

The Trainmaster

September 2018

ISSUE N^o 674

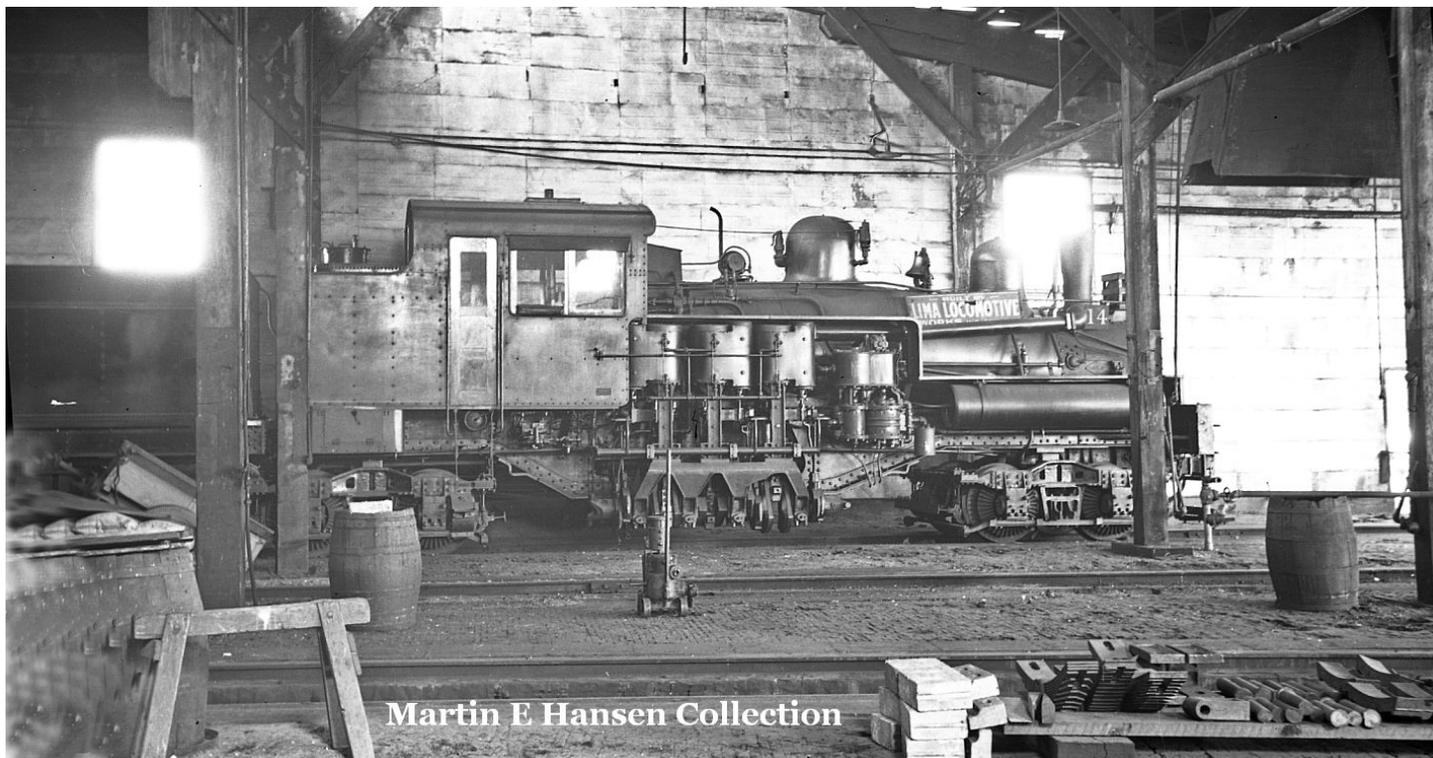


The Official Publication of the
Pacific Northwest Chapter of the
National Railway Historical Society
Portland, Oregon
www.pnwc-nrhs.org



SOMETIMES A STEAM LOCOMOTIVE DEALER'S TIMING IS JUST NOT RIGHT

By Martin E. Hansen



Martin E Hansen Collection

The job of a steam locomotive salesman could be tough depending on his timing in the market place. That was never more true than in 1930 at Lima's Seattle, Washington dealer, Hofius Steel & Equipment Company.

The dealership had been quite successful in selling Lima's Pacific Coast Shay model to the loggers in British Columbia, to the north of Washington State. In fact the very first Pacific Coast Shay went to B.C. In 1930 the Hofius dealership thought they had another Canadian logger that would buy a Pacific Coast Shay so they ordered the one you see here from Lima.

Delivered to Hofius in June 1930 as c/n 3348 the Shay was immediately inspected by the B.C. boiler inspector who passed the engine. However, the Canadian buyer for whom the locomotive was built had a difficult time making the payment so the deal fell through and the engine never left Hofius.

Finally, with the depression in full swing and the logging industry in a similar slump, Hofius closed it's doors in 1932 having never sold the Shay. Lima Locomotive Works took over ownership and possession of the big Shay and had it stored in a warehouse in Seattle while they went looking for a new buyer. It is here that we see the Shay stored in 1938. She still has her Lima Locomotive Works advertising banner on her from her shipment to the West Coast back in 1930.

The big new Shay would stay in storage for over a decade before a buyer was finally found in September of 1941 in the form of Ozzette Timber Company of Lake Ozzette, Washington. This company already had 3 big 3-truck Shays on their roster and they got a great deal from the Lima salesman who was more than anxious to unload this 11-year old but still new Shay. She was given No. 10 on the Ozzette roster. In 1945 Ozzette sold out to Rayonier who continued to operate No. 3348 until 1959 when she was donated to the town of Forks, Washington where she still is today. (This article and photo first published on Trainorders.com 7/6/2018 and reprinted with Martin's kind permission.)

END OF THE LINE FOR THE OBSERVATION PLATFORM DISPLAY

by Ron McCoy

The PNWC Observation Platform Display has been scrapped after suffering structural damage at Union Station earlier this year. A fixture in the main hall of Portland's Union Station for the past decade, it has its own history worthy of review.

Members Dick Ordway & Darel Mack originally built the display for 100th Anniversary of Union Station in 1996. Built primarily of 2x4s and plywood, the green painted display was intended to look like the platform on the end of an observation railcar (think Presidential whistle-stop tour).

Later used in our host hotel for the 2005 NRHS National Convention in Portland, the display was also brought to Union Station and Multnomah Falls for many special events. With "windows" painted in white and a strip of red vinyl to emulate the edge of an awning, most dedicated railfans understood what it was intended to be, although I was asked more than once by bewildered members of the general public "what's the porch for?"

Storage of the display became an ongoing challenge for the chapter, requiring about 200 cubic feet of space when disassembled. The display was moved from the Mack's garage to a barn off of NW Pumpkin Ridge Road, and then fell into disrepair after being relegated to outdoor storage at Antique Powerland.

In November 2008 the Chapter was invited to provide a display at OMSI for promotion of the ORHF Holiday Express, so I decided it was time for a major upgrade. I hauled the display home, where it took over my garage for the next two weeks. The large base was redesigned to allow the railings to be removed and folded up, saving a lot of space. A lightweight truss was fabricated to give the display a realistic roofline, covered with an awning custom sewn by Jean Hickok. I added a modular electrical system to power the drumhead and replica marker lights I hand built. A ceiling was added with a working light dome. Darel Mack hand carved a replica coupler, painted silver. The "windows" were upgraded with color photos and acrylic glazing to give the appearance of looking into a railcar's lounge. Brochure racks were installed and informational signs added. The purpose of the display was no longer to be a conversation piece among railfans, it was now an information center for the general public.



The Platform at Multnomah Falls

After the event at OMSI, the display moved to Union Station at the invitation of Amtrak Station Manager Scott Hurd. There it stayed for nearly a decade, occasionally being disassembled and stored in the baggage area to make way for private after-hours events using the main hall. Throughout the entire time, Arlen Sheldrake led the effort to keep the display stocked with brochures and PNWC membership applications. My husband Christopher Bowers and I took care of cleaning, maintenance, and reconfiguring the signage and drumhead inserts to alternately promote the PNWC, ORHF, and the Holiday Express.



The Platform at SP&S Swap Meet

Time, tampering and gravity all took their toll on the display, which was neither designed for permanency, nor to move in one piece. An unauthorized move in March 2018 by unknown persons who relocated it to the south wall near the restrooms damaged counterweights and did structural damage to the frame where the wall panels connected to the floor.

With very little empirical evidence that the display resulted in additional membership applications or event sales, we were already questioning its continued purpose. To repair the display would have required a complete disassembly anyway, and to what end? After twenty-two years, the temporary display had far outlived its original purpose. On April 29th, Christopher and I dismantled it one last time. All metal was recycled and the wood taken to the dump. The replica drumhead was moved to our archive space in Room 1A, and the replica marker lights were given to George Hickok so he could recover the authentic glass Fresnel lenses he loaned for the 2008 upgrade. Though I'll never know, I like to believe that the Observation Platform Display did spark interest and imagination in some who encountered it.



The Platform at Portland Union Station

FOUNDATION OFFERS CHALLENGE GRANT FOR BRUSSELS TRAMS AT OREGON ELECTRIC RAILWAY HISTORICAL SOCIETY

By Mark Moore



collection, but due to the tight time line for moving them from their storage location in British Columbia, Canada, they did not have funds available for transport. The owner, Claude Sabot, offered to donate the trams and pay the transport costs if within five years he could be reimbursed for the cost of transportation.

The owner sold a 10th car and took out a loan to have sufficient funds to move the trams to the museum at Powerland Heritage Park. The cost to transport the cars was \$43,000. The trams made it safely to the museum and members have already begun exterior painting on a few of the cars, and two have been put back into operation. To date, the OERHS has already raised \$20,000 of the total amount.



The OERHS is very excited to announce that the 20th Century Electric Railway Foundation has issued a Challenge Matching Grant to keep our Brussels Car collection together. If we can raise \$11,500, the foundation will match it dollar for dollar. This will pay off the transportation costs and prevent the hard decision to sell or dispose of any of the cars in the collection. To date, we have raised nearly a third of the needed funds.

The OERHS appreciated the help the Chapter gave us in bringing the Oregon Electric Railway Locomotive No. 21 back to Oregon a couple years ago. Many thanks in advance for assisting us again in getting the word out about this matching grant campaign.

More information about the campaign and options for making donations can be found below. Thanks for your consideration.

oerhs.oregontrrolley.com/news/brussels/

Act Now, with your help we can do it!



Photos by T. Trent Stetz



PNW RAIL NEWS

by Arlen L. Sheldrake



◆ In May, Sound Transit's Link light-rail system averaged 81,000 riders on weekdays, which marked the first-time weekday ridership topped 80,000 boarding for an entire month. The May figure also marked a 10.8 percent increase over average weekday ridership in the same month last year. **Progressive Railroading 7/25/2018.**



◆ The Sound Transit Board of Directors on July 26 selected Walsh Construction Company II, LLC to build the Hilltop Tacoma Link Extension and construct seven new platform stations. The project will extend the rail line from the Theater District in downtown Tacoma to the Stadium District and Hilltop neighborhoods. The \$108 million contract includes relocation of utilities, construction of the traction power stations, an overhead contact system, new traffic signals, new ADA ramps, roadway restoration and expansion of the existing Tacoma Link Operations and Maintenance Facility and rail yard. The project is also procuring five new light rail vehicles to add to the Tacoma Link fleet. Service on the new extension is scheduled to begin in 2022. **Sound Transit news release 7/26/2018.**

◆ A new in-depth study to evaluate the future of ultra-high-speed ground transportation is now underway as the Province of British Columbia (C\$300,000), the Oregon Department of Transportation (\$200,000) and Microsoft Corp. (\$300,000), have joined Washington state in funding the effort. The three partners announced July 26 that they were contributing a combined \$750,000 toward the study efforts. This is in addition to the \$750,000 the Washington State Legislature provided to the Washington State Department of Transportation earlier this year – for a total of \$1.5 million. Through a competitive process, WSDOT selected the engineering and professional services firm WSP to complete this business case study. WSP, formerly Parsons Brinckerhoff, has worked on high-speed rail projects in the United States and around the world. It is expected the study, focused on the Vancouver – Seattle – Portland corridor, will be completed by July 2019. **WSDOT news 7/26/2018.**



◆ Ultra-High-Speed Ground Transportation Study update – 8/7/2018 email blast:

The study will evaluate:

1. Corridor options, including station and alignment opportunities, technologies, and costs.
2. Potential ridership and revenue.
3. Governing structures and economic impacts.
4. Funding and finance alternatives.

◆ One of the many casualties of the 78,425-acre Substation Fire (July 17 – August 3) was the last remaining Boxcar Bunkhouse along the old UP grade in the Deschutes River Canyon. **Ted Curphey Trainorders 7/26/2018.**

◆ BNSF's specially designed and built fire trains are hard at work again this summer on scene at forest and grass fires throughout the Pacific Northwest. High-powered pumps on board can shoot water up to 300 feet. Not only can it be used



to fight fire directly, or to refill equipment, it can also be used to spray down to prevent flare-ups after the fire has been contained. Several water-filled tank cars are strategically placed on BNSF routes and are equipped with the proper connections, so firefighters can refill their

equipment or rig hoses directly to the cars. **BNSF News Update July 2018.**

◆ The Spokane, Portland and Seattle (SP&S) Railway was formed by BNSF predecessor companies Northern Pacific and Great Northern to pursue real estate and steamship ventures. Twin steamships, the Great Northern and the Northern Pacific, were the flagship vessels of the passenger service provided between Oregon and California. The two ships performed their job so well, running at a 20-knot speed, that they became known as the two fastest ships under the American flag. Sailing time between Astoria and San Francisco was 27 hours. World War 1 brought an end to this venture when the U.S. government purchase both vessels for trans-Atlantic troop service. **BNSF News Update July 2018.**

◆ On July 27 a grass fire spread to Bridge 68 on the Oregon Electric District at MP 67.97 between Bush and Hopmere. The destroyed trestle was a 109-foot ballast-deck wood pile trestle over Claggett Creek. The bridge is approximately one-tenth of a mile north of the most northerly switch to Track 414, one of two storage tracks at Bush that function as Portland and Western's Salem yard. **Bob Melbo email 7/27/2018.**



◆ Amtrak Cascades trainset update:

- Mt. Adams trainset – replacement is still a matter being negotiated between WSDOT and Amtrak. [This trainset

derailed December 12, 2017 crashing onto the I-5 freeway south of DuPont WA.]

- ODOT's Mt. Jefferson trainset which was partially derailed at Bridge 14 on July 2, 2017. has been returned from Milwaukee and re-entered revenue service on May 12, 2018.



Bob Melbo email message 7/29/2018.

◆ In preparation for a trip to Port Angeles and Victoria, I did a search on the City of Port Angeles web site looking for the Park address of the displayed Willamette (c/n 16) locomotive that I had seen on a visit some years ago. Absolutely nothing was to be found on the City's web site, so I emailed the Parks Department asking for help. A quick response from Emily Moore, Administrative Specialist in the Parks & Recreation Department confirmed that nothing was on the City's web site and a couple of days later she added some information. While the information on the web site is pretty limited, at least it is now there. www.cityofpa.us search = Rayonier Locomotive #4. The park is located at the intersection of Chase & East Lauridsen Streets. As of August 3rd, the locomotive still looks like crap but the park vegetation has been cut back to provide better viewing.

◆ Operation Lifesaver, Inc. awards \$205,525 for rail safety public awareness in 16 states. One grant in the Pacific Northwest: Idaho Operation Lifesaver will conduct a "Towards Zero Deaths" multilevel safety campaign, to include television and radio PSAs in key counties aimed at the 35-54 demographic, safety booths at the Western and Eastern Idaho Fairs, social media activity during Rail Safety Week, and the placement of 24-inch "See Tracks, Think Train" decals on sidewalks in high population trespassing traffic areas. **OL 7/24/2018 press release.**



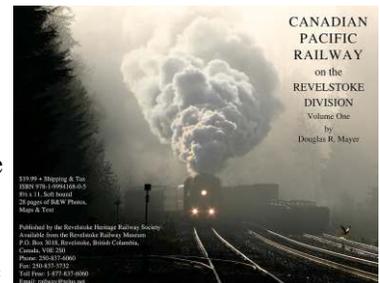
◆ More history of the Oregon Department of Transportation owned former Southern Pacific Depot Baggage Room in Salem now used as the Greyhound bus terminal next to the Salem train station. This research comes from **Bob Melbo** on 8/2/2018:

Attached are news items from the March 21 and March 28, 1892 editions of Salem's *Evening Capital Journal* reporting the construction of an addition to the baggage room on the south end of Southern Pacific's 1888 Salem passenger station. This establishes that the extension was built in March of 1892 and that today's Baggage Depot is a composite of 1888 and 1892 construction.

March 21, 1892: How We Expand, - - It is less than a year ago that the Southern Pacific Railroad company built a new freight depot, double the capacity of its old one, and now finds itself under the necessity of taking the same action with its passenger baggage room. Carpenters are now at work, having cut the south end off, which which [as originally printed] will be moved out about thirty feet and built up between, similar to the old structure.

March 28, 1892: The addition to the S.P. passenger depot is nearly done. It will be used for baggage and express office, night trips for the express.

◆ The Revelstoke Heritage Railway Society has a new booklet for sale, *Canadian Pacific Railway on the Revelstoke Division* by Douglas R. Mayer. Twenty-eight pages of black and white pictures, maps and text. \$19.99 plus shipping and tax from the Revelstoke Railway Museum, PO Box 3018, Revelstoke, British Columbia, Canada V0E 2S0; 1-877-837-6060 / www.railwaymuseum.com. USA customers the cost is \$C19.99 plus \$C7 shipping plus tax on shipping for a total of \$C27.34. Payment can be made over the phone by credit card or via Paypal (250-837-6060). **Per Laura Young, Executive Director via 8/8/2018 email.**



◆ An opportunity presented itself to the Northwest Railway Museum (NRM): A private collector in Snoqualmie decided it was time to donate his trolley car to a museum. The artifact is a Brill Master Unit No. 20, a car that was purportedly the last trolley to operate on the Yakima Valley Transportation (YVT), a system that shut down streetcar service in 1947. NRM viewed the project as one best taken on by a group that specialized in that interurban line's history and the donor agreed. The Yakima Valley Trolley organization was delighted with the referral and donation. **Northwest Railway Museum Weblog 7/28/2018.**

◆ When was your last visit to Powerland Heritage Museum? My last visit was August 4th during the third day of the four-day Great Oregon Steam-Up always held the last weekend of July and the first weekend of August. It really amazes me how much change is and has occurred at the facility located in Brooks, Oregon. From the Antique Caterpillar Museum to Oregon Electric Railway Museum to the Pacific Northwest Truck Museum, the place is really looking good and has some amazing displays. The TriMet history exhibit of the Portland area light rail system that was formally at ORHC looks great in the Oregon Electric Railway Museum. Chapter members should be sure to also visit the Chapter's display of the Northern Pacific



Terminal Company No. 36 Alco S-2 built 1943, SPMW No. 328 Flanger built 1945, and Jordan Spreader built 1925.

◆ While watching intermodal trains, we will now be seeing pink, yes **pink**, shipping containers with **ONE** lettered on them. Effective April 1, 2018, ONE is the result of an integration of the container operations of three Japanese shipping carriers: Kawasaki Kisen Kaisha, LTD (“K” Line), Mitsui O.S.K. Lines, Ltd (MOL), and Nippon Yusen Kabushiki Kaisha (NYK). The integration lets ONE to incorporate best practices from the three companies and to take advantage of their combined 1,440,000 TEU fleet size. Supported by a worldwide high level, globally-connected organization, it offers 85 service loops and a comprehensive network linking more than 200 of the world's major ports. **Ocean Network Express Pte. Ltd news release 4/2/2018.**



◆ With the removal of the protest encampment that was blocking the tracks, the **Willamette Shore Trolley** is now running again from Lake Oswego to their SW Bancroft Street station in South Waterfront. As of July 28th, there were no longer any service alerts posted on their web site.



◆ Skagway's White Pass and Yukon Route Railroad has new owners and a new president. The sale of the company was finalized on July 31. TWC Enterprises sold the rail and port operation to a joint venture. It includes Ketchikan-based Survey Point Holdings, its affiliates Rail Management Services, shareholders of the transportation company Carrix and the cruise company Carnival Corporation. The railroad's new president Bob Berto is from Survey Point Holdings. Carnival has a minority stake in the business, while Survey Point owns the majority and will manage the railroad. Survey Point's history in Skagway includes the port operation for White Pass. **KHNS-FM 8/7/2018.**



◆ TriMet doesn't own the Steel Bridge, but by the sounds of it, the transit agency is leery of continuing to rent its space on the more than 100-year-old span. At its monthly board meeting August 8th, the Steel Bridge's future bubbled to the surface during a discussion about an ongoing \$20 million construction project to address aging track work on that bridge and elsewhere on the light rail system. The Steel Bridge is a critical part of the tri-county agency's system. The Union Pacific-owned bridge carries five bus lines as well as five light-rail lines. TriMet subleases space from the Oregon Department of Transportation to operate on the historic bridge. Early concepts are already being analyzed, according to TriMet General Manager Doug Kelsey. Options could include building a new bridge, upgrading the Steel Bridge, or building a tunnel underneath the Willamette River. Kelsey estimated whatever it eventually is, the project would be “at minimum, a \$1 billion expenditure.” Kelsey said TriMet, despite not owning the bridge, must champion the effort to bring the issue to the forefront regionally. Steve Witter, TriMet's head of capital projects, said the agency wants the project to be included in a still-to-be determined 2020 Metro-led bond measure. **Oregonian 8/8/2018.** [The 1912 built Steel Bridge is the subject of the Chapter produced 2012 book *Steel Over the Willamette* authored by Steve Hauff, Richard Thompson, Bob Weaver, T. Trent Stetz, and Arlen Sheldrake that is being sold at the Oregon Rail Heritage Center and Union Station's Tracks Café.]



◆ The Greenbrier Companies, Inc. of Lake Oswego, Ore. announced August 8th that it has completed an agreement between Rayvag Vagon Sanayi ve Ticaret A.S. (Rayvag) and Greenbrier's European subsidiary, Greenbrier-AstraRail, to take an approximately 68% ownership stake in the railcar manufacturer and provider of railcar repair and parts services. Rayvag is a railcar manufacturing company based in Adana, Turkey and also provides maintenance services for railcars and manufactures bogies and spare parts for rail cars in the region. It was founded in 2007 by Asim Suzen who retains a 32% equity interest in the business. **Greenbrier 8/8/2018 news release.**



◆ Best wishes to long time Conductor **Tom Chandler** of the Yaquina Pacific Railroad Historical Society as he retired in August due to medical issues. Tom, as many of us know, was the friendly and vivacious host when we visited the Toledo, Oregon museum.



◆ One of our granddaughters who lives in Seattle visited us in Portland the weekend of August 11th and traveled via the *Amtrak Cascades* (507/506) in Coach Class. While many Amtrak changes are to be mourned, the seat assignment process for Coach Class passengers has changed and vastly improved at least in Portland. No longer does one queue up in the LONG lines to get a seat assignment from the Conductor, seat assignments are done with the Ticket Agent any time before train departure; just like Business Class. No more long, snaky lines! This process has not yet, as of August 10th, been implemented at Seattle's King Street Station.



◆ AmeriTies, a railroad tie manufacturer in The Dalles, would pay \$1.25 million plus another \$250,000 to minimize toxic emissions if a court approves a proposed settlement of a class action suit filed by property owners. Some residents are rejecting the settlement because it does not pay health damages. The class action case originally sought \$20 million.

AmeriTies

Filed on August 8, 2016, it is formally called *Connors v. AmeriTies West LLC*. In addition to property damages, under the settlement, AmeriTies would pay \$250,000 within two years for measures intended “to minimize the impact of air emissions from the plant” and improve its “overall environmental performance.” People eligible to receive payments from the settlement

include “persons owning and occupying or renting” residential property in The Dalles from August 8, 2010 until the Final Settlement Date, which has not been determined. Up to \$500,000 will be paid to the plaintiffs' lawyers. **Cascadia Times 7/28/2018**. [The about 80-acre treatment plant has been in operation since 1922, with Amerities West assuming management from Kerr McGee in February of 2005. The wood is primarily sourced from Oregon and Washington sawmills. The plant supplies crossties, switchties, and bridge timbers. (www.amerities.com)

◆ The lead article of the August *Trainmaster*, **Maxwell Siding Railroad Museum**, Nearing End of Track, was done for two purposes: 1) to entice you the reader to visit, 2) to help the community of Hermiston recognize the value of this railroad history treasure in their downtown. In addition to sending the issue to my main Museum contact John Spinden on August 6th, I also sent a copy to the Mayor of Hermiston. Here is John's August 14th email:

“I want to thank you very much for the newsletter. It apparently lit a fire in the city. Jeneane Bennett, the widow of John Bennett called this morning to inform me she has a copy of last night's city council meeting. The council wants to do more with the museum to encourage tourism, I think it is because of your story in “The Trainmaster.” John Bennett was the father of the museum, it was his “brainchild”. He was, at that time, the municipal judge, having never worked on the railroad, but was a rail buff and the museum was his dream. Someday, I would like to see a plaque there to dedicate the place to him.”

While one can get mired down in the day to day traumas and problems, it is most enjoyable and gratifying to get this kind of response.

And on August 15th the Hermiston Herald newspaper printed the article *Preservation of Hermiston's limited historic buildings can be a struggle* by Jade McDowell. Included in the article was information about needing to preserve the Maxwell Siding Railroad Museum. A copy of the August *Trainmaster* sent to Jade on July 30th may have helped trigger the article.

◆ BNSF Names Bonner County, Idaho as 2018 Heritage Community Award Recipient: Bonner County traces its rail roots back to before Idaho statehood. The Northern Pacific Railroad first reached Bonner County in the early 1880s from Spokane. The Great Northern came later in 1892 to Sandpoint, Idaho from Bonners Ferry. According to the Bonner County History Museum, the Spokane International built east from Spokane toward Coeur d'Alene and then north up the Hoodoo Valley and an easy crossing of the Pend Oreille River into Sandpoint in 1906. It continued on to Bonners Ferry and Canada. The Idaho & Washington Northern built south out of Coleman to Spirit Lake, Rathdrum and Grand Junction and north to Newport and then on up to Metaline Falls in 1908/08. Today, Bonner County continues to a critical piece of BNSF's Great Northern Corridor. To celebrate Bonner County's deep ties to rail, BNSF honored the community with its annual Heritage Community Award. **BNSF Northwest 8/1/2018**.



◆ Sometimes it is a bit of work to find common ground with ones grandchildren.....on a recent two-day visit with our 17 year old from Seattle the conversation turned to her volunteer work at the Seattle Aquarium. As do the Oregon Rail Heritage Center volunteers, she also uses Volgistics Volunteer Logistics software to schedule her shifts. Volunteers log on and bring up the calendar looking for available shifts that fit their personal schedule and sign up. Pretty slick for young and old. Volunteer opportunities abound at the ORHC for you also, contact Al Baker, 503.645.9079 / albaker33@comcast.net to get started.



◆ On a recent road trip to try and escape the forest fire smoke, we stopped by **Camp 18 Restaurant** for lunch and the ambiance of that great facility. Walking the grounds, I was again amazed at the number of Willamette Iron and Steel steam engines on the site. Some of them were originally displayed at the NW Portland Forestry Building (built for the 1905 Lewis & Clark Exposition) that burned on August 17, 1964. It is interesting that a couple of signs noted that the engines had been moved to Milwaukee after the fire.....well I think they meant Milwaukie. For sure, stop at Camp 18 in Elsie for the good and ample food but before or after, walk the grounds.



◆ A route for the proposed Southwest Corridor MAX line was recommended by the Metro Southwest Corridor

Community Advisory Committee advising on the project on August 13. The recommended route:

- Leaving Portland on Southwest Barbur Boulevard instead of Naito Parkway.
- Running the trains through the middle of Barbur Boulevard instead of alongside Interstate 5. This decision would not reduce the number of lanes on the road.
- Building continuous bike lanes and sidewalks on Barbur, until 60th Avenue, even in the Barbur Woods area.
- Replacing the Newberry and Vermont viaducts, which are not up to current street codes.
- In Tigard, running the proposed train on 70th Avenue until Elmhurst Street, crossing over Highway 217 and running east of Hall Boulevard, then traveling next to the existing train tracks until it splits off to Bridgeport Village.

In addition, the 12-mile line would have 13 stops, seven park and rides. It would also include a “transitway” from downtown Portland to Southwest Gibbs Street on Barbur to speed up buses to Hillsdale. Still to be finalized are a connection to Oregon Health and Science University on Marquam Hill, a shuttle service to PCC-Sylvania campus, and the redesign of bridgehead at the western end of the Ross Island Bridge. The route recommendation marks a major milestone for the Southwest Corridor Plan, which must still be approved by the Metro Council. **Portland Tribune 8/15/2018.**



◆ In spring 2019, Amtrak anticipates returning Cascades passenger train service to the **Point Defiance Bypass** between Tacoma, Lakewood, JBLM and DuPont. This schedule allows time for the National Transportation Safety Board to complete its investigation and issue its recommendations related to the 2017 derailment in DuPont. It also provides time to monitor how Positive Train Control (PTC) is working on the current Amtrak Cascades route, before returning the service to the bypass. PTC equipment testing and crew training will occur on the Point Defiance Bypass throughout the fall and winter in preparation for the return of daily service next spring. **WSDOT 8/16/2018 email.**



◆ Progressive Rail Inc. has filed a petition August 16, 2018 with the Surface Transportation Board (Docket No. FD 36211) to lease and operate the 1.6-mile Clackamas Industrial Lead that interchanges with Union Pacific Railroad at MP 760. The railroad will be known as Clackamas Valley Railway Company. The location is east of I-205 and south of Oregon Highway 212 in Clackamas County, Oregon. The Clackamas Industrial Area is a regional distribution, warehouse and wholesale trade center created in 1984. **STB 8/16/2018 filing. An Altamont Press Discussion Board 8/18/2018 posting** by Shortline Sammie: “This spinoff has been in the works for at least the last ten years and comprises UP's Clackamas Industrial Park east of the UP main currently switched nocturnally Monday thru Friday by the LIL75 (old Oregon City Switcher). The Park has 25 turnouts and several sets of crossing gates. Once the LIL75 makes its final tie-up it will mark the end of perhaps the longest operating local on the former EsPee and signal truly the 'end of an era'.”



◆ An advertisement in the Sunday August 19, 2018 Oregonian: **STATE OF OREGON CONCEDES LEGISLATION UNCONSTITUTIONALLY TARGETED THE ALBANY EASTERN RAILROAD.** The advertisement concluded with this statement from AERC President Rick Franklin: “We appreciate the decision of the Oregon Attorney General and the U.S. Federal Court for Oregon that effectively nullifies ORS 824.237 and reaffirms AERC's eligibility for Connect Oregon funding in the future. We live and complete in a global economy. Our ability to partner with the state, ODOT and policymakers is important in our effort to provide services that help drive the growth of industry, commerce and employment opportunities in not only Linn County, but the State of Oregon and the Pacific Northwest.” The advertisement noted that before the ORS was ruled unconstitutional, the Oregon Shipping Group pulled the application for Connect Oregon funding of a 48-million-dollar intermodal facility on AERC's mainline in Lebanon. **Oregonian 8/19/2018.** [The Connect Oregon funding package targets funding for two intermodal facilities: one in Northeastern Oregon and another in the mid-Willamette Valley. Of the six pre-proposals submitted, three remain: Brooks-Hopmire Intermodal Facility [Oregon Port of Willamette LLC], Mid-Willamette Valley Intermodal Facility and Treasure Valley Reload Center. Project proposals are to be submitted to ODOT by September 30th. **ODOT 8/19/2018.**]



◆ Recently opened in the former Southern Pacific 1910 Freight Depot in Oregon City is the **Coasters Crossing Restaurant**. Open daily from 11 am to 10 pm, it features some good food, draft beers and cocktails along with some trackside viewing of the Union Pacific Brooklyn subdivision. This is also the location of the Oregon City Amtrak Cascades station. This company also operates Coasters Brew Pub on McLoughlin in Milwaukie.

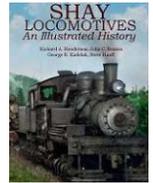




◆ On August 15, the Port of Everett hosted a groundbreaking to commemorate the start of construction on the Port's South Terminal Modernization project – the largest capital project in Port history by dollar value, and the largest maritime construction project on the West Coast today. The \$36 million South Terminal Modernization project will ensure the Port's facilities are ready to support the next generation of over-dimensional cargo, including aerospace parts for the new 777X. The Port is served by BNSF

Railway. **Port of Everett 8/15/2018 news release.**

◆ The long-awaited new book, **Shay Locomotives, An Illustrated History** is at the publisher and is expected to be available for purchase early in 2019. The 650-page history book covers all 2767 Shays, over 4800 owners in over 2800 separate locations. The book authors: Richard A. Henderson, John C. Benson, George R. Kadelak, and Steve Hauff.



◆ Following up on a suggestion from reader Michael Byrnes, I have added diamonds (◆) to the front of each paragraph to help separate topics.

NRHS CONVENTION IN CUMBERLAND MD

by Al Baker



I attended the following NRHS meetings held during the NRHS Convention in Cumberland, MD on August 9, 2018:

- Advisory Council (AC) Meeting
- Board Of Directors (BOD) Meeting
- NRHS Annual (Membership) Meeting

Notes from these Meetings are combined in these meeting notes because topics are typically discussed in more than one of these meetings. Actions by the groups is also noted.

- Financial - You can rest well, because financially NRHS is in the black, and doing okay. The audit for 2017 is not yet complete, but one can view the preliminary interim report at admin.nrhs.com/public/ under Summer 2018 Meetings. The budget development for 2019 is still in progress.
- Heritage Grants - Last year there was only one application from an NRHS Chapter and 20 applications from non-chapter organizations. A total of eight applications were approved for a total of \$20,000. Chapter applications usually have priority over non-member applications. Chapters may also endorse or recommend non-member applications.
- Membership - NRHS membership is currently 5061 (as of 7-16-2018), which is actually up somewhat from previous. 40% of renewals was done on-line (probably would have been higher but there was confusion because of the new membership database which came in last year.
- Rail Camp - East and west Rail Camps were successfully held this year. This was our 20th year. There was 36 total campers, including 3 females. 24 campers east, 12 campers west. Campers were from 19 states.
- NRHS News - Copies of NRHS News which are mailed (US Mail) are black & white and have reduced picture content. This is done in an effort to reduce costs. Members may view the expanded color version on line.
- NRHS Affiliate Organizations - NRHS has only one NRHS Affiliate Organization.
- Conventions - Nashville 2017: Very successful, generated approximately \$22,000 profit. Cumberland 2018: Approximately 225 attendees, expected to financially breakeven (approximately). Ogden 2019: Will be a major event in the railroad community. Hotels filling fast – use Radisson in Salt Lake City for NRHS (mention NRHS). Take light rail to Ogden. The UP 4014 Big Boy expected to be there. 2020: Being considered: Lansing, MI and Fullerton, CA. Less likely: Vancouver, BC and Lancaster, PA. 2021: Being considered: West Palm Beach, FL
- AC/BOD Conferences. Fall 2018: Scranton, PA Oct 11-14, Spring 2019: Birmingham, AL March 21-23, Fall 2019: Dallas, TX Nov 7-9, Spring 2020: Cincinnati, OH, Fall 2020: Johnson City, TN
- Actions - AC voted to elect an Assistant AC Secretary. AC voted to recommend for the 2019 NRHS Budget that the limit for Heritage Grants be raised from \$15,000 to \$50,000. BOD approved the withdrawal of the Western Colorado Chapter. NRHS Membership approved the previously published proposed bylaw changes regarding Chapter definition.

You may detect a lack of major controversial issues as has sometimes happened in times past. This is a good thing – very good actually. It is nice when things are progressing smoothly.

July Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on August 17, 2018

The August, 2018 membership meeting was called to order at 7:30pm by President Keith Fleschner. The minutes of the July meeting were called, Don Klopfenstein made a motion to approve the minutes, Bruce Strange seconded and the membership voted to approve the minutes.

George Hickok reported that the Pay Pal account is balanced. He said the Chapter's B&W printer, used for the *Trainmaster* and other large printings, were having some problems and new parts on the way. He also said there had been some bulk mail Post Office issues that have now been resolved. Mr. Hickok again requested that people partaking of snack time at the meetings pay the minimum of three dollars to cover the cost of the food provided. Thanks!

David Cautley reported that the Holiday Express 2018 will be run out of Oaks Park again this year. He said that on Wednesday, August 22, there will be a planning meeting for Holiday Express.

Mark Reynolds reported that there is no report yet from Steam-up, but it was noticed the crowd was less than previous years.

Al Baker reported he attended the NRHS National Convention in Cumberland, Maryland and attended three important meetings. The organization is financially sound. There are over five thousand members. The two rail camps were attended by thirty six campers. Twice a year the NRHS NEWS is published in black and white, to save money. It is in color on-line. NRHS has awarded twenty thousand dollars in grants among eight organizations. New by-laws include requiring a new chapter to be at least ten members. The next convention will be May 10, 2019 in Salt Lake City to coincide with the Golden Spike festivities at Promontory, Utah. The UP No. 4014 and the No. 844 will be present. He said there are still rooms available in Salt Lake City area.

Sheila Fagan showed a very fine quilt emblazoned with Trains, see photo.

Ron McCoy reported that Union Pacific Railroad will give one million dollars, matching the amount from the State of Utah, for the Promontory anniversary celebration. He is still collecting names for new name badges that members may want. He then presented the August Unsung Hero Award to Bryan Ackler for his efforts in summarizing and creating an overview measured drawing of the Turntable Project for the Oregon Rail Heritage Center.

George Hickok reminded members about the blue bags for recycling bottles and cans, which so far has netted the chapter about seventy five dollars.

Steve Rippeteau said he has forms for donations to the Brooks Historical Society to restore their caboose which was moved adjacent to the Station at Powerland Heritage Park.

The meeting was adjourned at 8:41pm.

Snack time was again provided by Lila Stephens. Thank You.

The program was a video on The Amazing Alcos.



Quilt brought for review by Sheila Fagan



Bryan Ackler receives the August 2018 Unsung Hero Award

Photos by Jim Hokinson

Respectfully submitted by Jim Hokinson, Secretary

STEAM-UP 2018

We wish to thank all of our Chapter members and first-time volunteers for their efforts in support of Steam-Up 2018. These included Dave Larsen, Jeff Welss, Barry Robertson, Don Klopfenstein, Jim Hokinson, Bruce Strange, Kent Hutchens, Bill Hyde, T. Trent Stetz, Mark Reynolds, Jalen Reylonds and Keith Fleschner. Also, much thanks to Mark Reynolds and other Powerland Volunteers for the work to improve and update the sound system, including additional underground wire runs and installing a new pole near the John Deere museum, this season on grounds of Powerland Heritage Park.



Chapter Booth at Steam-Up (Photo by T. Trent Stetz)

RIVER QUEEN'S LAST VOYAGE

By Arlen L. Sheldrake



During a August 15th road trip to the coast, we stopped by Goble to see what if anything was happening to the derelict River Queen and the associated boats/water craft that had been rusting away at moorage on the Columbia River.

As reported previously in *The Trainmaster*, the Oregon Department of State Lands in 2017 revoked the moorage permit and took possession of the site due to multiple permit violations and pollution issues. They then launched a major cleanup effort.

One of the 25 or so vessels stored at the site was the former River Queen Restaurant boat. Some of us older types fondly remember eating or partying on the River Queen when it was moored in Sellwood and then later near Union Station in downtown Portland.

The last owner had hopes of restoring the boat but his plans came to naught. The River Queen started life as Southern Pacific Railroad's SS Shasta providing car ferry service in the San Francisco Bay area (www.evergreenfleet.com)

During the Goble site cleanup, State Lands found that the River Queen was not towable so JT Marine of Vancouver loaded it into a dry dock and moved it to their yard for scrapping. This information from Gary Cooper, Field Operations Manager, Oregon Department of State Lands in an email August 16th. Gary also provided this State Lands July 24, 2018 photo of the River Queen in the dry dock being lifted out of the water at Goble.

Thus ends the notable life of the SS Shasta / River Queen.

Bill of Lading

Dealer's Timing.....	Page 1
Observation Platform.....	Page 2
Brussels Trams at OERHS.....	Page 3
PNW Rail News.....	Page 4
NRHS National Convention.....	Page 9
Chapter Meeting Minutes.....	Page 10
Steam-Up 2018.....	Page 10
River Queen's Last Voyage.....	Page 10
Officers, Committees & Contacts.....	Page 11
Calendar	Page 12
Mission Statement.....	Page 12

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 (2nd Term)	2016-2018	503.706.0498
Chuck Fagan (1st Term)	2016-2018	
Bryan Ackler (2nd Term)	2018-2020	503.246.2165
David Cautley (2nd Term)	2018-2020	503.631.7516
Rolf Schuler (1st Term)	2017-2019	503.285.7941
Bruce Strange (1st Term)	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	Bruce Strange	503.901.7815
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

Printed in the USA

The Trainmaster is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members.

Articles which appear in *The Trainmaster* do not express the official position of the organization on any subject unless specifically noted as such. Material from *The Trainmaster* may be reprinted in other publications provided credit is given as to the source, except in cases where the article originated in a third party publication and special permission was given to *The Trainmaster* to print the article here. Please address contributions and correspondence to:

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>
 ISSN: 0041-0926



Editor	T. 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. 674

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.

September 21: *Atchison, Topeka, and Santa Fe Railroad:* This video takes you through the railroad's heritage and conjures up the imagery of its founder Cyrus K. Holiday, the meals and service of Fred Harvey establishments, and the art and culture of the Southwest. Early passenger and freight service are covered and a look at Santa Fe's locomotives.

October 19: *The Caboose:* This video documents the 150-year history of how the caboose helped the railroads become a successful industry and in the process became an American icon. You will get to see how the "Money Wagon", "Brain Box", and "Crummy" terms evolved from a small wooden box to an office-warehouse-home for conductors and brakeman. This program depicts the occupational hazards crews faced every day and shows how technology ended a wonderful era.

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

Library and Archives: Portland Union Station Annex, NW 5th and Irving, 503-226-6747, library@pnwc-nrhs.org.

Mondays*: 10 am - 1 pm. *Not open on major holidays.

Sat.* after Membership Mtgs: (Sep. 22nd) 1-4 pm, library only.
Books and DVDs/VHS are available for member check-out.

See thousands of books, periodicals, timetables, maps, photographs, and documents about railroads. Catalog on chapter website. **Also open by Appt.**

Board of Director's Meetings: **Sep. 13,** Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
Oct. 11, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
(Open to all Chapter Members. Note **Location** for Chapter Board meetings)

NOTABLE NON-CHAPTER EVENTS:

☆ ☆ ☆ ☆ ☆ ☆ ☆ **2018** ☆ ☆ ☆ ☆ ☆ ☆ ☆

Sep. 7-9 *SP&S Historical Society Convention*, Chehalis WA, www.spshts.org (tentative dates)
Sep. 12-15 *NP Railway Historical Society 2018 Convention*, Tumwater, WA, store.nprha.org/2018-convention
Sep. 15-19 *GN Railway Historical Society 2018 Convention*, Bellingham, WA, www.gnrhs.org
Oct. 12 *Fall Colors Train*, Sumpter Valley Railroad, www.sumptervalleyrailroad.org
Oct. 13 & 14 *Photographer's Weekend*, Sumpter Valley Railroad, www.sumptervalleyrailroad.org
Oct. 27 & 28 *Pumpkin Trains*, Chehalis - Centralia Railroad & Museum, steamtrainride.com
Oct. 31 – Nov. 3 *SP Historical & Technical Society Convention*, Monterey, CA, sphts.org
Nov. 24-25 *Santa Train*, Northwest Rail Museum, Snoqualmie WA, www.trainmuseum.org
Dec. 1-2, 8-9, 14-16 *Santa Train*, Northwest Rail Museum, Snoqualmie WA, www.trainmuseum.org

☆ ☆ ☆ ☆ ☆ ☆ ☆ **2019** ☆ ☆ ☆ ☆ ☆ ☆ ☆

Feb. 7-9 *Portland Winter Light Festival*, ORHC & Portland waterfront, www.pdxwlf.com
Mar. 16 *Winterail*, Corvallis High School, Corvallis OR, www.winterail.com

PNWC – NRHS MISSION

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