

The *Celebrating 60+ Years* Trainmaster

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A ONE CAR PICKUP BY A 4-6-6-4



1955 Photo near Marshal, Washington by W. Sievers. Martin E, Hansen Collection

On occasion when a freight car needs to be set out to fix a mechanical problem it can be difficult to know how to retrieve it. The railroads hated to send a locomotive and crew solely for the purpose of retrieving such cars due to the expense. However, that was not a problem if the car was located in a helper district.

The year is 1955 and W. Sievers from the Bay Area had traveled to Marshal, Washington, just outside of Spokane to catch some of the last steam powered trains in this area. One day on his trip he came across SP&S 4-6-6-4 No. 901 in the process of picking up a Wabash box car that had been set out for some mechanical work by an earlier freight train.

No. 901 and her crew had been returning from helper service when they received orders to snag the box car on their way by. Sievers caught the action as the big articulated engine briefly became a yard goat.

Soon the car was tucked in between the No. 901 and her caboose and they were on their way back to Spokane. Just another day back in the era of steam. Martin E. Hansen Trainorders 12/30/17 posting, used with permission.

RIDE THE NORTHWESTERN PACIFIC ON SMART

Text and Photos By Dave Larsen

The Northwestern Pacific (NWP), the legendary line that ran from Tiburon on San Francisco Bay to Eureka in northern California has been dead and gone for many years except for isolated pieces. Now 43 miles in Marin and Sonoma counties have been rebuilt as a high speed rail line, Sonoma Marin Area Rail Transit (SMART).

The Northwestern Pacific, once jointly owned by the SP and the Santa Fe, had a third rail interurban electric service that ran from the ferry at Tiburon up past San Rafael and further northwest on a different alignment. That service ended in 1941 with the opening of the Golden Gate Bridge. The tracks north from San Rafael to Eureka were steam and then diesel powered. Like much of California, Marin and Sonoma counties sacrificed fast dependable transit for the auto until congestion hurt commuting and consequently development.

SMART was born with a mandate to re-construct and operate 70 miles of former NWP right of way that would connect with the bay ferry at Larkspur and eventually extend north to Cloverdale. Currently the system operates a 43 mile segment from downtown San Rafael to the Sonoma County airport. The 43 mile run takes 67 minutes including eight intermediate stops. Service to the ferry is provided by the Catch the Wave shuttle bus from San Rafael. The segment from San Rafael to the Larkspur ferry is next up on the construction agenda. The Larkspur ferry port has a huge lot and overflow parking. A rail connection will take some pressure off the auto traffic on 101.



Service is provided by two car diesel multiple unit trains, DMU's, built by Nippon Sharyo and assembled at their Rochelle, Illinois plant. They are comfortable, fast and quiet runners over a well maintained right of way. All stations have high level platforms. I rode a single two car unit, but the platforms can accommodate at least four cars. There is at least one surviving structure from the NWP days, the attractive station at Santa Rosa. Santa Rosa was heavily damaged by a fire two years ago. When I went through town in September, you could see how some homes escaped damage, but the house next door was destroyed or under re-construction.



The trains were crowded with local people taking the train to and from various towns and shopping venues. I was lucky to sit with a man and his daughter who had taken the train to a shopping center from San Rafael to buy school clothes. He thought that in five years, the area around the rail system would become heavily developed. Today, it is still country for the most part. I did not ride during the commuter rush which I suspect can be standing room only judging by how heavily the off peak loads were. Also, the single seat ride directly to the ferry will probably boost ridership.

You pay your fare on the platform by tapping your Clipper Card at a sensor. There is a fare inspector, sort of a conductor, on board who checks your card with a scanner to make sure you paid. He may take cash, but I saw no one provide anything but their Clipper Card. Buy a Clipper Card or get a free senior card on line. They work on all transit systems and on all regular ferry services in the bay area. Load it and go.

The current end of the line is the Sonoma County Airport and that is where the shops are located. Everything is easily viewable from the station platform. If you look south from the platform, you see a well maintained right of way. If you look north, it is the old NWP down to a single rusty track running in a straight line into the distance. The NWP right of way that SMART runs on was never part of the interurban. This was the main line to Eureka. When the connection to Larkspur is built south from San Rafael, it will utilize some of the old electric interurban right of way.

I was impressed with SMART. It was a fun ride to an area I had never been to before. Compared with riding BART, SMART was quiet. For the most part the scenery is a mix of rural and smaller towns. Sometimes the stations are at the edge of towns to accommodate park and ride lots. I also found the people I got to talk with were interesting and open. It didn't feel urban. It felt casual.



Oregon Pony Task Force Committee Update

by Arlen L. Sheldrake

On December 6, 2018 the Pony Task Force Committee delivered their 17-page report to the Port of Cascade Locks Commission. The report and recommendations were approved by the Commission!

The proposed new Cascade Locks Interpretive Center (CLIC) will be located next to and incorporate the current Cascade Locks Historical Center in Lock Tender House No. 1. The Oregon Pony locomotive will be a focal point of the new building.

The Committee asked the Commission to approve the following recommendations:

- Approval of the proposed plans and intent by the Museum Board to build a new Pony Building adjacent to the current Museum, to include a Visitor Center, house the Oregon Pony Locomotive and many other exhibits with space for programs, events and storage for Museum operations.
- Approval of Port Commission sponsorship for the hiring and salary for the newly created Executive Director for the Cascade Locks Historical Museum, for a three-year each \$75,000 commitment. This role is critical for the success for the goals set forth in this report with the building the new Pony building and development of Museum operations.
- Continued partnership with the City of Cascade Locks, City Tourism and the Cascade Locks Historical Museum with MOUs created and signed by April 2019 on terms set forth.

The report's basic assumptions:

1. The concept will include provisions for a visitor center area, displays and presentations as well as a refurbished Museum building.
2. The current Museum collection will be reduced to make available truly historic community related items.
3. The Museum building will function as a living museum with pertinent local history display items.
4. The new Pony/Museum will be operated year round and will be promoted as a critical part of the local economic development strategy. (365 days a year)
5. The Museum Board is successful in raising at least \$4.7 million over the next 3 years to pay for the new complex. (fundraising plan)
6. The Museum Board will create a position and hire a professional to serve as Museum Director to oversee implementation.
7. Port House 3/Incubator Space site will serve as a temporary holding and operational space for the Museum during Museum building renovation. (approximately 2 years)
8. The new concept is ADA compliant.
9. The City Tourism Committee will help fund the visitor center portion of the operation.
10. New agreements will be developed between the Museum, City and Port over the operations of the new complex along with implementation of agreed upon enhancements.
11. The new Pony building will be constructed and in use by the year 2022.

The membership of this second Pony Task Force who met from January through December 2018 included members from the Museum leadership, Museum membership, Tourism Committee members, interested citizens, Port Commission members and management, and the City of Cascade Locks.

The organization and members of the Pacific Northwest Chapter, National Railway Historical Society are strongly encouraged to help the community of Cascade Locks implement this great plan.

The graphics for this article were kindly provided by Mark Seder, Seder Architecture & Urban Design, LLC. Electronic copies of the Committee report may be obtained by contacting the author: asheldrake@comcast.net



THE CASCADE LOCKS INTERPRETIVE CENTER

COLUMBIA GORGE VISITOR INFORMATION CENTER HISTORIC LOCKTENDER MUSEUM THE OREGON PONY WING

IN MARINE PARK PORT OF CASCADE LOCKS, OREGON CITY OF CASCADE LOCKS SEDER ARCHITECTURE + URBAN DESIGN LLC DECEMBER 2018



PNW RAIL NEWS

by Arlen L. Sheldrake



Here we go into 2019...many thanks to 10-year retiring President Keith Fleschner, a long and successful Presidency. And best wishes to incoming President Mark Reynolds, should be exciting as we begin attacking some long-standing projects. This member applauds Mark's willingness to step forward and energize the PNWC membership and Board. If you haven't noted to Mark your willingness to help, please do.

► Back on track: All aboard the Sugar Cane Train. Maui Sugar Train's Holiday Express returned Friday; full schedule of runs expected to depart in May. The iconic Maui Sugar Cane Train may return permanently with regular runs starting in May. Next year's reopening will mark the first regular trips since the train made its final public run on August 1, 2014. Reopening the 49-year-old-attraction train has been in the works since 2015. The steam locomotives, Anaka and Myrtle, were built in Pittsburg in 1943 and both are now operational. The Holiday Express currently travels 4 miles to and from the Puukoolii and Kaanapali stations. More information: www.sugarcanetrain.com. **The Maui News 11/27/2018**



► BNSF Railway Co. filed a complaint on November 13th in the U.S. District Court for the Western District of Washington against Clark County, Washington, et al. seeking declaratory and injunctive relief. BNSF alleges its railroad construction project in Clark County is not subject to state, county and local laws. BNSF is upgrading a stretch of its track between Washougal and Mount Pleasant in Clark County that would allow continuous movement of trains and reduce wait times at crossings. The plaintiff alleges the defendants are 'threatening' to compel it to engage in a county permitting and pre-clearance process. The plaintiff alleges its project is preempted by federal law. U.S. District Court for the Western District of Washington case number 3:18-cv-05926-BHS. **The Legal News Line 11/27/2018.**



► Critics of Clark County's plans to allow industrial development along the Chelatchie Prairie Railroad argue that an agreement key to the project allows a company to use a large county asset rent-free and is based on faulty legal grounds. A lawyer for Friends of Clark County has questioned if the county properly approved the lease with Portland Vancouver Junction Railroad, the company that operates the rail line. The contention is whether or not the lease required governing board approval and whether or not the governing board in fact approved the lease. The 2004 30-year lease requires Portland Vancouver Junction Railroad to be responsible for paying required permits, fees and taxes, as well as maintenance and pay no rent until it transports 1,000 carloads in a calendar year by rail. After 1,000 the railroad pays \$10 per carload and gradually increases to \$30 as loads increase. Last year the railroad transported 853 carloads. **The Columbian 11/25/2018.**



An increasingly bitter dispute between Clark County and the Portland Vancouver Junction Railroad operator has spilled into a Christmas-themed train excursion sponsored by the Chelatchie Prairie Railroad. The Christmas Tree rides for some 165 households was canceled for the weekend of December 8-9. Eric Temple, the president of Portland Vancouver Junction Railroad said he and his company were exposed to too much legal liability after the county refused to clear up ambiguity around the lease he holds to operate the railroad. Temple said that earlier this week, an attorney representing Clark County sent a letter to his attorney stating that "the County believes the lease to either be invalid or expired." He said that if the lease is invalid, it opens him to significant liability on the stretch of railroad that is subleased near Yacolt by the nonprofit Chelatchie Prairie Railroad. Doug Auburg, Chelatchie Prairie Railroad treasurer, has hopes the disagreement can be resolved before the next runs on December 15-16. **The Columbian 12/7/2018.**



Chelatchie Prairie Railroad Christmas trains return this weekend [12/15-16]. The popular Christmas-themed train ride offered by a north Clark County nonprofit will resume this weekend after having to suspend the excursion because of a dispute with the county and the company that operates the railroad. Doug Auburg, treasurer and crew scheduler for the Chelatchie Prairie Railroad that the nonprofit was able to cover the Portland Vancouver Junction Railroad under its insurance, allowing the rides to resume. Upwards of a thousand people had their scheduled train rides canceled last weekend because of a dispute between Portland Vancouver Junction Railroad and the county. Auburg said his group will have its regularly scheduled rides for this weekend and will have two more for the following weekend for customers who had their excursions canceled along with special rides for disadvantaged children and BNSF employees. Auburg also said that the group lost out on about \$12,000 from people who requested full or partial refunds. **The Columbian 12/12/2018.** A 12/12/2018 Trainorders.com posting noted that Martin E. Hansen, attorney from Bend, major steam locomotive supporter and regular contributor to this publication

had a major hand in resolving this dispute.]

► Fraser Grain Terminal Ltd., a wholly owned subsidiary of Parrish and Heimbecker, Limited, on November 9th received approval from the Vancouver Fraser Port Authority to construct a grain export facility at 11041 Elevator Road adjacent to Fraser Surrey Docks on port authority land in Surrey, B.C. The new facility will be used to ship bulk grain products including wheat, barley, oil seeds, pulses and other specialty grains. The throughput for this Project is 3.5 million tonnes per annum. The facility will receive grains by rail and then transfer the agri-products to storage silos with some product loaded directly to vessels. The terminal will load approximately 80 bulk vessels per year (approx. 1-3 vessels per week), including Panamax, Supramax and Handy-size vessels. Construction on the site will include:

- Rail unloading station
- Transfer system comprising one transfer tower and fully enclosed above-ground conveying equipment with a built-in dust suppression system
- 25 above-ground steel storage silos (20 x 3,500 t, 4 x 400 t and 1 x 710 t)
- Three shiploaders with choke fed or cascading type telescopic spouts to reduce dust during vessel loading, replacing the existing ship loader fitted with older technology
- Semi-loop rail track
- Realignment of an existing rail track
- Extension to three existing rail holding tracks in an area to the north east of the main grain facility site to reduce shunting during unloading.
- Construction of an integrated truck and railcar loading facility and container loading facility with associated container storage yard
- Construction of ancillary buildings – administration building, maintenance shop, and electrical rooms.

Construction began December 2018 with completion targeted for December 2020. The Terminal will be served by CN and Canadian Pacific and will accommodate the 8,500-foot high-efficiency product train model. **Fraser Grain Terminal Project 11/27/2018.**



► Transit ridership in Metro Vancouver smashed a new record in October with 39.65 million boardings including bus, SkyTrain, HandyDART, SeaBus and West Coast Express. While ridership has been growing every month, ridership has never surpassed the stand-alone record of 39.2 million boardings in February 2010 when Vancouver welcomed the world for the Winter Olympics – until now. The West Coast Express noted a 12.6% increase over last October. **TransLink 11/21/2018 news release.**

► Dis-satisfied rumblings continue about the 1912 Steel Bridge and its long-term future in downtown Portland. Quite often TriMet sends out MAX light rail alerts announcing delays caused by bridge equipment malfunctions or bridge lifts. Also of concern is the age of the bridge as TriMet works to determine future plans. Currently MAX lines Red, Blue Yellow and Green (all but the Orange) rely on the Steel Bridge. Now another issue has come forward with the **Frog Ferry** concept for commuter travel on the water between Vancouver and downtown Portland. The Frog Ferry would be limited to single level boats to avoid delays caused by Steel Bridge lifts. As the greater Portland area roads become even more clogged, the attraction of boat commuting appears ready to gain some traction. As the owner of the Portland Spirit notes, the Steel Bridge is the choke point of the Willamette River going north. Daimler Trucks employs 3,000 people in its office building complex on Swan Island, but has to offer bus passes, van carpools and help planning bicycle routes to entice workers to the area. The Daimler real estate manager says his commute to West Linn can take an hour by car, but drops to just 30 minutes when he rides a Ski-Doo to work in the summer. **Portland Tribune 11/27/2018 and personal opinion.**

► Viterra Inc. intends to upgrade its grain terminals at Binscarth, MB and Stettler, AB. These investments will result in increased rail capacity, substantial expansion of storage capacity, and faster throughput. Storage capacity will increase by over 30,000 metric tonnes at each facility. Railcar capacity at the facilities will more than double, and each location will be able to load in excess of 134 railcars once the upgrades are complete. The Binscarth facility is situated on a CP operated rail line, while the Stettler facility is on Alberta Prairie Railway, a CP railroad partner. CP says “innovations like this fit well with our 8,500-foot High Efficiency Product train model and are integral to the continued success of the grain supply chain. Viterra also operates six port facilities: Cascadia and Pacific Terminals at the Port of Vancouver [BC], Prince Rupert Grain, two facilities in Thunder Bay, and one in Montreal. **Viterra 11/22/2018 news release.**

► An “ask” letter from Don Evans, Board of Directors Chair, West Coast Railway Association received 11/29/2018 included the following three strategic projects for 2019:

- Building the first section of the Garden Tracks Pavilion,
- Completing the acquisition of the former BC Rail shop,
- Preparing to host the major HeritageRail Alliance conference in September. Projects include painting the CNFP9A #6520 and the completion of BC Electric 960.



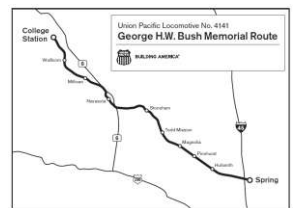
► CF Industries Holdings, Inc. and the J.R. Simplot Company have entered into an agreement that allows CF to ship, store and distribute anhydrous ammonia from Simplot's Rivergate Terminal in Portland, Oregon, starting in 2019. CF intends to supply the ammonia from its Medicine Hat, Alberta nitrogen complex. Simplot's Rivergate Terminal is the largest deep-water ammonia terminal on the US West Coast and has two 25,000 short ton ammonia storage tanks on site. The terminal is located on the Willamette River in Portland, Oregon, approximately 2.5 miles upstream from its confluence with the Columbia River. The ammonia will be delivered to the Rivergate facility by Union Pacific. **CF Industries 10/22/2018 news release.**



► The evening of November 27th a Coos Bay Rail Line train derailed seven loaded centerbeam cars a few miles north of Lakeside, Oregon along the Blacks Arm of Tenmile Lake. About 400 feet of track was damaged. The area is only accessible by water or rail. Rick Franklin crews are responding to the derailment. The International Port of Coos Bay is reporting this as a "service disruption". Dick Samuels reports that Franklin crews came to Portland to move one of their flatcars from OPR via a low-boy truck to use at the site. **Trainorders.com 11/29 postings by Ted Curphey and Dick Samuels.**



► While the George Bush 41 Union Pacific locomotive #4141 is getting some good UP publicity for pulling the George Herbert Walker Bush funeral train, included in the consist is the City of Portland dome diner #8008. Built by American Car & Foundry in 1955. The City of Portland remained in service until 1971 and was reacquired in 1990 for excursion service. The car was named City of Portland after the famous streamliner passenger train. More information: www.up.com [R.I.P Mr. President!]

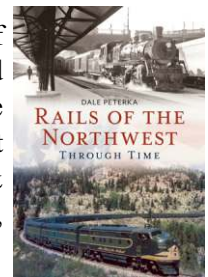


► Reminder, three major changes for Amtrak *Cascades* passengers embarking at Portland's Union Station:

- Coach class passengers get their seat assignments from the ticket counter at any time during the day of travel. (Yes! No more endless line.)
- Business class passengers get their seat assignments in the Metropolitan Lounge.
- Business class passengers have use of the Metropolitan Lounge.



► New book from Arcadia Publishing: **Rails of the Northwest Through Time** by Dale Peterka. Rails of the Northwest Through Time is a tour of Montana, North Dakota, Idaho, and Washington. One Hundred eight-four photographs demonstrate the landscape, the structures, and the iron road that signified the "opening" of the Northwest United States. Each pair of photos illustrate a dramatic contrast between past and present. Railroads featured are the Northern Pacific, the Great Northern, and the Spokane Portland & Seattle with glimpses of the Union Pacific, the Oregon Trunk, and the Camas Prairie. 96 pages, paperback, published 10/29/2018, \$23.99.



► The Oregon Rail Heritage Foundation "ask" received 12/3/2018 included some special news about the Turntable Project. **MJ Murdock Trust** will match one dollar for every two that we donate. I understand that this the match is from a second \$250,000 donation possibility, with the Murdock Trust also providing first a flat \$250,000 grant toward the Turntable Project. The match portion of the Murdock Trust donation is good until Fall 2019, so your targeted Turntable Project donation can be made in 2019. This is a huge step in getting this project funded. More information: www.orhf.org.



► Construction of the trail section of the Sellwood Gap portion of the Springwater Trail has been bid and a notice of intent toward has been issued. The contract and notice to proceed with construction should happen in early January with completion, depending on winter weather, in July. **Email message 12/3/2018** from George Lozovoy, Project Manager, Design and Construction Services, Portland Parks & Recreation. [This trail section parallels the Oregon Pacific Railroad in the Sellwood neighborhood of SE Portland. The railroad has already been relocated as needed to accommodate the trail. The new paved trail will go from SE Umatilla Street to SE 13th Avenue.]

► Global Partners, owner of the Columbia Pacific Bio-Refinery at Port Westward is proposing to the Port of St. Helens a lease amendment that would permit Global to handle a wider range of products by rail and ship. Fuels and oils are classified by their American Petroleum Institute (API) gravity. Global wants to eliminate its API lease limit currently 30-44. The Port's current lease also restricts the company to 24 trains per month or 32,000 rail cars per year. Global is not asking for any changes to the rail car restriction. Global does want to expand the length of the trains by 50% to 1.5 miles. Global Partners says

removing restrictions on oil shipments would cause it to invest \$75 million at its Port Westward property. Global purchased the site in 2013, when the terminal was already shipping crude oil. The company started tapering off crude oil shipments due to low prices in 2014, switching exclusively to ethanol in 2016. Nine fuel storage tanks were acquired from the adjacent PGE plant last year. The communities of Scappoose, St. Helens and Rainier are very concerned about the longer [Portland & Western Railroad] trains that would bisect their towns. **The Chief 11/29/2018 & The Columbian 11/30/2018.**



▶ Alaska Railroad restores service after earthquake. The Alaska Railroad Corp. (ARRC) yesterday restored all regularly scheduled freight and passenger services that were interrupted by the 7.0-magnitude earthquake that struck south-central Alaska November 30. The railroad suspended its regularly scheduled services to assess damage along its nearly 500 miles of track and enable crews to quickly make repairs. Following the earthquake, there were a number of areas that sustained damage, with some track sections deemed impassable. **Progressive Railroading 12/5/2018.**

▶ A Portland & Western Railroad train carrying logs derailed just north of downtown Salem the night of 12/4. Six cars were derailed but no reported injuries. The train derailed near Front and Hood streets in NE Salem. **Salem Statesman Journal 12/4/2018.**



▶ The new owners of the White Pass & Yukon Route (wpyr.com) are making some major changes:

- A turning loop and a pair of passing sidings between the summit and Skagway will allow WP&YR to increase train lengths from 12 to 16 cars.
- Four brand-new vintage looking cars from Hamilton Manufacturing in Sedro-Wooley, Washington.
- One of the eight surviving 1890s authentic wooden cars is being restored to evaluate whether the entire fleet can be restored for steam excursions.
- New locomotives are being considered including a proposal from GE...a single power unit in a Dash-8 body with two pairs of four-wheel trucks that would accommodate eight traction motors. This power unit could haul a 16-car train up a 3.9% grade at 18 mph. If WP&YR accepts GE's proposal, the railroad will order two prototypes for testing in the 2020 season.
- Steam locomotive #73, a 2-8-2 built in 1947 for WP&YR, is in pieces spread across Washington State at machine shops and boilermakers. The completely refurbished tender awaits at Hamilton Manufacturing while the boiler is rebuilt by Toutle Boiler Works. A new set of running gear is being precision-machined by an aircraft parts manufacturer. The engine is to be reassembled and tested by Hamilton this winter and shipped back to Skagway to enter service in June.
- The #73 will be sometimes joined at the docks by #69, a 2-8-0, acquired in 1908 from Baldwin and being rebuilt by WP&YR's own steam shop in Skagway.
- The #52, 2-6-0 Mogul, built in 1881 and acquired by WP&YR in 1898 is now being considered for restoration.
- In addition to the cruise shuttles to White Pass, WP&YR operates a single train daily the 67 miles to Carcross in Canada.
- The new owners intend to retain the right-of-way to Whitehorse, Yukon Territory and eventually run trains to that destination.



Railway Age 12/5/2018.

▶ The Oregon International Port of Coos Bay is pleased to announce the award of a \$20 million Better Utilizing Investments to Leverage Development (BUILD) grant to support rehabilitation of 15 bridge structures along the Coos Bay Rail Line. The project will invest a total of \$25 million, which includes \$5 million in matching funds pledged by the Port, into key bridge structures on the rail line. Bridges that will receive repairs and improvements include the Coos Bay Swing Span Bridge, the Siuslaw River Swing Span Bridge, the Umpqua Swing Span Bridge, the replacement of the Vaughn Viaduct near Veneta, and 10 additional bridge structures between Wildcat Creek to the Siuslaw River in Lane County. **Oregon International Port of Coos Bay 12/6/2018 news release.**



▶ Bob Melbo on December 3rd provided the following response to the question of when the two additional Amtrak *Cascades* round-trips between Seattle and Portland will be re-instituted: They hopefully will return in 2019 but three things have to happen first:

- 1) NTSB has to issue its report on the December 18, 2017 derailment.
- 2) Crews have to be thoroughly trained on the bypass and PTC tested there as well.
- 3) Additional equipment has to be secured. The current fleet of six trainsets is not adequate to support two more daily

round-trips between Seattle and Portland.

[Note: the two additional round-trips were the primary reason for the Point Defiance Bypass project.]

- ▶ The early December “ask” from the **Oregon Rail Heritage Foundation** lists three major next steps needing funding:
 - Installing a 100-foot turntable.
 - Second Level about [above] the existing gift shop and restrooms, making way for: 7,000 square foot education/exhibit floor; additional restroom facilities and office space; overhead viewing of the shop floor and locomotives; research library for NW railroad history; and exhibit storage.
 - Completion of the SE Triangle to include area to for passenger car repair and maintenance; track to exhibit vintage rail equipment; and connection to the turntable for equipment movement.



[While not stated in the “ask”, I believe the first funding priority is the installation of the former Brooklyn turntable.]

- ▶ The Connect Oregon Rules Advisory Committee met December 7th with the agenda including grant matches, readiness requirements, finalizing the definition of “projects of statewide significance”, and finalizing the review process. The fourth of an expected five meetings is set for January 7, 2019. The committee is charged with updating rules for the program in light of the legislative changes approved in Keep Oregon Moving (HB 2017). **Connect Oregon Update 12/2/2018.**



- ▶ The Southern Oregon Railway Historical Society December newsletter included their Strategic Plan 2017 & Beyond. Included were these bullets:

- Excursion Railroad – Build and operate a steam powered excursion railroad in Jackson County, Oregon using locomotives and other equipment once used in Southern Oregon
- Locomotive & Car Restoration – Equipment which is on display now and/or to be restored for use on the excursion railroad and interpretive display at the Medford Railroad Park.
- Park Presence and Development – Maintain and improve our contributions to the public experience at the Medford Railroad Park.
- Large Static Displays – Equipment and buildings on display to the public.
- Organizational Issues – multiple goals.

- ▶ First new Bombardier SkyTrain Mark III train enters testing routine in Vancouver, BC. The first train arrived in Vancouver in September, and it will be another year before all seven trains are fully commissioned. Each four-car train is delivered to Burnaby on four separate flatbed trucks, and then assembled by TransLink into a fully-articulated train. Six more trains (24 cars) will arrive in early-2019, and a second batch of seven trains (28 cars) will arrive by the end of the same year. Both batches of new trains for the Expo Line and Millennium Line will cost C\$210 million, while a separate order of 12 two-car trains for the Canada Line from South Korea's Hyundai Rotem will cost C\$88 million. **The DailyHive 12/7/2018.**



- ▶ Progressive Rail Inc. has filed a notice of exemption with the Surface Transportation Board to assume operations of about 83 miles of track owned by BNSF Railway Co. in Washington. The lines originate in Chewelah and extend to Kettle Falls, where they diverge into two branches. The west branch runs northwest from Kettle Falls to West Kettle Falls, Washington, and the east branch runs northwest to the U.S. – Canada border and Columbia Gardens, British Columbia. The lines currently are operated by Kettle Falls International Railway LLC, which is owned by OmniTRAX Inc. and manages 133 miles of former BNSF trackage in northeastern Washington State and southeastern British Columbia. BNSF and Progressive Rail expect to consummate a lease/operation deal by year's end. As a result of the transaction, Progressive Rail plans to form a new short line – the St. Paul & Pacific Northwest Railroad Co. LLC – to replace Kettle Falls International Railway as the lines' lessee and operator. **Progressive Railroading 12/10/2018.** An email forwarded by Edward Berntsen notes that STPP – 403 has been assigned to the new railroad.



- ▶ The Webfooters Post Card Club president and newsletter editor Mark Moore continues to publish very interesting monthly newsletters. His latest effort in the Hometown History Series is **Gresham, Oregon -- City of Pioneers** in the December issue. Some amazing photos of trains, interurban streetcars and history of this community. www.thewebfooters.com



- ▶ The Outdoor Museum part of the Tigard Heritage Trail will feature stories, replicas of historic artifacts. The paved trail, already in place, begins directly to the east of the Symposium Coffee/Tigard Chamber of Commerce building; ¾ of a mile from Main Street to Tiedeman Avenue. The planned Tigard Outdoor Museum will be divided into four stations, including one that focuses on Tigard's early railroad days. It will include artifacts made of stone, steel and glass. Suenn Ho, a principal with Resolve Architecture and Planning, who is helping design the Outdoor Museum said replicas of historic items will be cast in glass, noting that referencing history helps to inspire art and tell the story about Tigard's past. **Washington County Times**

12/6/2018. In a 12/13 email mail Suenn confirmed that the preserved 1913 Oregon Electric retaining wall date block from the ODOT I-5 Tewilliger Curves project will be incorporated into the railroad display. (April 2015 *Trainmaster*) [Note: Ron McCoy, Bob Melbo, and I worked with Suenn a couple of years ago helping her with Tigard railroad history.]



► Included in the Washington County Times 12/6/2018 newspaper was the Oregon Coast Today December 2018 8-page insert. One of the features of the insert included on the cover and on page 7 was **Snacks on a train, Enjoy a holiday blockbuster with a ride on the Candy Cane Express.** Pictures and text by Patrick Alexander described the Oregon Coast Scenic Railroad's Candy Cane Express runs during December Saturday and Sundays. **Oregon Coast TODAY 12/6/2018.**

► Darrel Mattoon, a long-time ORHC volunteer reports he has a friend, Doug Anderson, who has been keeping track of his rail travels since his first train ride in 1938 going from Seattle to a destination in the east. His end of 2018 totals: Train Rides = 1,458; Miles = 270,541; Railroads = 282; Countries = 39.



► The Washington State Department of Transportation expects to go out to bid next summer on a major railroad infrastructure project in eastern Washington. The project includes bridge repairs, rail replacements and track rehabilitation work on the Palouse River & Coulee City short line railroad in Whitman, Lincoln and Spokane counties. The agency was just awarded a \$5.7 million federal Better Utilizing Investment to Leverage Development (B.U.I.L.D.) grant that will be matched by the state. Preliminary engineering work is underway. The project will be advertised in the summer of 2019 with construction starting hopefully in the fall. A total of 10 bridges will be repaired or replaced. 4.5 miles of rail will be replaced, and 21 miles of track will be rehabilitated. **The Lewiston Tribune 12/11/2018.**

► Unsuccessful coupling between rail cars and the failure of a derail protection device led to a fatal derailment in British Columbia in April 2017, the Transportation Safety Board of Canada (TSB) announced 12/13/2018. The incident occurred near Woss, British Columbia, when 11 cars loaded with logs rolled uncontrolled out of the Woss Reload Center, operated by Western Forest Products Inc. The cars traveled over a derail and then re-railed at a switch, allowing the cars to leave the reload center and continue down the grade. Soon after, the uncontrolled cars struck two on-track engineering equipment vehicles that were occupied by engineering employees. The 11 cars and two work equipment vehicles derailed, killing three employees and seriously injuring two others. TSB's investigation found that the uncontrolled movement had separated from the rest of the cars after a knuckle inadvertently released. Previously, the coupler was repaired by the installation of a top-operated locking block into the bottom-operated mechanism. Although the configuration is allowed, the locking block had not dropped fully into place during the coupling. The locking block did engage the knuckle tail sufficiently to pass the pull test, and the coupling was deemed secured. Investigators determined that when the uncontrolled cut of cars reached the derail, the lead truck of the lead car derailed as intended. However, the derail was damaged by the cars, rendering it ineffective for the remaining wheels. Although the derail installation was compliant with regulatory standards, it had not been installed or maintained to manufacturer and industry standards. Additionally, the derail was situated on deteriorated softwood ties in an area of fouled ballast that was inhibiting proper drainage. **Progressive Railroading 12/13/2018.**



Canada

► After a major rebuild by Craig Kirkeby, long-time Amtrak Red Cap, the Holiday display was back on "Grant's Tomb" at Union Station in early December. This display has been a highlight for holiday Amtrak travelers for many years. The installation was done by Ed Immel and John Holloway and is sponsored by Northwest Rail Museum. The White Pass & Yukon train model does approximately 2,215 laps per day with each lap being 36 feet making for some 15 miles of travel each 24-hour day. This *trivia* brought to you by Craig and John.

► Our friend, member and author Steve Hauff stays busy with among other things the release of his latest book, **The Spruce Production Division in Clallam County, *The Quest for Aircraft Spruce During World War I.*** This softbound 8.5 x 11 book is published by the North Olympic History Center in Port Angeles, Washington. During World War One, the US Army was tasked with obtaining and milling Sitka Spruce for aircraft production. This book chronicles the operations of the Spruce Division in the far northwest of the continental United States: Clallam County, Washington. Included are sections covering the construction of a 37-mile "impossible" railroad in just six months; mill construction; and private operations which utilized Spruce Division personnel. This volume includes over 100 photos, comprehensive maps, and first-hand narratives to describe the project. 100 pages, perfect bound, print on demand. This important work helps preserve an important piece of PNW history. For ordering information: North Olympic History Center, PO Box 1327, Port Angeles WA 98362. estimated cost \$15.00 + \$5.50 S&H. As I tell the ORHC visitors looking at the Spruce Railroad Division display, the British and French told the USA, just send us the Spruce, we will build the aeroplanes as you don't know how.



► ► Wishing you all a great holiday season and a Happy New Year! ◀ ◀

December Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on December 21, 2018

The 2018 Annual Membership meeting started at 6:35pm, by calling for a vote on the possible removal of Chapter Bylaw Section 2.03, which requires concurrent membership with National NRHS. Al Baker gave an opposition speech and Keith Fleschner gave a supporting speech. The votes were then cast and the membership voted twenty-eight to nine in favor of removing Section 2.03 from the Chapter Bylaws. Next the annual potluck was enjoyed by all, with great food and happy times. Next came the vote for Chapter Officers for the 2019 year. It was a landslide victory for the Railway Historical Party; Mark Reynolds President, George Hickok Vice-President, Keith Fleschner Treasurer, Jim Hokinson Secretary, Chuck Fagan and Don Klopfenstein Directors-At-Large, and Al Baker Representative to National Advisory Council. The other continuing Board members are; Bryan Ackler, David Cautley, Rolf Schuler and Bruce Strange.

The total of seventy six Train Toys for Tots were presented to Shawn Cass of Catholic Charities. She thanked the membership.

Ron McCoy then presented the Unsung Hero Award to Keith Fleschner for his ten years as Chapter President!

George Hickok presented the Proposed 2019 Chapter Budget to the membership, which was unanimously approved by the members present. The November meeting minutes were called, Lila Stephens made a motion to approve, Don Klopfenstein seconded and the membership voted to approve. Mark Reynolds gave thanks to all the volunteers for the Holiday Express 2018, noting a good turnout and a number of new volunteers.

Ron McCoy announced that on March 23, 2019 there is a tour scheduled of the Bull Run Powerhouse. Save the Date! Details to follow.

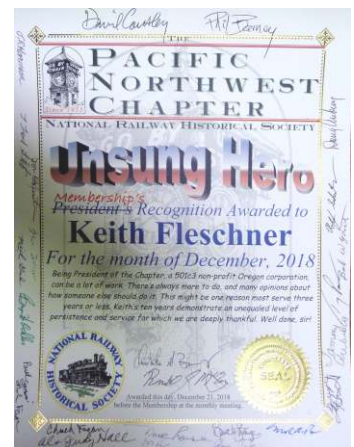
The meeting as adjourned at 8:40pm.



Enjoying the Potluck



Jim Loomis oversees the Ballots for the Bylaws and Election



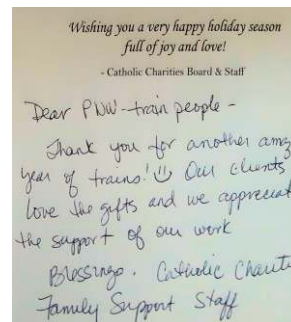
Keith Fleschner Unsung Hero Award in honor of 10 Years as President!



PNWC 2018 Board (L to R: Rolf Schuler, Bryan Ackler, Mark Reynolds, Keith Fleschner, Chuck Fagan, Jim Hokinson, George Hickok, Phil Barney, David Cautley)



Ron McCoy presents the Unsung Hero Award (and the Mashed Potatoes)



Shawn Cass of Catholic Charities receives the Train Toys for their Organization

Respectfully submitted by Jim Hokinson, Secretary

Bull Run Powerhouse Tour
Saturday, March 23, 2019 Reservations Required
\$20 per person
all proceeds to benefit the powerhouse & PNWC

For more information & to sign up
 send email to Ron McCoy
ronaldmccoy@mac.com




Finished in 1912, the powerhouse was the heart of Portland General Electric's Bull Run Hydroelectric Project. A system of two dams, canals and a wooden flume (with rail on top) created Roslyn Lake, which then funneled water down huge tubes to spin the turbines below. The Mount Hood Railway and Power Co. started construction in 1906. Six years later the project was generating electricity to run Portland's street car system and light homes and businesses 25 miles to the west.

The powerhouse contains four turbines which generated 22 megawatts of electricity

But 87 years later PGE decided it was more expensive to make environmental repairs than to run the project. In 2007 it demolished Marmot Dam on the Sandy River. In 2008 it demolished the Little Sandy Dam, took down the flume, emptied Roslyn Lake, and closed the adjacent campground. Only then did the turbines stop spinning.

In 2011, Karen Karlsson, Rick Michaelson and Jeff Joslin bought the powerhouse from Portland General Electric in order to save it.

Bill of Lading

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Chapter Officers

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

Chapter Directors-at-Large

Don Klopfenstein (1st Term)	2019-2021	
Chuck Fagan (2nd Term)	2019-2021	
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		
	Mark Reynolds	503.638.7411
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

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PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 678

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.

January 18: *Rayonier No. 2 – A Willamette lives again:* This video provides the story of one of the six remaining Willamette locomotives.

February 15: Do you have a Presentation you would like to share with the Chapter?

March 23: **SAVE THE DATE:** Bull Run Powerhouse Tour, Reservation Required, \$20.00.
For more information and to sign up, send email to: ronaldmccoy@mac.com

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 and **by Appointment**

Researchers Welcome! *Not open on major holidays.

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 at:

www.pnwc-nrhs.org/library_main.html

Board of Director's Meetings: **Jan. 10,** Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
Feb. 07, 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:

☆ ☆ ☆ ☆ ☆ ☆ ☆ 2019 ☆ ☆ ☆ ☆ ☆ ☆ ☆

Jan. 25 *History Of Railroad In The Columbia River Gorge* by Bill Burgel, Columbia Gorge Discovery Center, 7pm

Feb. 7-9 *Portland Winter Light Festival*, ORHC & Portland waterfront, www.pdxwlf.com

Feb. 16 *SP&S Historical Society Railroad Swap Meet*, WareHouse '23, Vancouver, WA, 9:30am to 2:30pm

Mar. 16 *Winterail*, Corvallis High School, Corvallis OR, www.winterail.com

Mar. 17-18 *Trains Skookum Charter*. Garibaldi OR, 503-842-7972

Apr 5-7 *2019 Opening Weekend*, Inland NW Rail Museum, Reardan WA, inlandnwrailmuseum.com

Apr. 25-27 *HeritageRail Conference*, California State RR Museum & Foundation, Sacramento, www.atrrm.org

May 5-11 *UP Historical Society Convention*, (joint with SP) Ogden Utah, www.uphs.org

May 5-11 *Spike 150*, 150-year golden spike celebration, Promontory Summit UT, spike150.org

May 5-11 *Southern Pacific Historical & Technical Society Convention*, Ogden Utah, sphts.org

May 7-12 *NRHS National Convention*, Salt Lake City, www.nrhs.com

May 18 *Portland Train Day* (tentative date), Oregon Rail Heritage Center, www.orhf.org

Jul. 20-24 *GN Railway Historical Society Convention*, Fargo ND, www.gnrhs.org

July 27-28 *Great Oregon Steam-Up*, Powerland Heritage Park, Brooks OR, www.antiquepowerland.com

Aug 3-4 *Great Oregon Steam-Up*, Powerland Heritage Park, Brooks OR, www.antiquepowerland.com

Sept 18-21 *HeritageRail Conference*, West Coast Railway Heritage Park, Squamish BC, www.atrrm.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.