

The *Celebrating 60+ Years* Trainmaster

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WOODBURN'S HISTORIC NO. 1785



Southern Pacific Mogul No. 1785 at Woodburn Oregon in October 2019 (Photo by T. Trent Stetz)

By the mid-1950's, the diesel electric locomotive became standard for the railroads, and steam engines were being scrapped. Fortunately, some were saved for the education of later generations. On February 1, 1957, Woodburn would receive a classic 1902 built steam locomotive through donation by the Southern Pacific Railroad.

No. 1785 is a M-6 2-6-0 Mogul built by Baldwin Locomotive Works in Philadelphia. It was one of 76 built by Baldwin that served the Southern Pacific. Often called "Valley Malleys", no job was too tough for the 1700 class locomotives.

The SP 1785 and Frank Scheer have become synonymous with each other in the railroad and railfan community. Frank has done a masterful job of restoring the locomotive using Southern Pacific Company erection shop drawings and other source information to ensure that she looks exactly as if she had been released from the SP's Sacramento Shops in 1955. Every detail has been meticulously restored or rebuilt, and she is in better condition today in the park at Woodburn than most locomotives that are in indoor museums throughout the world. The SP 1785 is an icon of the era that so many people are fond of. Every steam locomotive displayed in a city park needs an advocate and Frank Scheer surely is that advocate for the SP 1785.

"Woodburn proudly displays the 1785 as part of our city logo, and salutes Frank Scheer and the other volunteers who have restored it to life." Kathy Figley, Mayor, City of Woodburn. Adapted from www.woodburn-or.gov/parks/page/historic-1785-locomotive.

PORTLAND ZOO RAILWAY HISTORIC DISTRICT Receives State Recommendation as a Historic Landmark

Photo and Text by T. Trent Stetz

I attended the State Advisory Committee on Historic Preservation hearing of the National Register Nomination for the *Portland Zoo Railway District* which was held on Oct. 18th at the Parks and Recreation Department in Salem. The State Advisory Committee on Historic Preservation (SACHP) is a nine-member group that reviews nominations to the National Register of Historic Places. The members are professionally recognized in the fields of history, architecture, archaeology, and other related disciplines.



Zooliner on its 60th Birthday on June 9, 2018

Melissa Darby completed the National Register of Historic Places Registration application form for the *Portland Zoo Railway Historic District*. This document, as well as other documentation submitted in advance, was reviewed by the Commissioners before the meeting. The hearing consisted of a short review of this application by the author, public testimony in opposition, public testimony in support and closing comments from the Commissioners. The application and testimony noted 10 contributing historic resources in the proposed district and 5 non-contributing resources in the proposed district. The hearing lasted almost 2 hours.

The testimony by an Oregon Zoo Representative noted that location of the railway within the zoo has greatly changed; those changes and updates which have been made were not done so with an eye to the past; that the setting within the zoo has been constantly changing; that the materials used in the most recent update to the railway were new and modern to meet seismic constraints; and that the current feeling along the route within the zoo no longer evokes the Baby Boom era.

The testimony by a Metro Representative noted concern that placing the Zoo Railway on the National Register would indeed inhibit future updates and repair by Metro; by increasing administrative costs and also by disallowing the use of modern materials and methods in future restoration. The Metro Representative also expressed concerns that the historic status would impede upgrades to meet ADA compliance and future electronic ticketing within the Washington Park Station. Relative to the issue of ownership, it was noted that the Zoo Railway is leased by the City of Portland to Metro. Also noted was that this is a “perpetual” lease.

My summary of the notes and comments from the Commissioners:

1. They noted that this nomination did not meet the threshold as a nation-wide historic landmark, but is very significant at the state-wide historic landmark.
2. They thought that the nomination should have more fully emphasized the continuous use of this Zoo Railway.
3. As with other rail related historic properties, rails and ties are part of the normal maintenance of the railroad, and do not contribute to the historic status. The grade and alignment (route) are the important historic features.
4. They noted the construction of the Zoo Railway was a VERY SIGNIFICANT state-wide effort in the late 50s, without compare.
5. They summarized the fact that about 2/5 of the railway within the zoo is original and 100% in Washington Park is original, relative to grade and alignment.
6. They found the opposition by Metro both troubling and not persuasive. They were concerned that no funding has been made available by Metro in support of the railway within Washington park, as should be their responsibility as perpetual lease holders.
7. The expressed concern over the choice of the end of Baby Boomer Era for the end date for the historic period of significance. The term “Baby Boomer” is not well defined in a historic landmark sense. The end date should represent some “shift” in the life of the Zoo Railway, or be tied to some significant historic event. They noted that they would have liked the nomination application to de-emphasize the Baby Boom era discussion.
8. The Zoo railway as built in 1959 fit within the zoo context of that time, but it does not do so now; thus retaining its defining historic character.

The commissioners unanimously recommended the nomination under both Criterion A (Event) and Criterion C (Design & Construction) as a state-based historic landmark, and that this nomination be forwarded by the State Historic Preservation Office (SHPO) to be duly recorded on the National Registry, with a modification to the period of significance.

When a Locomotive Was Built on Spec, This is What it Looked Like!

by Martin E. Hansen

Not all steam locomotives built in the steam era were built on the order of a certain railroad. There were times that the locomotive builders had time to build an engine purely on the speculation that they could sell it to a certain market. This appears to be such a locomotive, but it really isn't.

By November 1914 the Baldwin Locomotive Works had started to perfect the 70-ton 2-8-2 for the logging industry of the Pacific Northwest. They had made the first sales of 2-8-2's to the loggers of that region beginning in 1907. Sales picked up each year thereafter. Thus was born Baldwin 2-8-2 c/n 41710 seen in this picture.

This engine appears to be built on spec because Baldwin lettered her for the factory itself. This engine had actually been ordered by a specific lumber company and Baldwin was simply using her in this lettering to use in future Baldwin advertising. This provided Baldwin with a good photo for use in future marketing ads for this popular design.

While this engine appears to be built on spec it really isn't. It was ordered by Columbia & Nehalem River Railroad and shipped to that logging outfit in Northwest Oregon to be their No. 117. You can see the No. 117 in the headlight side boards and on the spot plate. Before she would finally leave the factory, she will be re-painted for her true owner.

Baldwin knew how to sell locomotives.

(This article was originally a LoggerHogger September 14, 2018 *Trainorders.com* posting that Martin kindly approved for publication in *The Trainmaster*.)



BALDWIN LOCOMOTIVE WORKS

Since both the SP 1785 on the cover and locomotive above were built by the Baldwin Locomotive Works, a bit of company history. The Baldwin Locomotive Works (BLW) was an American manufacturer of railroad locomotives from 1825 to 1956. Originally located in Philadelphia, it moved to nearby Eddystone, Pennsylvania, in the early 20th century. The American railroad industry expanded significantly between 1898 and 1907, with domestic demand for locomotives hitting its highest point in 1905. Baldwin also produced their most powerful steam engines in history, the 2-8-8-4 "Yellowstone" for the Duluth, Missabe and Iron Range Railway. One of Baldwin's last new and improved locomotive designs were the 4-8-4 "Northern" locomotives. The SP&S "Northern" No. 700 was built by Baldwin in 1938. The company was for decades the world's largest producer of steam locomotives, but struggled to compete as demand switched to diesel locomotives. Between 1940 and 1948, domestic steam locomotive sales declined from 30 percent of the market to 2 percent. The last domestic steam locomotive Baldwin built was the Chesapeake and Ohio 2-6-6-2 No. 1309 in 1949. Baldwin produced the last of its 70,000-plus locomotives in 1956 and went out of business in 1972. Info from: en.wikipedia.org/wiki/Baldwin_Locomotive_Works.



PNW RAIL NEWS

by Arlen L. Sheldrake



▶ On Thursday, September 10th, TriMet began celebrating 50 years of service to the Portland metro area. With the only private bus company in the city losing riders, looking to increase fare and facing bankruptcy, the City of Portland adopted Resolution No. 30598. It created a new mass transit district to serve the tri-county area. On October 1, 1969 TriMet was born. **TriMet News 9/9/2019.**



▶ The last Saturday 2019 passenger runs on the Oregon Pacific Railroad out of the Oregon Rail Heritage Center will be on November 23rd. Runs will return early in 2020.



▶ The PNWC acquired shed that is intended to be used as a Passenger Car Utility Shed is now in place outside the NE corner of the ORHC Enginehouse next to the fence.

▶ The Willamette Heritage Center has completed the beautiful exterior restoration of their 1909 built No. 507 caboose that is on display next to the Union Pacific tracks in Salem. The caboose is a SP C-30 class design. The Willamette Heritage Center is located at 1313 Mill Street SE, just north of the Salem Amtrak station (or NE of the RAM Restaurant & Brewery). www.heritagecenter.org.



▶ About 30 "speeders" rail motorcars and their 60 or so occupants descended on Wallowa County over **NARCOA** the weekend of September 27-29 running on the Wallowa Union Railroad between Elgin and Joseph. The group paid the railroad \$3,000 to use their rails. **Wallowa County Chieftain 10/1/2019.**

▶ The Southern Oregon Railway Historical Society October 2019 Manifest newsletter included the following Committee report:

"Medco 4: Allen continues his work on the doors. Jerry is working on the bridge plate. Cost of rolling metal oil cups is too high. Jerry will make something. Grease cups are about \$34.00. The Oregon Railroad Historical Foundation (ORHF) [Oregon Rail Heritage Foundation] has decided to not to finish the MedCo 4 restoration; therefore, it will not be going to Portland. However, we have made some important contacts with people who have experience and are willing to assist us in the final stages of the restoration. So far no record of the boiler inspection, and the inspector has retired. Jerry is looking into possible waiver, or exactly what we need to do."

▶ The October 2019 issue of *Railfan & Railroad* has a very interesting article **Winner by a Nose: Alco's FA and PA** by Brian Lazarus. Some great pictures are included in the 6-page article. Absolutely a classic exterior design. ORHC has on exhibit Doyle McCormack's PA 190 and hopefully someday the FA SP&S 866 will also be an exhibit. **Railfan & Railroad October**

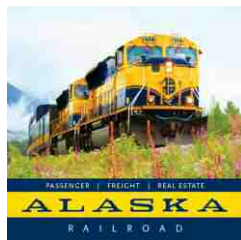
2019.

▶ And on page 74 of the same issue is some interesting information about well known PNW artist **J. Craig Thorpe** and his interest in the Empire Builder and his painting of it for the Builder's 90th anniversary. The 18 x 24 poster is ready for framing and available for \$35.00 (shipping included) by contacting the artist: jcraigthorpe@msn.com.

▶ Seattle Center Monorail will accept ORCA as a fare payment option beginning October 7th. Riders simply need to present their ORCA card to the Monorail cashier to pay their fare. Residents and tourists alike treasure the Monorail as a scenic and historic service that offers unimpeded rides between downtown and Seattle Center. www.seattlemonorail.com **Sound Transit news release 10/4/2019.** The OCRA fare payment cards can be used for: Community Transit, Everett Transit, King County Metro Transit and Kitsap Transit payments.



▶ The Alaska Railroad is looking for a partner to help it update and expand its cruise ship facilities in Seward in order to meet ever-increasing demand in the state's tourism industry. Railroad officials issued a request for qualifications, or RFQ, on September 16th to start the process of searching for a project developer for what is estimated to be an approximately \$60 million to \$70 million undertaking. The state-owned railroad wants to replace its current passenger vessel, pile-supported dock in Seward, which is 736 feet long and was built in 1966, with a floating dock capable of accommodating two vessels up to 1,080 feet in length. The plan also calls for building a new cruise passenger terminal building with space to accommodate up to 1,500 people. It's all intended to meet the railroad's needs for moving cruise



passengers from port at the head of Resurrection Bay to other South-central destinations for the next 50 years. Railroad officials expect construction to begin in late 2021. **The Register Citizen 10/5/2019.**

► On November 1st the Architectural Heritage Center (AHC) opens the exhibit **After Promontory: 150 Years of Transcontinental Railroading**. This is a traveling exhibit from the Center for Railroad Photography & Art. This is the only showing of this exhibit in Oregon. The AHC is located: 701 SE Grand Avenue, Portland. <https://visitahc.org>. And the AHC is offering two November talks in conjunction with this exhibit:



- 11/9: *Legacy of the Empire Builder*: Glacier National Park, the Great Northern Railway, and the Pacific NW. Historian and journalist **Justin Franz** will discuss the legacy of one of the Northwest's most important railways, the Great Northern, and its iconoclastic leader, James J. Hill. Franz will focus on two areas of the Great Northern's history. First is the railway's relationship with Glacier National Park, created by the Great Northern in 1910. Second is the history of the Empire Builder, a train named after Hill, that for over 90 years has served as a vital link.
- 11/23: *Ambition and the Transcontinental Era*: Railways, Architecture, and Photography in 19th Century Portland. In this talk, **Alexander Benjamin Craghead**, curator of the After Promontory exhibit at the AHC, will examine this intersection of railroads, architecture, and photography, with a special emphasis on Portland's unique role as the intended terminus of the second transcontinental railroad.

► Published by Washington State University Press in 2018, **Wheat Country Railroad: the Northern Pacific's Spokane & Palouse and Competitors** is a 368 page book with illustrations, maps and bibliography. A review in the Oregon Historical Society Fall 2019 Quarterly includes the following statement: "Philip Beach, a retired political science professor at Washington State University, is a fact and detail writer. Every page of this extensive book overflows with information about railroad companies, leaders, projected and completed rail lines, successful and failed ventures, and multitudes of other nearly monthly activities." \$45 from Powell Books and probably other places.

► Preparations are underway to transform the Oregon Historical Society Research Library into a welcoming and fully accessible twenty-first-century space for research, learning and discovery. The final day to visit the research library before renovations begin is December 28, 2019. Library upgrades will also include a Map and Architecture Viewing station and a reconfigured reference desk to better serve customers. **OHS Historical Quarterly Fall 2019.**

► Traditional red stop signs are being replaced with yield signs at certain crossings throughout Idaho. The change makes Idaho consistent with the signage at railroad crossing in the rest of the United States. Idaho has 1,450 railroad crossings, 865 will be impacted by the signage change. Railroads are working to get the change installed by December 31st. **KMVT News 10/11/2019.**



► Oregon Eastern Railroad serves Vale-area niche. This Eastern Oregon railroad is essentially a small business and its biggest customer is EP Minerals Vale, Oregon plant. The railroad operates about 25 miles of track between Ontario and EP. EP Minerals ships about 50% of their annual production of diatomaceous earth and rock in bulk hopper cars. Oregon Eastern then takes them to Ontario where Union Pacific takes them east. Oregon Eastern is a part of The Western Group that operates short lines in Oregon, Washington, Arizona, New Mexico, Texas, Kansas, Oklahoma and Colorado according to senior vice-president Bruce Carswell. Oregon Eastern has six employees and operates about five trains per week using two EMD GP7 locomotives and is headquartered in a small building next to the Vale Liquor store. **Malheur Enterprise 10/10/2019.** [The Celatom Plant in Vale mines Diatomaceous Earth (DE) and has two DE calcining lines. www.epminerals.com]



Tammy Auburg

January 11, 1942 – October 8, 2019

With great sadness I report the October 8th passing of member (since 1976) Tammy Auburg. Husband Doug reports that they celebrated their 57th wedding anniversary in September. A celebration of life is being planned for what would be her 78th birthday on January 11, 2020. RIP Tammy!



► Beginning October 11th visitors to the Northwest Railway Museum Train Shed exhibit building will be able to visit inside caboose 001. New steps and LED lighting are making this possible. White River Lumber Company, 001, was built at Enumclaw in 1945 and was restored to its original appearance at the Northwest Railway Museum. White River wanted



to purchase a required caboose for their log trains but was denied purchase permission by the war time ration board. **Northwest Railway Museum Weblog 10/10/2019.**

▶ Amtrak 2020 calendars are now (10/15) available. Both the wall and desk calendars feature a “stunning photo” of Amtrak's Cascades train along the Washington coast. The caption: “Amtrak Cascades trains are the best way to travel in the Pacific Northwest, connecting Vancouver, BC to Seattle WA, Portland and Eugene, Oregon. You'll witness some of our continent's most distinctive cities and most spectacular natural attractions, like the expansive Puget Sound.” Photo by Michael Armstrong. <https://store.amtrak.com>



▶ Over 6,000 riders use the Cascades POINT bus route each month, which operates six daily trips in each direction with stops at each Amtrak Station between Portland and Eugene plus the Woodburn Memorial Transit Facility and Hayward Field on the University of Oregon Campus. The route is coordinated with Amtrak Cascades train service, connecting 18 cities in the Pacific Northwest along a 467-mile route from Eugene to Vancouver, B.C. The POINT bus is open to the general public and you need not be a train passenger to ride. **ODOT News Release 10/15/2019.**

▶ A most interesting read, *MEDFORD CORPORATION: A History of an Oregon Logging and Lumber Company* by Jeffrey M. LaLande copyright 1979 by Medford Corporation. This hardcover 167-page book includes many pictures and a couple of maps that describe this corporation's rich history. Some pictures and information are included, as one might expect, about the extensive use of logging railroads with the final load of logs departing Butte Falls in 1962. The Medford Corporation considered converting the rail line from Butte Falls to Medford into a private truck haul road but abandoned the idea. This line had 23 wooden trestles. You can find this book in the PNWC library. [Too bad that the corporation ended up in the hands of a corporate raider who pillaged it.]

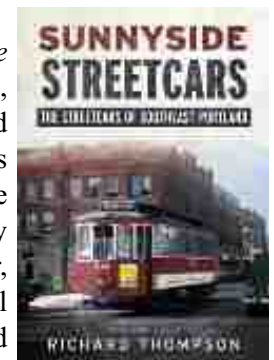
▶ The two CP Holiday Trains depart from Montreal on November 25 and 26. The Canadian train departs on the 26th and will follow CP's tracks west to Vancouver. The U.S. train departs on the 25th heading east. Stops in British Columbia include: Nelson = 12/12, Golden = 12/12, Revelstoke = 12/14, Kamloops = 12/15, Ashcroft = 12/15, Lytton = 12/16, Port Moody = 12/17 & Port Coquitlam = 12/17. The CP Holiday Trains, started in 1999, raise funds and food for local food banks. They have raised more than C\$15.8 million and collected 4.5 million pounds of food since their inaugural journey. www.cpr.ca



▶ Duncan [BC] mayor takes tour for first-hand look at condition of railway. Island Corridor Foundation taking mayors of railway towns on similar trips. Duncan Mayor Michelle Staples was impressed with her first-hand assessment of the railway tracks between Duncan and Nanaimo on October 10th. Larry Stevenson, CEO of the Island Corridor Foundation which owns the E&N rail corridor and other railway officials took Staples in a hi-rail on the railway corridor so she could have a close look at its condition. “We made it all the way to Nanaimo with no problems and it was a very smooth and easy ride according to the Mayor. The Mayors of Esquimalt and Langford have already taken similar tours on their sections of the railway, and Mayor of North Cowichan is expected to be invited soon as well. The government is conducting an assessment of track and bridge conditions on the entire 220-kilometre E&N corridor to determine if the railway could be upgraded and if the province should invest in it. **Cowichan Valley Citizen 10/16/2019.**

▶ E&N [Esquimalt and Nanaimo Railway] railway tracks are beyond redemption. It is time to seriously challenge the ICF about the reality of their vision. It is incredible how the Island Corridor Foundation continues to spin the fairy tale of a resurrected rail service along the E&N rail corridor. The recent tactic of offering tours to local mayors along selected stretches of track should be questioned. There are sections that can still support light and slow-moving vehicles as were used for the tours. A proper inspection of the complete corridor would provide a more realistic conclusion. Contrary to what the ICF CEO states, the tracks are falling apart. An opinion article: **Cowichan Valley Citizen 10/18/2019.**

▶ Yet another excellent book from prolific author Richard Thompson, *Sunnyside Streetcars. The Streetcars of Southeast Portland*. Published 2019 by America Through Time, softbound, 127-pages, lots (205) of excellent pictures and maps. “This is the story of the sixteen streetcar lines that traversed Southeast Portland between 1887 and 1948. A final chapter celebrates the amazing return of streetcars here in 2012. This part of town played an important role in streetcar history. Its residents could be proud of having the most streetcar lines in Portland, the largest carbarns and shops, and the first trolley buses. They carried riders to nearly every Southeast neighborhood, including Sunnyside, Mount Tabor, Kerns, Buckman, Montavilla, Laurelhurst, Hosford, Woodstock, Eastmoreland, and Sellwood. As will be seen, a few crossed into North and Northeast Portland along the way.” On page 118 Richard



included a nice opening weekend picture of ORHC taken from the MLK Viaduct.

► Members of the State Advisory Committee on Historic Preservation agreed October 18th to nominate the entire two-mile Washington Park and Zoo Railway route to the National Register of Historic Places. The committee decided to send the nomination to the National Park Service with changes that include clarifying dates of significance for the railway's history. The committee wanted railway supporters to revise the period of significance for the nomination. A 73-page nomination report by Portland researcher Melissa Darby covered the railway's history from 1958 to 1964. The committee wanted the Save the Washington Park and Zoo Railway group to associate the end of the period with something of significance in the railway's history. The state committee's approval is one of the final steps before the railway could be named a historic site. Once the nomination is revised, it must be approved by the National Park Service, which oversees the National Register of Historic Places. **Portland Tribune 10/19/2019.** [The Zoo Railway Task Group representing the PNWC-NRHS and Oregon Rail Heritage Foundation supported the nomination and provided the Committee with testimony. Editor's Note: For more details on the hearing, see article on Page 2]



► On October 17th the Oregon Coast Scenic Railroad held a fundraising dinner at Garibaldi to further the preservation and restoration of former Polson Logging 2-8-2 No. 90. The event was well attended and many generous donations were made to commence the restoration of No. 90 back to eventual operation. The first phase of the restoration will see the construction of a



new tender cistern and the rebuild of the tender frame and trucks. This phase will also see the removal of the No. 90's jacket and the asbestos that still resides under it. As news reports earlier in the year stated, this project was not in OCSR's budget, but OCSR stepped in when the Garibaldi Lions Club was facing eviction from the Port of Garibaldi property where No. 90 had been parked for 55 years due to the deterioration of No. 90 and the hazards it posed to the public. This restoration will not be cheap so any donations that we can receive will be put to good use. The Port has given OCSR a year to stabilize the No. 90 and make it safe. OCSR has moved the whole trainset [locomotive, caboose & coach] to OCSR trackage now for a variety of reasons including using the SP&S coach as a depot for OCSR operations. Here is where you can donate to this worthwhile project.

<https://www.savethepolson90.org/donate>. **Martin E. Hansen Trainorders.com 10/19/2019.**

Along with the No. 90, OCSR also acquired the following from the Lions Club:

- SP&S No. 215: Built in 1912 by the Barney & Smith Car Company as a first-class seating coach. It served on lines across the SP&S network. It is one of the last generation of wooden body passenger cars built around a steel frame, before passenger cars began to be of entirely steel construction.
- SP No. 712: The caboose is part of the C-30-1 series of cabooses first ordered by SP in 1917 and widely used across the SP network. Over 600 C-30-1s were built by SP, making them the most numerous class of caboose in use on the network.



Locomotive and Cars acquired by OCSR from the Lions Club

► The NRHS Bulletin, Volume 82, No. 1 contains what I think is a most interesting article by former Portland resident Alexander Benjamin Craghead titled **The Photograph as History: Revisiting the Portland Switching District Project.** Do you also wonder how the photos on our hard drives or clouds will get preserved?

► Word just received on Oct 21st that the Oregon Rail Heritage Center will again in 2020 be one of the NRHS RailCamp Northwest's visitation sites.

► The Northwest Seaport Alliance (Seattle-Tacoma) as the fourth-largest container gateway in North America reported the following for 2018:

- Imports = \$60,952,354,159
 - Industrial machinery and computers = \$10.7 billion
 - Electrical machinery and electronics = \$8.8 billion
 - Vehicles and parts = \$6.9 billion
 - Toys games and sports equipment = \$5.1 billion
- Exports = \$16,557,649,361; top four export commodities:
 - Oil, seeds, misc. grain, seed, fruit, plant = \$2.0 billion
 - Electrical machinery and electronics = \$1.6 billion



Cereals = \$1.4 billion

Prepared vegetables, fruits and nuts = \$1.1 billion

Pacific Gateway Fall 2019.

► The Port of Coos Bay announced the successful conclusion of phase 1 of the tunnel rehabilitation project. Phase 1 was focused on completing structural improvements to secure long-term safety and reliability of all nine tunnels along the Coos Bay Rail Line. The Port contracted with LRL Construction for the rehabilitation and construction work and McMillen Jacobs as the engineering firm to design and oversee the project. Total project cost was \$5 million. Funding sources include a USDOT FASTLANE grant, an ODOT *ConnectOregon* grant, an FIFA loan from Business Oregon, ODOT lottery bonds and Port funds. Phase 2 of the project will make drainage and track improvements in six tunnels along the rail line and is scheduled to compete in first quarter 2021. The \$19.9 million projects will extend the life of the tunnels by 20 years. **Port of Coos Bay 10/21/2019 news release.**

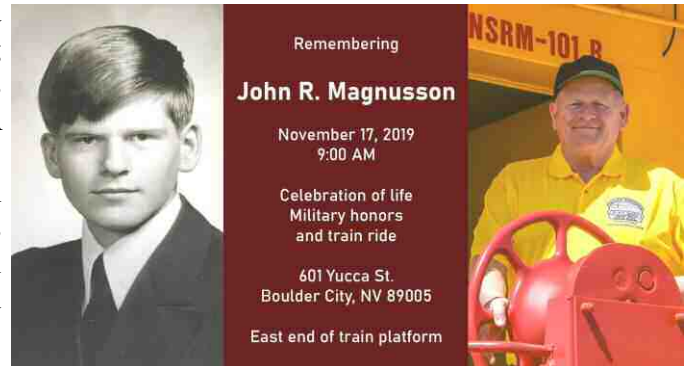
► City denies Zenith Energy request to add pipes. In a letter to Zenith last week, the City of Portland wrote, “Zenith is more than five months overdue on its May 15, 2019 payment of franchise fees for the 2018 calendar year. Zenith has also failed to file the written report calculating those fees required to be submitted with its payment....Zenith's failure to meet these existing contractual commitments makes the City unwilling to rely on....(more comments. If the city cannot relay on Zenith to make its franchise fee payment on time and file the required report on time, then (it) also cannot rely on Zenith's promise in its proposed condition to file annual reports about the products transported in the pipes.” [Zenith transloads Alberta crude oil from rail to ship in Northwest Portland.] **The Oregonian 10/23/2019.**



John R. Magnusson

June 7, 1954 – September 21, 2019

Long time Friends of SP 4449 and Oregon Pacific Railroad volunteer was buried October 9th after being taken by a fast-acting cancer. John will be remembered as the gentleman from Corvallis and his distinctive red vest as he served as the OPR conductor. A celebration of life will be held November 17, 2019, 9:00 AM, 601 Yucca Street, Boulder City, Nevada (east end of the train platform). John moved from Corvallis to Nevada in 2019. He was a co-founder along with Chris Fussell of Dynamic Rail Preservation, Inc. that is housed with the Nevada State Railroad Museum in Boulder City.



► James J. Hill and associates cross Columbia River on the first railroad bridge linking Washington and Oregon, whose opening has just completed Hill's Spokane, Portland & Seattle Railway, on November 5, 1908. Hill was chairman of the Great Northern Railway. **HistoryLink.org Essay 8740.**

► Southern Pacific 4449 “Tough Guys” 1986 film movie prop for sale. The full-size wood/fiberglass replica of the GS-4 is listed for sale on the Grahams I-15 Auctions web site and is a part of the November 2nd Desert Center Estate Auction; Desert Center, California. Disney had the movie prop built after the City of Portland refused to allow the actual 4449 to be crashed into Mexico. [It is hoped that the Tough Guys exhibit will soon return to the walls of the Oregon Rail Heritage Center.]



► On December 14, 1974 the SP4449 was pulled out of Oaks Park and taken to the Hoyt Street Roundhouse for restoration and future operation pulling the American Freedom Train. It is interesting that 45 years later this same locomotive will be boarding passengers for Holiday Express runs from the same Oaks Park. **Trainorders.com Martin E. Hansen 10/22/2019 posting.**



SP 4449 on the way from Oaks Park to Hoyt Street Roundhouse on Dec 14, 1974 (Courtesy Martin E, Hansen)

Two additional posts on this thread are, I think, worth repeating:

- I just happened to be on the northbound Amtrak Starlight that day and passed 4449 being dragged to the restoration site. I vaguely recalled that a GS4 was going to be restored, but had no idea when at the time I made travel arrangements. It was a fantastic coincidence. My aunt and uncle picked me up at the station and I talked them into taking me to trackside to take some pictures. My uncle was so impressed that he visited the restoration regularly to check on the progress. **Stan Praisewater 10/22/2019.**

- May I strongly recommend to my fellow steam lovers that when you're in the area you reserve some quality time to visit the ORHF facility. They have done a world class job of putting together a Citadel to Steam and both the physical structure and the excellent team do a great job of educating the visitor to the critical role steam played in the growth of the nation. You'll be glad you saw it first hand. **Ross Rowland 10/23/2019.**

- And a personal note....on October 24th, a pretty quiet Thursday at ORHC, two young men from France visited. They had limited English skills and me, well I flunked 5 college credit hours of French, but we found a common language in the 4449. Anyway, one was an avid 4449 fan and they had come from France to Portland just to see the 4449. Both departed with big smiles after having a long visit with Doyle in the 4449 cab. .

► Sound Transit breaks ground on Downtown Redmond Link extension. Sound Transit and its partners celebrated October 23rd the start of construction of the 3.4-mile Downtown Redmond Link Extension, which will extend the Blue Line from Redmond Technology Station into southeast Redmond to its terminus in downtown Redmond. The line will open in 2024; Stacy & Witbeck/Kuney, a joint venture is completing the final design and construction on the extension. **Sound Transit 10/23/2019 news release.**



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hosted by

Microsoft is hosting a summit with various business, transportation, and government leaders to build a high-speed railway connecting Portland, Seattle, and Vancouver B.C. with a high-speed train system. The rail line would allow individuals to travel from Seattle to Vancouver B.C. in less than an hour (via GeekWire).

Microsoft has already put in almost \$574k into research on determining the feasibility of such a rail system connecting these areas, including consumer demand and market viability. However the high-speed line is estimated to cost between \$24 billion and \$42 billion, according to officials at the Washington State Department of Transportation (WSDOT), and could be capable of generating between \$160 million and \$250 million per year. The WSDOT also estimates \$355 billion in economic growth in the region should the rail line be built.

“This Summit will build on those studies, create momentum for the project, and begin the important planning, financing and governance work to bring it to reality,” according to the Cascade Rail Summit website (www.usshr.com). It will take place November 6 to 8 at Microsoft’s Redmond headquarters and will include speakers such as the company’s government affairs director Irene Plenefisch, former Washington Governor Christine Gregoire, Washington Department of Transportation Secretary Roger Miller, and others.

October Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on October 18, 2019

The October, 2019 membership meeting was called to order by President Mark Reynolds at 7:32pm.

Guests at the meeting were Shaween Harris and Bill Ethridge, Welcome.

The minutes of the September meeting were called, Bryan Ackler made a motion to approve the minutes and Rolf Schuler seconded. The membership approved the minutes.

The monthly Treasurers report was given by Keith Fleschner. He said all accounts balance. Doug Auburg made a motion to accept the report, Rolf Schuler seconded and the membership accepted the report.

Keith Fleschner reported that the railcars are being prepared for Holiday Express. The blower motor for the 6800 car has been rebuilt. Mark Reynolds said that there is still a need for cars host volunteers to sign up. He passed around a sign-up sheet. He reported that there is a slightly different schedule this year, we still need Santas and some car decorating needs to be done.

President Reynolds reported that money is still needed for the turntable installation and a fundraising effort is being organized by ORHF.

President Reynolds reminded members of the APMA annual meeting to be held on the third Saturday of November.

President Reynolds announced that this is the time to make nominations for Board Of Directors officers. He reminded members that the Chapter/ Library/Archives may be needing a new home sometime in the near future and asked members to report any possible locations. He reported a committee is compiling a list of projects that could be funded by a grant fund that is available.

Ron McCoy asked members to submit ideas for any chapter activity that could be done. Also ideas for a speaker for the annual banquet for next spring.

Bryan Ackler reminded members of the potluck dinner and Train Toys for Tots gifts. Mr. Ackler also told of a traveling, railroad photograph exhibit opening November 1st at the Architectural Heritage Center, 701 SE Grand Ave., Portland.

The Chapter extends condolences to Doug Auburg in the loss of his wife Tammy. She had been a member of the Chapter for more than twenty five years. A service will be held on January 11, 2020.

Al Baker informed the members that the November program will be presented by Arlen Sheldrake about his Rocky Mountaineer train tour. Mr. Baker also advised that the National NRHS conference will be held in November in Texas. He said that National dues can be paid at any time.

President Reynolds reminded everyone to pay the 'kitty' for snack time.

Doug Auburg made a motion to adjourn, Rolf Schuler seconded and the meeting adjourned at 8:07pm.

Snack time was provided by Bryan Ackler and Marge Helander.

The program for the evening was railcar braking systems, presented by Keith Fleschner.



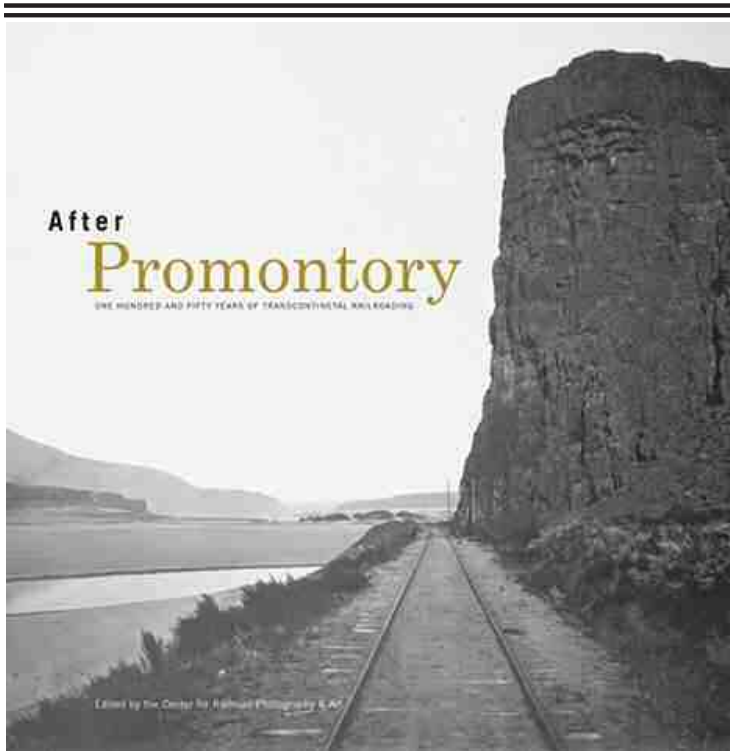
Snack Time Provided by Bryan, assisted by Marge

Annual Holiday Potluck
PROVIDED: Ham main dish & potatoes
BRING: Hot Dishes, Side Dishes, Salads, Pies, Cakes, etc.
DECEMBER 20th **6:30PM**
St. Mark's Lutheran Church
Toys must be
New & unwrapped
Membership meeting &
Annual Elections to follow
immediately thereafter.
TRAIN TOY DRIVE



Keith Fleschner provided a Program on Railcar Braking Systems

Respectfully submitted by Jim Hokinson, Secretary



Book cover for *After Promontory* featuring Cape Horn Near Celilo by Carleton Watkins, 1867, Oregon Historical Society ORHI65695.

To mark the 150th anniversary of the beginning of this era, the Center for Railroad Photography & Art (Madison, WI) launched a special project, *After Promontory: 150 Years of Transcontinental Railroading*. This initiative includes a traveling exhibition that examines the significance and lasting impact of the transcontinental railroads on the American West. The Architectural History Center (AHC) is currently the only venue in Oregon where the exhibit will be shown. *After Promontory* considers the events at Promontory to be the start of a larger phenomenon, an entire era of transcontinental railroad construction that stretched for nearly fifty years. At its core is the assertion that, collectively, the transcontinental railroads profoundly reshaped the human geography of the West, giving birth to the region we recognize today. Open November 1st at AHC. For more info visit ahc.org/current-exhibits/

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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	503.777.8209
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	Ed Berntsen	
Auditor	Bob McCoy	360.459.3251
Car Host	Mark Reynolds	503.638.7411
Concessions	Dave Larsen (Acting)	
Chapter Rep., Oregon Rail Heritage Foundation Board		
	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. 688

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

November 15: *A Rocky Mountaineer 2019 Trip*, Arlen Sheldrake

December 20: **6:30pm** *Annual Potluck, Toy Train Drive, and Officer Elections*

January 17: Do you have a topic to present?

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

Library and Archives MONDAYS: 10 am - 12 noon

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

Also by Appointment.
Researchers Welcome!
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: **Nov. 07**, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
Dec. 12, 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:

Nov. 1 *After Promontory, 150 Years of Transcontinental Railroading*, Exhibit opens, Architectural Heritage Center, Portland, visitahc.org

Nov. 9 & 10 + next 3 weekends, *2019 Model RR Show*, Columbia Gorge Model Railroad Club, Portland, www.columbiagorgemodelrailroadclub.com

Nov. 9, 10 *Patriots Weekend*, Chelatchie Prairie Railroad, bycx.org

Nov 22, 23, 24, 29, 30 Dec. 1, 6, 7, 8, 13, 14, 15, 20, 21, 22 *Polar Express™*, Chehalis Centralia Railroad, steamtrainride.com

Nov 29 *Rockaway Beach Tree Lighting Excursion*, Garibaldi OR, www.oregoncoastscenic.org

Nov. 29 – Dec. 1; Dec. 7 & 8; Dec. 14 & 15 **Holiday Express** at Oaks Park, SP4449, www.orhf.org

Nov. 30 -Dec 1. + next 3 weekends, *Candy Cane Express*, Garibaldi OR. www.oregoncoastscenic.org

Nov. 30, Dec. 1, 7, 8, 14, 15 *Christmas Tree Train*, Chelatchie Prairie Railroad, bycx.org

Dec 14-15 *Christmas Trains*, Sumpter Valley Railroad, McEwen OR, www.sumptervalleyrailroad.org

Dec 20 – Jan 1 *Model Train Festival*, Washington State History Museum, Tacoma, www.washingtonhistory.org

Dec 21-22 *Winter Finale*, Chelatchie Prairie RR, Yacolt WA, www.bycx.com

☆ ☆ ☆ ☆ ☆ ☆ ☆ 2020 ☆ ☆ ☆ ☆ ☆ ☆ ☆

Feb. 6-8 *Portland Winter Light Festival*, Eastbank Esplanade, OMSI & ORHC areas, www.pdxwlf.com

Mar. 21 *Winterail*, Corvallis High School, Corvallis OR, www.winterail.com

May 13-16 *Union Pacific Historical Society Convention*, Cheyenne WY, www.uphs.org

Jun. 10-13 *Friends of the Burlington Northern Railroad Convention*, Vancouver WA, www.fobnr.org

PNWC – NRHS MISSION

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

November 2019



Election of 2020 Officers

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



Attention & Notice

The 2019 General Meeting and Election of 2020 Officers
will be held on December 20, 2019

The Chapter Annual Meeting will be at the monthly meeting location:

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

The Holiday Potluck will start at 6:30 PM, The Annual Meeting will start at 7:30 PM

Adoption of the Chapter's 2020 Budget

Election of 2020 Officers and Directors

(The 2020 budget will be available for review at the meeting)

Election Statements from the Candidates

For President for 2020

Mark Reynolds (Incumbent)

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

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

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

For Vice President for 2020

George Hickok (Incumbent)

Hello, I'm George Hickok, candidate for Vice President. I have served the Chapter for many years in several positions, recently as Treasurer and currently as Vice-President. I'm looking forward to doing something a little different, while remaining in where I can work with the Chapter Board. Serving as Vice President will also provide an opportunity for me to step back a bit while I continue to work with the rehabilitation folks on recovery. Things continue to improve for me personally, and I look forward to new challenges and opportunities as the Chapter moves forward. It has been a pleasure to work with and for the Membership, and to work with the Chapter Board. It is amazing what can be accomplished by talented, motivated people who share a common vision. Thanks for your vote.

For Secretary for 2020

Jim Hokinson (Incumbent)

I am Jim Hokinson and I am running once again for the post of Secretary of the PNWC-NRHS I have served in this position since 2013 and am willing to do it again. I also maintain the chapter photograph album. This organization is a fun and energetic group in which to be involved. And besides, you get to sit in front of the room at meetings. If anyone else is interested in the position please step up. If not, I look forward to your vote. Thank You.

Election Statements from the Candidates (Continued)

For Treasurer for 2020

Keith Fleschner (Incumbent)

It has been, and continues to be, a rare honor to work with everyone in the Chapter. Much of what I do is let other good folks "do their thing". As your Treasurer, I will continue to assist in enabling all of us to continue with our great activities and adding a few new ones. Thank You.

For Director-at-Large (2020-2022, 3 year term)

Bruce Strange (Incumbent)

I am submitting my name for the position of Director-at-Large in the coming election because I would like to continue my service to the Pacific Northwest Chapter.

I have been involved with the Archives group for the past six years in digitizing the chapters photo collection and having large prints made for sale at the railroad swap meets and other events the Concessions Group attends throughout the year.

I have been involved as a Car Host with the Holiday Express and chapter events for the last eight years.

I have been a docent at the Oregon Rail Heritage Center for seven years.

I have been a member of the crew of Southern Pacific Daylight 4449.

I had the privilege and enjoyment of being one of the members of the Car Host crew for the 40th Anniversary of the American Freedom Train Convention hosted here in Portland.

For Director-at-Large (2020-2022, 3 year term)

Rolf Schuler (Incumbent)

I have been a member of PNWC for about 13 years, and am responding to the call to augment my level of involvement. Having served on other non-profit boards, I look forward to continue being a part of a board which has a reputation for being ran very well. I hope that my fresh eyes will be beneficial as our chapter continues to move ahead.

For Representative to National Advisory Council for 2020

Al Baker (Incumbent)

I am seeking re-election to the position of National Representative to NRHS. I have served two terms (6 years) as a PNWC Director-at-Large and as the National Representative since 2014. I have been the Meeting Programs Coordinator since 2008, and I have served on various committees. For six years I was the Volunteer Coordinator/Administrator at the Oregon Rail Heritage Center, and served on other ORHF committees.

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

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

ABSENTEE BALLOT INFORMATION

If you are unable to attend the December 2nd, 2019 business meeting to elect officers for 2020, please submit a request for an absentee ballot by December 1st. Send your request in writing to:

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

You will receive an absentee ballot, secrecy envelope, instructions, and a return envelope. All ballots must be returned prior to the beginning of the December 20th business meeting.
