

The Trainmaster

January 2020

ISSUE N^o 690



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



MORE THAN ONE LOCOMOTIVE WORE THIS FAMOUS NAME

by Martin E. Hansen



In the last couple of years, many people have become acquainted with Baldwin's famous 2-4-4-2 that bears the Salish Indian name "Skookum". This locomotive's story has been told many times since the project was finally completed on the Oregon Coast Scenic Railroad.

However, loggers of the highball days of steam logging, were well aware of this name and the fact that its loose translation was "Big & Strong". For this reason, the name "Skookum" appeared on a variety of logging machinery and equipment, and, as it turns out, on at least one more Baldwin logging locomotive as we see here on the side of the cab.

This early Baldwin example of a logging 2-4-2T was caught on a glass plate negative in the woods soon after her delivery from Baldwin's Eddystone, PA factory. It appears to be set up to burn either wood or coal that is held in her short 4-wheel tender. Here lettering can't be fully made out, but we see "PS&GH...". This is for Puget Sound & Grays Harbor Railroad in New Kamilche, Washington.

Here the crew appears to be quite proud of her and the name she was given at the factory. While this locomotive and this engine are long lost to the ages, the name "Skookum" does indeed live on today.

This railroad was built in 1885. Martin E. Hansen *Trainorders.com* 12/11/2019 posting; reprinted with permission.

[Note the log loaded disconnect trucks. A current example of this technique can be seen at the World Forestry Center behind Peggy in Portland, Oregon. Also note the prominent dimple on the front of locomotive, the purpose is a favorite Fun Finder question for our younger visitors at ORHC.]

PNWC SCHOLARSHIPS AVAILABLE FOR RAILCAMP 2020

The Chapter board has allocated within the annual 2020 budget the support of one or two of "our own" attending RailCamp NW in Tacoma in 2020. This is a full event cost scholarship; the family should have to provide little or no funding for this event.

Our intent is to encourage young people in our regional rail and historic community to pursue their interest in railroading, and to provide pay-back and encouragement for youth who have contributed time and effort to the chapter goals and the goals of our associate organizations (Oregon Rail Heritage Center, Powerland, etc.) NRHS RailCamp student eligibility is usually limited to high school age – from just entering Freshman year (Summer after 8th grade) to having just graduated Senior year (Summer just after 12 grade). More info about RailCamp can be found on the website: nrhs.com/program/railcamp.



The scholarship committee is: Bryan Ackler (chair), Al Baker, Jim Hokinson, and Mark Reynolds.

RailCamp is an educational experience for high school students who have an interest in railroads and railroading. The program is designed to teach students about 21st century railroad operations, dispatching, and maintenance while providing a simultaneous experience in the early history of U.S. railroads in the development and settlement of our country. Students will learn both modern and historic elements of America's most vital transportation mode, including: How diesel, electric, and steam locomotives function, how track is built and maintained and how early freight and passenger cars were constructed.

To apply for the PNWC Scholarship:

- Fill out the NRHS application and submit it National NRHS before April 1, 2020 (nrhs.com/program/railcamp)
- Write a detailed cover letter outlining your local or regional involvement and describing what you would like to pursue in the future regarding railroading, particularly any specific projects you would like to undertake. In the cover letter, pay particular attention to the list of any projects and activities you have performed
- Submit this cover letter with a copy of the completed NRHS Application to Bryan Ackler (email below) for PNWC scholarship consideration before **February 7, 2020**.

NOTE: PNWC cannot guarantee that you will be accepted by NRHS to Railcamp or that a place will be available.

Selection Criteria for Scholarship:

- The applicant passes the National NRHS RailCamp candidate acceptance criteria.
- Chapter Membership: The applicant or their family is a PNWC member in good standing is preferred.
- Work on Chapter Projects, or Staffing at Chapter events is preferred.
- Attendance at Chapter Events: "Part of our Community". Regional Applicants are preferred.
- Work on Associated Organization projects, and/or staff events: ORHF, PowerLand, Steam-Up are also highly valued, slightly less than direct Chapter work.
- No Prior Award: We prefer to 'spread the wealth' across all Chapter scholarships and support programs.
- Future Opportunity: Our community is small enough that we believe we will be able to get most of our youth to RailCamp while they are eligible; so generally older youth will be given some preference.

Questions? Please Contact:

Bryan Ackler
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PO Box 2384, Portland OR 97208

Chapter Library and Archive News

Longtime PNWC member and Archives/Library volunteer Bob Weaver has been appointed as the Operations Manager for both the PNWC Library (as he was already doing), and the PNWC Archives. Bob has been documenting each donation received, which continue to come in. He properly lists items in each donation, issues acknowledgement letter or deed of gift as appropriate, assigns accession numbers, and makes initial decisions about a particular book or document as to whether donated items are already held in PNWC's Library (and now the PNWC Archives). Books and items of potential resale value and duplicate to PNWC holdings, are directly transferred to the PNWC Concessions operation, housed concurrently in Rooms 1 and 1A at Union Station with Archives and Library operations. Bob knows the PNWC Archives and Library facilities and contents in depth and is a good person to instruct new volunteers as well as existing team members. Thank You Bob!

LET'S BRING BACK CLARK COUNTY'S STEAM LOCO

Text and Photo By Doug Auburg

§ 230.17 One thousand four hundred seventy-two (1472) service day inspection.

“(a) General. Before any steam locomotive is initially put in service or brought out of retirement, and after every 1472 service days or 15 years, whichever is earlier, an individual competent to conduct the inspection shall inspect the entire boiler. In the case of a new locomotive or a locomotive being brought out of retirement, the initial 15 year period shall begin on the day that the locomotive is placed in service or 365 calendar days after the first flue tube is installed in the locomotive, whichever comes first. This 1472 service day inspection shall include all annual, and 5th annual, inspection requirements, as well as any items required by the steam locomotive owner and/or operator or the FRA inspector. At this time, the locomotive owner and/or operator shall complete, update and verify the locomotive specification card (FRA Form No. 4), to reflect the condition of the boiler at the time of this inspection. See appendices A and B of this part.”

That's the Federal Regulation that operators of steam locomotives must observe. We in the Portland Metro area should be very aware of the fallout from these regulations as first the SP 4449 and now the SP&S 700 were torn down to undergo their 1472 inspections.

In addition to being a longtime member of the PNWC-NRHS, I have been a volunteer member of the Chelatchie Prairie Railroad Association (BYCX) in Clark County Washington for the past 19 years. We have a track lease from Clark County to operate a tourist railroad on the north half of the 33-mile-long former NP branch line that bisects the county. We are responsible for nearly every aspect of operating and maintaining the railroad including: maintaining the track, maintaining the rolling stock and locomotives, operating the trains and marketing the service and selling tickets.

So, we are responsible for keeping our two operational locomotives in good operating condition. For the 1941 Alco S2 diesel, that means routine inspections and occasional repair and replacement of defective parts. But our 1929 Alco 2-8-2T steam locomotive has always been a heavier drag on our maintenance staff. Over the past six years they've been busy each winter repairing a different part of the engine. They've removed all four driver axles and replaced the lateral thrust bearings, they've rebuilt the air pump, they've rebuilt the throttle valve, they've replaced broken springs, and they've repaired or replaced numerous other worn or broken parts on this 90-year-old locomotive. All that work has brought the running gear up to a high standard.



But all of these repairs we'd accomplished in the past didn't mean a thing when the 1472 rule kicked in last May. We faced the challenge of disassembling the locomotive so that its boiler could be thoroughly inspected and repaired where necessary. We initially sought a modest extension to get us through this operating summer but the

FRA was unresponsive (they didn't say “yes” and they didn't say “no” – they just delayed). After waiting for an answer for a couple months we decided the answer was “no” and we started the tear down.

We employ Luke Johnson as our contractor to plan the work and lead the team of volunteers. In a recent interview with the Columbian newspaper he said our situation is unique among the various railroads he has worked with in that all of our workers are volunteers.

Our volunteers are meeting at least once a week to work on the loco and so far, have removed the saddle tank, fuel tank and cab. Each of these items will undergo some repair or cleaning while off the loco. After their removal the sheet metal and lagging were removed from the boiler and NDT (ultrasound) testing has begun in search for thin spot in the boiler shell. Enough tubes have been removed from the boiler to allow access for visual inspection and repair.

We could always use enthusiastic volunteers to help with this project. The CW No. 10 isn't as big as the 4449 or 700 but it has just as many drivers as they do. We've also launched a GoFundMe campaign in an effort to raise some of the funds that will be required to complete this project. Bring Back Clark County's Steam Loco is the title .

(www.gofundme.com/f/bring-back-clark-county039s-steam-loco) All contributions will be fully tax deductible on your Federal taxes.



PNW RAIL NEWS

by Arlen L. Sheldrake



▶ A *GoFundMe* effort has been launched November 20th to save the former BN EMD SD9 locomotive located in Skykomish, Washington. The 599 has been offered by BNSF to the City of Skykomish but the City has struggled to find the funds for a location and movement. The *GoFundMe* donated funds go the 501c3 **Great Northern and Cascades Railway** (GNCR) who currently holds a long-term lease on City of Skykomish property adjacent to the BNSF lines in downtown Skykomish. GNCR operates a tourist season 1/8 scale train ride on it's 5,000' railroad along with a museum. If the needed funds are raised, the 599 will be moved to City property adjacent to the GNCR. Donate: <https://www.gofundme.com/f/save-599>.



▶ Are you a railfan with a slide collection that desires to be scanned? **Marty Bernard** is offering to scan your railroad slides for free...yes, FREE. Marty has been scanning his railfan friends slide collections and is now willing to do yours. Scanning is a learned skill and Marty has honed his. Marty offers this service for three reasons: 1) Keeps me busy, 2) the railfan now has his/her photos in a usable media, 3) I post to teach about railroads. If interested, send a message to Marty at: railfan44@gmail.com.

▶ Rail car news from the Friends of **SP4449**: The Travellers Rest, former NP 498, is going to Albany & Eastern Railroad in Lebanon on lease for at least a year. AERC will use the Travellers Rest in excursion service.



▶ As previously reported the former British Columbia NRHS chapter rolling stock has gone to **Heber Valley Railroad** in Heber City, Utah from New Westminster, British Columbia. The last four cars in shrink wrap on flat cars and the former VIA Rail 6300 (FP9ARM) were sighted passing Chehalis WA on November 27th. One of these passenger cars is headed to an Oregon location after a wayward journey around the UP system....stay tuned.



▶ Portland & Western Railroad, Inc. – Abandonment Exemption – in Washington County, OR. Surface Transportation Board Docket No. AB 541 (Sub.No.3X). Portland & Western Railroad, Inc. (PNWR) intends to file for the abandonment of a segment of its line between Milepost 10.28 in Forest Grove and Milepost 4.6 in Hillsboro. PNWR owns a perpetual freight easement for the subject line; the underlying property is owned by the Oregon Department of Transportation. No local service has been provided on the subject line since November 2015. At this time, PNWR intends to remove, sell, and salvage the rail ties and track and remove and re-use some of the crossing warning systems. PNWR believes that there may be interest in the acquisition of the right of way for trail use. PNWR believes that this may be a reasonable alternative public purpose for the right of way. **Clark Hill, Justin J. Marks Counsel for PNWR 11/26/2019** via Bob Melbo. [Some of us remember the ArTrain and SP 4449 being on display in downtown Hillsboro in 2002 on this line. This line goes directly west from the western terminus of TriMet's light rail Blue Line in downtown Hillsboro. Could light rail to Forest Grove now happen?]



▶ Portland & Western Railroad plans to seek authorization from the Surface Transportation Board to discontinue service over the line of railroad between milepost 96.88 [Tongue Point] near Astoria and milepost 74.3 near Wauna. This is proposed discontinuance of common carrier service and not abandonment of the line. PNWR has no current plans to salvage the track along the line as result of discontinuance and that the line would not be suited at this time for alternative public use. PNWR proposes to discontinue common carrier operations over the line and not abandonment authority. Accordingly, trail use / rail banking and other public use conditions are not appropriate. **STB DocketNo. AB-541 (Sub-No.2X)** via Bob Melbo.

▶ How does a shopping trip for a Christmas tree turn into a rail fan event? As we know, Christmas tree farms are having a difficult time with inventory, so we looked for a place using an Internet search tool. Up comes **Grabhorn Farms**, 14235 SW Vandermost Road, Beaverton which looked promising. Yes, we found a “you cut” tree but take a look at what else we found. Yes, they have a steam locomotive sitting inside their sales tent. From the information placard: “ This Orenstein & Koppel Steam Train No. 12792 was built in Berlin-Drewitz, Germany in 1936. In Germany, it was used to haul passengers and agricultural products on a narrow gage railroad. In the early 1960's it was sold and brought



Orenstein & Koppel Steam Train

to the United States by Godfrey Humann to be part of his South Shasta Model Railroad Show. The South Shasta was located at G.A. Humann Rand in Gerber, California. The steam train engine, cars and caboose carried passengers through the ranch. Howard Grabhorn purchased the No. 12792 train, which is still operational, in 2005 and brought it to Beaverton, Oregon for display.”

► The Historical Museum at Fort Missoula is aiming to restore the oldest surviving Willamette steam locomotive, Anaconda Co. No. 7. Built by Portland's Willamette Iron & Steel in June 1923, the 3-truck 70-3, originally for Western Lumber Company as its No. 3. The museum is hoping to raise \$100,000 to pay for a shelter and restoration. More information or to donate: fortmissoulamuseum.org **Trains News 11/26/2019.** The museum touts include the No. 7 as being:



- 1) Oldest known surviving Willamette Locomotive in the Nation.
- 2) Only Willamette originally built to burn coal as a fuel.

► Despite legal trouble, Iowa Pacific railroads continue to operate. According to officials at Iowa Pacific Novo Advisors, the receiver, is currently managing the day-to-day operations of the company and its railroads. Iowa Pacific founder and former president Ed Ellis left the company in October. **Train News 11/25/2019.**



► A letter from White Pass and Yukon Route Railroad's attorney to the municipality of Skagway says Skagway should halt its work to solicit others to manage the area that's been controlled by the railroad since the 1960s. This fall Skagway's assembly declared its intent to take over the municipal port after 2023 and solicit proposals for the area that includes three-deep-water docks that berth hundreds of cruise ships each summer. Skagway voters rejected White Pass railroad's bid to renew the lease in a 2015 referendum. The letter says Skagway must give the railroad the option to renew the lease before the municipality pursues other partners. Under the current lease, the railroad pays \$127,000 a year. **KHNS News 11/13/2019.**



► The rail car movements at ORHC in preparation for Holiday Express in early November got the PNWC owned Mount Hood sleeper/lounge positioned next to the caboose on the display track. With some work, the car is an excellent exhibit for ORHC visitors until the turntable project construction begins. Per agreement with owners of both the caboose and Mount Hood, tours will only be escorted. David Larsen is helping enhance the Hood's exhibit potential. [Sure would be nice to get the Farnsworth radio working; a second offer is pending!] R.L.K. and Company/Mt. Hood Brewing/Tilikum Station appreciates viewing the Mount Hood out their deck. R.L.K. has been the concessionaire for Timberline Lodge since 1955.



► Worth checking out are three Ken Byers November 15th posts on the Oregon Rail Heritage Foundation web site: www.orhf.org, the Blog section:

- Podcast featuring Pat Tracy.
- Video – Working on the Railroad [love the singers!]
- Video – Challenges of Steam

► The Railway Association of Canada announced the winners of the Environment Awards for 2019. CN won in the Class 1 Freight category for its innovative and first-of-a-kind pilot project to repurpose retired concrete rail ties into marine reef habitats at its Prince Rupert water lot. CN transformed retired ties into 20 engineered reefs providing food and cover for marine life, increasing fish productivity and biodiversity with a working harbor and – in the process – diverting old concrete rail ties from landfills. The pilot project was a locally-led and employee-driven initiative. Within a few months the reefs have already been colonized by rockfish, crabs and other marine species. **Railway Association of Canada 11/18/2019 news release.**



► The Washington State Utilities and Transportation Commission approved two Grade Crossing Protective Fund grants:

- \$15,000 to the Northwest Railway Museum replace signal control hardware at the State Route 202 crossing; and replace the signal control hardware and upgrade the existing lights to LEDs at the Snoqualmie Parkway crossing. **UTC 12/4/2019.**
- \$120,000 to the Central Washington Railroad Company in eastern Washington for battery replacements at 18 crossings and battery replacements and LED warning light upgrades at two crossings. The LED upgrades will go to the Gun Club Road and Keys Road crossing near Yakima. **UTC 11/19/2019.**



► CN and Teck Resources Limited announced December 4th a long-term rail agreement for shipping of steelmaking coal from Teck's four B.C. operations between Kamloops and Neptune Terminals, and other west coast ports. The agreement runs from April 2021 to December 2026 and will enable Teck to significantly increase shipment volumes through an expanded Neptune Terminals. The agreement also provides for investments of CN of more than \$125



million to enhance rail infrastructure and support increased shipment volumes to Neptune. **Globe Newswire 12/4/2019.**

► The December issue of *Railfan & Railroad* magazine has an excellent 8-page article written by former Portlander Alexander Benjamin Craghead, **Budd Cars for Portland**. Lots of great pictures! Even for those of us who lived through the design, birth and operating years of the Westside Express Service, this is an excellent read and reminder of the birthing and operational pains of this TriMet suburban heavy rail commuter service. [I credit Janet Larsen with getting me involved with the PNWC as the Chapter cars were used in demonstration runs leading up to the WES development.] Will WES last beyond the required 20 years?



► The Port of Portland announced November 19th that South Korea-based container carrier SM Line will be bringing weekly container shipping service back to Portland. The Port of Portland's Terminal 6 will be added to SM Line's existing rotation to the Pacific Northwest, which includes stops in Vancouver, British Columbia, and Seattle. The weekly service will start from the port of Ningbo in China on December 22, 2019, using six 4,300 to 4,500 TEU vessels, and the full port rotation will be Yantian, Ningbo, Shanghai, Pusan, Vancouver, Seattle, Portland, Pusan, Kwangyang, and Yantian. The first journey is expected to arrive in Portland in January 2020. Portland was selected as an additional stop due to Terminal 6's proximity to Oregon customers, lack of congestion, and access to on-site rail connections that allow products to be quickly transported beyond Portland. The SM Line service builds on the Port's successful partnership with BNSF Railway to move containers via rail to Seattle and Tacoma. **Port of Portland 11/19/19 news release.**

► The **Chelatchie Prairie Railroad** is raising funds to complete the 15-year overhaul of the 1929 Crossett Western No. 10 steam locomotive. A *GoFundMe* account was established in late November to help with the fund raising, To make a donation: www.gofundme.com/f/bring-back-clark-county039s-steam-loco. Or mail your check to: Chelatchie Prairie Railroad, PO Box 1271, Battle Ground WA 98604. All donations are fully tax deductible and will be matched to double their effect. www.bycx.com [Editor's Note: See Article on Page 3]



► The Salmonberry Trail Intergovernmental Agency (STIA) and many other partners have formed a new non-profit organization – the Salmonberry Trail Foundation – to take the lead on trail planning and development, The foundation inherits past work and will now lead both fund raising and construction of major “catalyst” portions of the trail. The mission is simple: work with partners to build interest and support for the trail, and build the trail. **Salmonberry Autumn Update 2019.**



► The November 2019 **NRHS News** included some nice coverage of RailCamp 2019, both East and Northwest sites. Of special note is the photo on page 4 of camper Billy Winz in the cab of the 4449 at ORHC. Planning for RailCamp NW's 2020 visit to ORHC will begin in the spring. The PNWC board agreed at their December meeting to move forward with making available two 2020 scholarships with Bryan Ackler leading the effort. [Editor's Note: See Article on Page 2]



► The Talgo Series 8 trainsets built for but never used by the state of Wisconsin have returned to the Milwaukee factory where they were assembled in 2012, but parties involved in their move or potential use are offering little or no information on plans for the equipment. However, on December 9th, a Talgo spokesman said, “Talgo is working with Amtrak to place the Series 8 trainsets in service in the Pacific Northwest. They have been moved to Milwaukee for preparation of that service later next year. Some of those enhancements include PTC and features to align with the service provided in the *Amtrak Cascades Corridor*.” Three cab cars, three bistro cafes, three baggage-coach end cars and 22 coaches have languished at Amtrak's Beech Grove Heavy Maintenance Facility since 2014. The Series 8s have been regularly run for short distances on yard tracks at Beech Grove and had all systems tested periodically to keep them ready for use. [Suggestion: Get your Point Defiance Amtrak trips in during the first half of 2020.] **Trains Newswire 12/8/2019** with 12/10 update.

► The December 11th *Oregonian* on page A9 had a highly disappointing article: Commissioner Nick Fish's cancer 'has become more complicated'. While not all of us are residents of the City of Portland, most of us know that Commissioner Fish, who has been on the Council since 2008 and has charge of Parks & Recreation, has been a strong and vocal supporter of the Oregon Rail Heritage Foundation and what has been and is being accomplished at ORHC. The Commissioner's statement: “Last week, I learned from my team of OHSU doctors that my illness has become more complicated. I am also managing the cumulative effects of chemotherapy. Through the rest of this month, I plan to take time to focus on my health and my family. I will continue to work as I am able and expect to have more to share in the new year.” Let's all hope for better news in 2020! [The City of Portland Parks Department has the city's steam locomotives in their asset portfolio.] **The Oregonian 12/11/2019.**



► The December 2019 feature alert by Jeff Stagl from **Progressive Railroading** was about Canadian Pacific. The long article included some interesting specifics about CP's grain business:

- For CP, grain is a vital business-boosting commodity. Loads of corn, soybeans, wheat, canola, specialty crops and other grains generate about one-fourth of annual revenue.
- Currently serves 342 elevators – 175 in the United States and 167 in Canada
- Nine new high-throughput elevators are under construction, 40 more are in planning.
- For the crop year, CP is targeting 1,100 to 1,150 locomotives in service, up to 15,700 hopper cars, and 4,350 to 4,420 train and engine employees to help move an average of 1,050 cars of grain products per week.
- Average train length and weight from 2014 through 2018 grew 13 percent from 6,682 to 7,313 feet while train weight climbed 9 percent from 8,076 tons to 9,100 tons.
- All new elevators built on CP lines now need to incorporate either an 8,500-foot loop track or a continuous lead track to accommodate the HEP (High Efficiency Product) model.
- Five elevators under construction will be ready for loading 8,500-foot trains this fall and four additional facilities will be poised to handle the longer trains by the end of the 2019-20 crop year.
- In June 2018, CP announced plans to spend more than \$CA500 million to purchase 5,900 high-capacity grain hoppers from National Steel Car Ltd, over a four-year period. As of July 1, 1,278 of the new cars were in service; by year's end, that number is expected to exceed 1,900. The new cars are shorter and lighter than current hoppers; and feature a three-pocket design for more efficient loading and unloading. They can also handle 15 percent more volume.
- The railroad plans to eventually employ 147 of the high-capacity cars on 8,500-foot trains



► In November of 2018, the Confederated Tribes of Siletz awarded over \$3,700 to the Yaquina Pacific Railroad Historical Society Museum for materials to construct a four car Play Train structure. The Society was assisted in this effort by an instructor and students from the Waldport High School Career Technical Education class who built the track and play train cars. A dedication of the play train was held at the Society's Railroad Park in Toledo on November 1st. **Yaquina Pacific Railroad Historical Society 10/19/2019.**



**Waldport
High/Middle
School**

► The Rocky Mountaineer tourism rail service in Canada on December 12th announced it accepted its 10th newly built rail car from Stadler in Germany in time for the railroad to mark its 30th anniversary in 2020. In 2015, the railroad ordered 10 GoldLeaf rail cars from Stadler. The new GoldLeaf cars seat 72 riders. The rail service has doubled its capacity over the past six years with the addition of the GoldLeaf and 12 SilverLeaf rail cars.



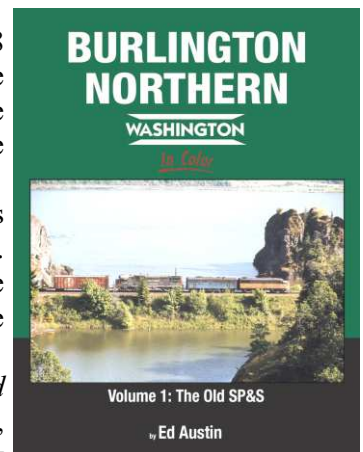
Progressive Railroading 12/13/2019.

► New PNW rail related books released:

- **Burlington Northern Washington V1: *The Old SP&S*** by Ed Austin (hardback, 128 pages, Morning Sun Books, released 11/15/2019, \$69.95) covers the former Spokane Portland & Seattle including the main line between Vancouver and Spokane and the Goldendale branch. [Wonderful history and beautiful color photos including a couple of an operating SP&S FA-1 No. 866 on page 27; thanks Ed and Santa.]

- **Oregon's Joseph Branch: *History through the Miles*** by Barton Jennings (paperback, 146 pages, date 5/2019, Tech Scribes, \$18.50 from Powell's Books. Book looks at the railroad's history and equipment and provides a mile-by-mile route guide. [I found this book to be a most interesting read as Barton has included a whole lot of history about each milepost.]

- **Eastern and Western Lumber Company, *Molalla Logging Operations and Portland Sawmill*** by Kermit Williams. Published by Your Town Press, 2019, softcover, 146+ pages, \$40, Powell's Books. Eastern and Western Lumber Company was one of the largest and most successful lumber companies in Oregon. The primary emphasis of this book is the Eastern and Western Lumber Company's Molalla logging operation and the efficient and giant Portland sawmill, there is also brief mention of the company's earlier logging operation in southwest Washington, their logging operation in Astoria, and their final truck logging operation in southwest Washington. Remnants of their Willamette River rail log dumping site can be viewed from the Oregon Pacific Railroad and the Springwater Trail just south of the Ross Island bridge.



► The Federal Transit Administration on December 13th transmitted a \$790 million Full Funding Grant Agreement (FFGA) for Sound Transit's Federal Way Link Extension to Congress, starting a thirty day notification period. The action highlights that the Administration intends to execute the grant once the period is complete. Also, on December 13th, the U.S. Department

of Transportation formally notifies Congress of its intent to close a \$629.5 million Transportation Infrastructure Finance and Innovation Act (TIFIA) loan for the project. This represents the fourth and final loan under the \$1.99 billion TIFIA Master Credit Agreement which was signed with USDOT's Build America Bureau at the end of 2016. The agreement will save regional taxpayers between \$200 and \$300 million in borrowing costs over the life of our bonds. Trains on the 7.8-mile light rail extension from Angle Lake in SeaTac to Federal Way will serve three stations along the route in Kent/Des Moines, at South 272nd Street and at the Federal Way Transit Center. **Sound Transit 12/16/2019 news release.**

▶ The **Friends of Cascade Locks Historical Museum** has hired their first Executive Director Janice Crane. Janice was hired in mid-October and moved from Beaverton. They have also launched their first web site: www.cascadelocksmuseum.org. The Museum is open during the holiday break, December 21 – January 5, 10 am to 3 pm (closed Tuesday & Wednesday). The Museum will open their regular season on March 23rd. Stay tuned as the Cascade Locks Historical Museum and the Oregon Pony begin a new chapter.



▶ The **Hawaiian Railway Society (HRS)** November/December newsletter noted that a 6-minute video documentary of their beloved Historian Emeritus, Robert Paoa, talking about the early days of HRS and especially his introduction to the Society and the role he played are included. Go to YouTube and in the search line, type: Hawaiian Railway Society An Oral History WAcO 6 and the HRS.

▶ The Canadian Minister of Transport announced December 18th the \$CA14,250 funding to improve rail and road safety for the residents of Chilliwack, B.C. Over the last four years, the Government of Canada has invested more than \$CA72 million to promote rail safety. **Government of Canada 12/18/2019 newsrelease.**

▶ On January 3, 1900, railroad magnate James J. Hill (1836 – 1916) sells 900,000 acres (1,406 square miles) of Washington state timberlands to Frederick Weyerhaeuser (1834 – 1914) for \$5,400,000. This is “one of the largest single land transfers in American annals.” Soon after the purchase, Weyerhaeuser forms the Weyerhaeuser Timber Company (incorporated on January 18, 1900), the largest timber firm in the state.



HistoryLink.org Essay 5241.gov

▶ Thanks to John Ritchie for the BNSF 2020 calendar. Some beautiful pictures including June with “Three Fingered Jack in the background, a mixed freight train passes a pastoral scene in Culver, Oregon.” In 2020 BNSF is celebrating their 25th anniversary, 1995-2020.



▶ The Federal Railroad Administration (FRA) in December launched a new web page portal on which the public and law enforcement agencies can report incidents of blocked grade crossings. The FRA's Blocked Crossing web page (<https://www.fra.dot.gov/blockedcrossings/>) asks for specific information from users, including date, time, location and duration of crossings that are blocked by trains. From the web site: “Public Blocked Crossing Incident Reporter: Use this form to report a blocked crossing. Please report only once for each blocked crossing. There are no federal laws or regulations pertaining to blocked crossings. Therefore, this information is only being used to track the location and impacts of blocked crossings.” **Progressive Railroading 12/23/2019 and FRA web site.**



▶ The Oregon Rail Heritage Foundation participates in the Fred Meyer Community Rewards program. By linking your Fred Meyer Rewards Card to ORHF (82536) you will help ORHF earn a donation from Fred Meyer whenever you use your rewards card. **ORHF web site.**



▶ Nice “Thank you for supporting the Northwest Railway Museum Happy Holidays” card from the **Northwest Railway Museum** including the following 2019 statistics: more than 134,000 visitors including almost 49,000 passengers on the Museum's heritage railway and the 50th anniversary of the Santa Train. The beautiful art scene on the card included the 924 parked next to the Depot by Jack Christensen.



Happy New Year



Dennis Mattoon at Holiday Express in 2013

In Remembrance...

Dennis Mattoon, a regular Docent at the Oregon rail Heritage Center as well as founding member of the Exhibits committee recently passed away. He was 64 years old.

CHAPTER CONCESSIONS

Submitted By Dave Larsen

PARTNERS NEEDED

PNWC CONCESSIONS is looking for a few good people to partner with the current committee chair and learn to plan, stock and manage a show. (It isn't that hard.) Concessions is an important income stream for the chapter and 2020 looks like it could be a very successful year. Contact Dave Larsen at larsen.david47@gmail.com.

PNWC CONCESSIONS YEAR END REPORT FOR 2019

2019 concludes my fifth year as “Acting” Head of the Concessions Committee. I would like to step aside in that role. As it stands now, since Bill Hyde moved out of the area, I need to be at every day of every show. I feel that is an unrealistic expectation. I am asking for one or more full partners to share it with me through the 2020 season. A number of people have suggested that we change our business model to a more internet based focus. This is an opportunity to bring in new ideas. Time is of the essence because I am already receiving sign up info for 2020 shows.

This year the Concessions Committee staffed booths at nine events for a total of **thirteen working days**. The shows included: SP&S Swapmeet Willamette Model Railroad Club; WinterRail, Longview, Kelso & Rainier Model Railroad Club; Willamette Cascade Model Railroad Club; Powerland Steam-Up Weekends 1 and 2; and the Palmer Antique Show. Our net profit to the Chapter Treasury after expenses was over \$3300. Expenses include the cost of tables and any item we sell that had a cost when acquired. For instance, some new books were purchased before 2010, but they still have a cost associated with them. So, that cost is figured into expenses.

Selling used books continues to be an important mission. This year we were able to sell 99 used books and that contributes to less shelf space in room 1A. Several sections of the library now occupy space in 1A that used to be used book storage. However, we continue to get new donations.

Surplus paper which includes timetables, tickets, passes and duplicate blue prints continues to attract attention. This year, we sold 132 items. That is all profit to the Chapter.

We sold 19 new books, 53 pins, 12 Sonrisa map books and 22 large format pictures. Large photo sales seem to be spotty. At some shows we haven't sold any and then we get good sales at other shows. Pins have been selling well, but the profit margin isn't that high.

In order for Concessions to function, we require volunteers. This year we all need to thank our volunteer members who contributed time and effort to make these events possible. Following is a list of those members who assisted with concessions this year. Stuart Adams, Doug Auburg, Marge Helander, Jim Hokinson, Merrill Hugo, Kent Hutchens, Bill Hyde, Don Klopfenstein, Dave Larsen, Barry Robertson, Rolf Schuler, Trent Stetz, Bruce Strange, and sitting at the end of the alphabet, but greatly appreciated, Jeff Wells. Thanks! It wouldn't happen without you.



Concession Sales at Steam-Up

CONCESSIONS SCHEDULE FOR 2020 (Tentative)

Saturday, ~~Feb 22nd~~, May 9th (Date Change), SP&S Historical Society Swap Meet

Saturday, March 14th, Willamette Model Railroad Club Swap Meet

Saturday, March 21st, Winterail

Saturday-Sunday, April 11th-12th, Willamette Cascade Model Railroad Club Swap Meet

Saturday-Sunday, July 25th-26th, Steam-Up Week 1

Saturday-Sunday, August 1st-2nd, Steam-Up Week 2

Friday-Sunday, October 23-25 (TBD), Palmer Antique Show

December Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on December 20, 2019

The December membership meeting started off, as usual, with a wonderful potluck dinner. Train Toys For Tots were collected and Jim Loomis oversaw the annual Officers/Board of Directors elections.

At 7:35pm President Mark Reynolds opened the annual meeting. Guests of the evening were Suzanne and John Miller and Shawn and Brian Cass. Shawn Cass accepted the fifty six donated toys for Catholic Charities.



Shawn Cass Thanks the Chapter for the donated Toys

President Reynolds then gave thanks to all who volunteered for the Holiday Express. The train provided three weekends of Santa Clause trips to about seventeen thousand happy riders.

President Reynolds announced that Bob Weaver has been named Operations Manager for the Library and Archives activities. And, Ed Berntsen has taken over the Chair of the Archives Committee.

President Reynolds gave thanks to the 2019 Board of Directors for a full year and said 2020 will be busier with several continuing and some new projects. The turntable project at ORHF still needs about eight hundred thousand to one million dollars to be completed.

Treasurer Keith Fleschner outlined the 2020 budget proposal for the chapter. Rolf Schuler made a motion to accept the budget, Bruce Strange seconded and the membership

approved.

George Hickok reported that 242 membership renewals for 2020 have been sent out, and there have been 169 responses to date, some with accompanying donations.

George Hickok then reported that Jean Hickok had a stroke on December 13, is in Good Samaritan Hospital and is slowly recovering.

Jim Loomis presented the election results to President Reynolds, who reported that by a 'landslide' the Officers and Two Directors-at Large will remain the same as the 2019 listing.

President Reynolds reported that plans are underway for the 2020 NRHS RailCamp and applications will be available after January 1, for applicants ages 14 to 18. PNWC will be providing up to two scholarships for RailCamp 2020. [Editor's Note: See article on Page 2]

The minutes of the November meeting were called, Doug Auburg made a motion to approve the minutes, Rolf Schuler seconded and the membership voted to accept.

The meeting was adjourned at 8:00pm.



Jim Loomis oversaw the ballots and election process



Ron McCoy prepares the potatoes for the potluck



The Toys Collected for Presentation to Catholic Charities

Respectfully submitted by Jim Hokinson, Secretary

Union Station at the Benson Hotel



During the holidays, The Benson Hotel in downtown Portland displayed a large gingerbread replica of Union Station, the Steel Bridge and the iconic White Stag sign. From the interpretive sign:

“The 2019 Gingerbread Masterpiece is a replica of Portland’s Union Station. Inspired by a unique project taken on by the Benson Hotel team, wherein they created a mini-museum in an 107 year old stairwell to show off its elegant marble features and provide a unique experience for guests of The Benson.. Twelve stairwell landings house over 160 framed photographs dating from the late 1800’s to early 1900’s. Each floor is themed, providing a brief historical overview of such things as The Benson’s beginnings, its founder, Simon Benson, US Presidents who have stayed at the Benson, and other fun facts about Portland. Two floors are dedicated to landmark buildings in Portland, with the Union Station being one of them.

Union Station is an Amtrak train station in the Old Town Chinatown section of Portland that opened in 1896. The signature piece of the structure is the 150 ft. tall Romanesque Revival clock tower. Neon “Go By Train” and “Union Station” signs were added to the tower in 1948 and still function today. The station was placed on the National Register of Historic Places in 1975.

Over 200 pounds of house made gingerbread, 30 pounds of white chocolate, 15 pounds of dark chocolate, and 30 pounds of marzipan were used to replicate Union Station and other features of Portland, like Portland’s iconic White Stag sign, and the Steel Bridge, built in 1912, the same year as The Benson. The station and its surroundings is entirely edible.”

Photos from a December 14th visit to festive downtown Portland and The Benson lobby. Text and Photo By Arlen L. Sheldrake

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	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 (2nd Term)	2020-2022	503.285.7941
Bruce Strange (2nd Term)	2020-2022	503.901.7815

Committee Chairs

Activities	Ron McCoy	503.310.4811
Archives	Ed Berntsen	253.383.2626
Auditor	Bob McCoy	360.459.3251
Car Host	Mark Reynolds	503.638.7411
Concessions	VACANT	
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
Flanger Restoration	Phil Barney	503.706.0498
Library	Bruce Strange	503.901.7815
Operations Manager	Bob Weaver	503.806.4955
Library & Archives		
Meeting Programs	Al Baker	503.645.9079
Membership	Lila Stephens	503.246.2165
Rolling Stock	George Hickok	503.649.5762
	Keith Fleschner	503.516.9272
Chief Mech. Officer	Peter Rodabaugh	503.701.7040
Car Rental Agt.	Bob Jackson	503.231.4808
Safety Officer	Keith Fleschner	503.516.9272
S-2 Restoration	Mark Reynolds	503.638.7411
Webmasters	Jim Long	503.313.7382
	Mark Whitson	503.533.7005

Printed in the USA

The Trainmaster is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members. Articles which appear in *The Trainmaster* do not express the official position of the organization on any subject unless specifically noted as such. Material from *The Trainmaster* may be reprinted in other publications provided credit is given as to the source, except in cases where the article originated in a third party publication and special permission was given to *The Trainmaster* to print the article here. Please address contributions and correspondence to:



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 ISSN: 0041-0926



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PACIFIC NORTHWEST CHAPTER TIMETABLE No. 690

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 17: *Gears in the Woods:* A video about steam logging in the West. See how steam power and steel rails were used to conquer mountain grades and move giant logs out of the woods. Ten railroads from Arizona to British Columbia will be visited.

February 21: *Disconnects, Hickeys, and a Prayer* by Lloyd Palmer & Ed Berntsen. The presentation includes "What new SP&S brakemen need to know, working United Railways log trains in 1935 with no air brakes."

March 20: What topic do you have to present?

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

Library and Archives

Every MONDAY: 10 am - 12 noon

Open House - SATURDAYS: 10:00 am to 2:00 pm after Fri. Chapter Membership Meeting

Open House Dates are: Jan. 18th, Feb. 22nd, Mar. 21st

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: **Jan. 09**, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
Feb. 13, 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:

Now - Apr. 25 *After Promontory, 150 Years of Transcontinental Railroad*, Exhibit, Architectural Heritage Center, Portland, visitahc.org

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

Feb. 22 *SP&S Railway Historical Society Swap Meet*, 9:30-2:30, Battleground HS Gym, www.spsrhs.org **Rescheduled**

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

May 9 *SP&S Railway Historical Society Swap Meet*, 9:30 - 2:30, Seton Catholic High School, Vancouver (**NOTE: Date and Location change!**) www.spsrhs.org

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

Jun. 8 - 13 *NRHS Annual Convention*, Knotts Berry Farm Hotel, Buena Park CA, www.nrhs.com

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

Jun. 21 - 27 *RailCamp East*, Newark DE, www.nrhs.com

Jul. 18 & 19 *Clamshell RR Days*, Columbia Pacific Heritage Museum, Ilwaco WA,
www.columbiapacificheritagemuseum.org

Jul. 25 - Aug. 2 *RailCamp NW*, Tacoma WA, www.nrhs.com

Sep. 15-19 *Northern Pacific Railway Historical Assoc. Convention*, Missoula MT, store.NPRHA.org

Sep. 19-23 *Great Northern Railway Historical Society Convention*, Nelson BC, www.gnrhs.org

PNWC - NRHS MISSION

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