do them well.

I would be delighted to serve you as a member of the board, and I ask for your support.

For Director-at-Large (2018-2020, 3 year term)

Bryan Ackler (Incumbent)

My interest in railroad history goes back to my grandfather, who worked for the Baltimore & Ohio Railroad - Time Division. I remember my dad's stories of the 1927 Fair of the Iron Horse celebrating B&O's 100th anniversary, and the Ma & Pa Railroad ran within a mile of our house growing up. In my personal life, I have Project Managed million dollar contracts, run Entertainment Centers, and worked with creative teams to fulfill project requirements. I served a short term on the Operations Committee for ORHF. I am excited about participation by serving in the role as Director-at-Large.

For Representative to National Advisory Council for 2018

Al Baker (Incumbent)

I am seeking re-election to the position of National Representative to NRHS. I have served two terms (6 years) as a PNWC Director-at-Large and four years as National Representative. I have been the Meeting Programs Coordinator for the last nine years, and I have served on various committees. For the past four years I have been the Volunteer Coordinator at the Oregon Rail Heritage Center, and serve on other ORHF committees.

I am a retired electrical-electronics engineer working mostly in computer related industry, most recently for Intel. I am also a retired Officer of the US Air Force and Air National Guard. I have memberships in the following railroad associated organizations: ORHF, PRPA, Pennsylvania Railroad Technical and Historical Society, Railway & Locomotive Historical Society, Train Collectors Association and the National Association of S Gaugers.

I have been a member of NRHS since 2004, and I am willing to continue as National Representative to the NRHS Advisory Council, if you choose to re-elect me.

ABSENTEE BALLOT INFORMATION

If you are unable to attend the December 15th, 2017 business meeting to elect officers for 2018, please submit a request for an absentee ballot by December 1st. Send your request in writing to:

Jim Loomis, Election Chair
12440 SE Stephens Street
Portland, OR 97233-1336

You will receive an absentee ballot, secrecy envelope, instructions, and a return envelope. All ballots must be returned prior to the beginning of the December 15th business meeting.

Annual Holiday Potluck

PROVIDED: Ham main dish & potatoes

BRING: Hot Dishes, Side Dishes, Salads, Pies, Cakes, etc.

❄️ **DECEMBER 15th** ❄️

6:30PM

St. Mark's Lutheran Church
Toys must be
New & unwrapped
Membership meeting &
Annual Elections to follow
immediately thereafter.

**TRAIN
TOY
DRIVE**

