

# The *Celebrating 60+ Years* Trainmaster

November 2020

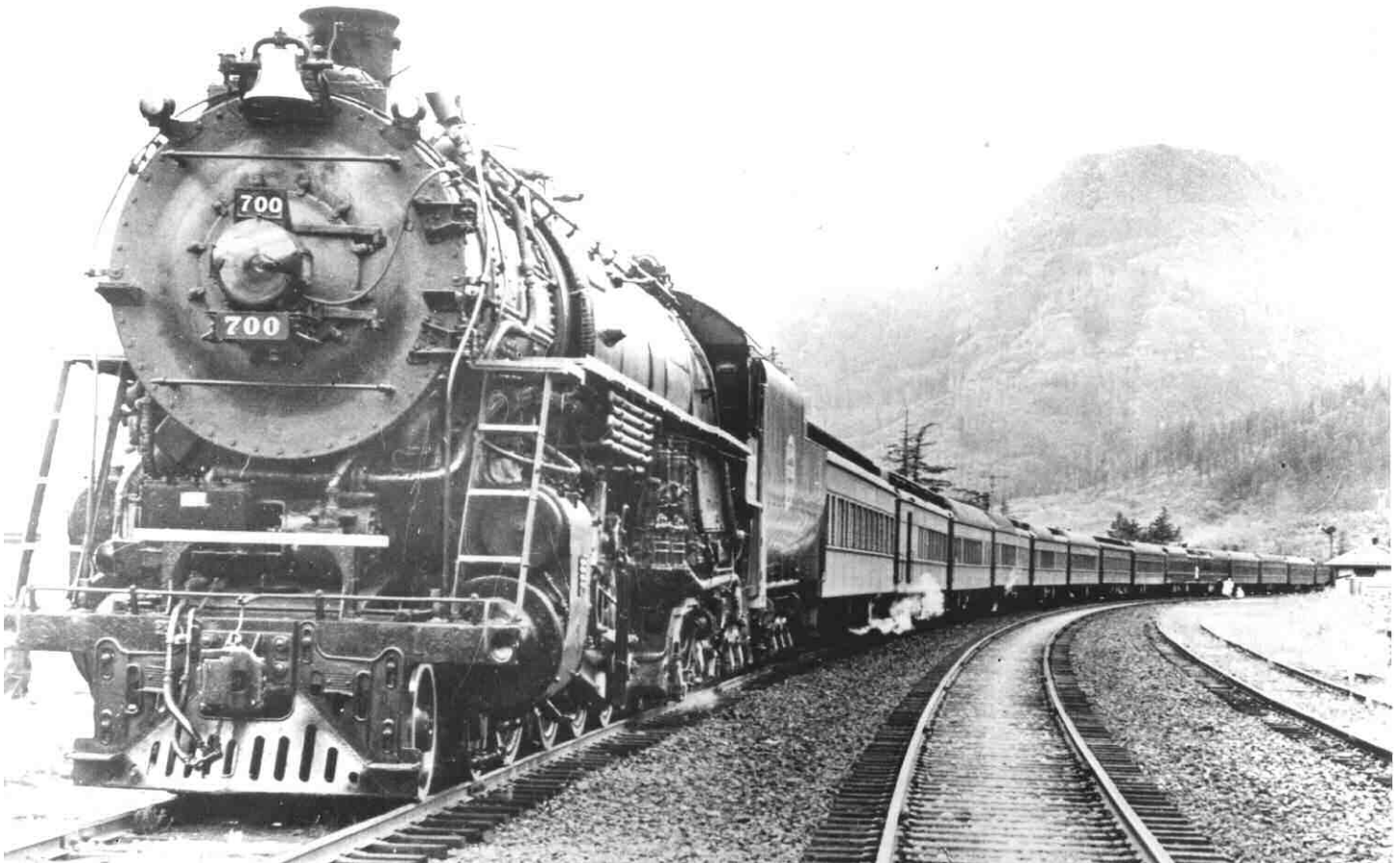
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The Official Publication of the  
Pacific Northwest Chapter  
National Railway Historical Society  
Portland, Oregon  
[www.pnwc-nrhs.org](http://www.pnwc-nrhs.org)



## SP&S 700 TRANSPORTS U.N. DELEGATES



The SP&S 700 Returning from United Nations Conference - Unknown Photographer on June 29, 1945, along the Columbia River Gorge

In mid 1945, the Spokane, Portland and Seattle (SP&S) No. 700 pulls a train of delegates returning from the United Nations Conference on International Organization in San Francisco. This historic meeting resulted in the creation, adoption, and signing (on June 26) of the U.N. Charter, which will be ratified by the five member nations of the Security Council on later in that year on October 24.

The SP&S spruced up the 700, painting its normally grey smokebox silver, and sends it out for one last run. On May 20, 1956, the First Lady of the Northwest pulls 21 cars carrying over 1,300 passengers from Portland to Wishram, WA, and back as the railroad's "Farewell to Steam." After the trip, the 700 is placed on the scrap line with the 701 and 702, the Challengers, and the other remaining SP&S steam locomotives.

The Pacific Railroad Preservation Association (PRPA) is a non-profit, all-volunteer organization dedicated to restoring, maintaining, and operating historic railway equipment of the Pacific Northwest. They are the official caretakers of the SP&S 700, a 4-8-4 steam locomotive that ranks among the largest steam engines still in operation.

# 700 TRAINMASTER ISSUES AND COUNTING!

by T. Trent Stetz

## Issue 100 - September 1966 (Jack Holst - President, Ed Immel - Editor)



This issue featured a flyer for the first Chapter venture into the public excursion business. It was held on September 25th to Goldendale, Washington. fare was \$6.95 for adults which included a fried chicken dinner.

### Articles in this issue included:

“THE RECENT AIRLINE STRIKE put many air travelers back on the rails. With most airline space filled the railroads came through with the extra equipment to handle the crowds which showed up at Union Station. Union Pacific passenger business in the Northwest was up 55% over last years with Portland showing an 86% increase. More people were put aboard the City of Portland than coach seats with the overflow riding in the lounge car and restrooms. Nos. 11 & 12 ran with extra coach space and all UP trains carried extra sleeping cars.”

“JUNE 25TH PROVED TO BE AN EXCITING FAN TRIP made by most Chapter members over a railroad. Seventeen members got out of bed around 4am in order to drive to Electron, Washington where the Puget Sound Power and Light Company operates a railroad which is built on top of a water flume. After a general inspection of the shops at Electron during which one of the largest collection of rail “speeders” in one place were photographed, everyone piled into a motor car powered by a Chevy “6” and pulling a trailer for the 10 mile trip to the headworks.”

“THE DAY AFTER LABOR DAY was the last run of the 1966 version of the Southern Pacific’s day train between Portland and the San Francisco Bay area, the “Shasta Daylight”. The SP is expected to renew their efforts this winter to obtain removal of this summer-season only train.”

## Issue 200 - February 1977 (Bill Bain - President, Irving Ewing - Editor)



This issue featured a notice for a Chapter venture excursion to Vancouver BC via the “Mount Hood” where it was to become part of the BC Government train to promote tourism. It was held on March 5th from Portland Union Station. Fare was \$10 for coach seats.

### Articles in this issue included:

“LOCOMOTIVE 2860 "Royal Hudson" will make a one-month excursion through the States of Washington, Oregon and California during the spring of 1977. Starting in Vancouver, British Columbia the engine, and its display train will spend a month going to Los Angeles, California and return. It is expected to operate under its own power for most of the trip . The purpose of the display is, to encourage Americans to visit the Province of British Columbia . The popular "Age of Steam" exhibit that has been touring the Province for the last two years will be a part of the consist .”

“THE CHAPTER'S TWO PIECES OF ROLLING STOCK, baggage/dorm 76 and sleeper/lounge "Mt Hood" are both currently in service on two different steam operations. They are fast becoming some of the best-known cars in the United States. Car 76 is probably the most photographed baggage car in railroad history. Not only has it been the crew car behind the American Freedom Train's 4449, but was also used behind their ex-Reading T-1 #1. Little did anyone realize when the car was donated by BN that this ex-SP&S car would sit out a hurricane in Rhode Island, climb the Pennsy's Horseshoe Curve, and spend a winter in Florida . The Mt Hood is the only private car in the Pacific Northwest that sees service on Amtrak trains: It was the car behind AFT's 4449 in the official AFT photograph of the engine. It will bring additional fame, when it brings up the markers on the Royal Hudson's tour of the western United States in March 1977 .

## Issue 300 - September 1987 (Doug Auburg - President, Bryan Leeder - Editor)



This issue featured a discussion about a proposed rail museum, on a small site of about one acre, at Portland Union Station.

### Articles in this issue included:

“CHAPTER CAR 76. Bob Jackson and a number of his Rolling Stock Committee members worked long and hard during the last month to prepare PNWC-76 for use as a permanent museum display car. The car was cleaned out, painted on the inside, track lighting was installed, and platform steps were fabricated so that the public can easily enter one end and exit the other end of the car. All this work was completed by Chapter members while we hired a local firm to rebuild the vintage car's brake system. Meanwhile the staff of the Oregon Historical Society assembled 53 photos which will be used as part of a centennial celebration of the Oregon and California Railroad's completion in 1887. The completion of the O&C was historic not only because it connect ed Portland and the Northwest with San Francisco, but because the railroad really opened up the farms and

forests of much of Oregon south of the Willamette Valley to world markets.”

“UNION STATION RAIL FAIR. The Chapter has agreed to participate in a Rail Fair which will celebrate the purchase of Portland's historic Union Station by the City. The Rail Fair is scheduled for Friday, November 6 through Sunday, November 8, 1987. The Chapter will provide the Mt. Hood and Car 76 for public viewing. It is hoped that all three of the City's steam locomotives will also be on display, with the 4449 under steam. Gunderson will provide one of their Five-Pak container cars and AMTRAK its display train.”

“LIBRARY COMMITTEE REPORT Bob Slover, Chairman The Library Committee meeting on August 22 gave us a chance to get back into regular activity, including work on the bookshelves in Room 1A and adding recent donations to the library. The shelf project is moving as finishing touches are applied. One shelf is ready for sealing. The pace should pick up with experience.”

“LEWIS AND CLARK RAILWAY EXCURSION by Doug Auburg. Members and their families, 103 in all, showed up at Battle Ground on August 22nd to ride the LINC. We started off by heading RR West to Brush Prairie, Washington four miles away. Then the loco ran around the train and we headed back RR East to Battle Ground. A few members with other commitments got off there while the rest of us continued onto Heissen, Moulton Falls on the East Fork of the Lewis River and finally to the town of Yacolt. By the time we reached Yacolt it was dark but that didn't matter. Most of us detrained while our coach 6800 was equipped with a conductor's air hose for the back-up move to Moulton Falls.

## Issue 400 - January 1996 (Bob Terkelsen - President, Jim Loomis - Editor)



This issue featured a notice for a Chapter banquet to be held on January 27th at the Mallory Hotel. Photographs are now being included in the *Trainmaster*.

### Articles in this issue included:

“ON FEBRUARY 14, 1996, PORTLAND'S UNION STATION will have opened its doors to rail passenger service for 100 years, continuously. It is the oldest major passenger terminal on the West Coast, and the oldest big city "union station" west of St. Louis. Events are planned for that date, and additional events will occur on May 10th, 11th and 12th. The station was owned by the Portland Terminal Railroad Company, formed in 1882 as the Northern Pacific Terminal Company, which was comprised of the Northern Pacific, Oregon Railway & Navigation, and the Oregon & California (later parts of the Burlington Northern, Union Pacific, and Southern Pacific, respectively). The early railroads were purchased by Henry Villard, in order to gain control of transportation in the Pacific Northwest. In the late 1980's, the three railroads announced their intentions to put the station up for sale, and the Portland Development Commission issued a study for the purchase and restoration of the station. The PDC now owns and maintains the station, and Amtrak still utilizes the station for regular rail passenger service.... When the station opened, six tracks were in service for trains. Over time, tracks were added to accommodate Southern Pacific and Oregon Electric electrified rail services, as well as the SP&S, which did not gain full access to the station until 1922. With the decline in traffic, tracks were removed, and there are presently 5 tracks in service. The sheds were refurbished by local rail history groups, including the PNWC-NRHS. These groups were also instrumental in restoring to service, in 1984, the tower clock and neon signs, victims of neglect since the '60's. Union Station is 100 years young! It still answers to the cry of train horns and rail travelers; greeting them with the "UNION STATION / GO BY TRAIN" flashing on the tower, providing the time of day to all, and a lesson in history for the future.”

“NEW BUSINESS: Jack Holst Award: Bob Terkelsen asked Marilyn Edgar to explain the Jack Holst Award. Marilyn described it as a sort of member-of-the-year award. It was named to honor member Jack Holst after he passed away. Jack Holst encouraged us to have our own equipment for trips and keep the equipment lubricated, and he did a lot of that!”

## Issue 500 - April 2004 (Ron McCoy - President, Glen Laubaugh - Editor)



This issue featured a notice for a Chapter excursion thru the scenic Salmonberry River Canyon on May 15th. Coach ticket was \$69 including lunch.

### Articles in this issue included:

“ IN EARLY FEBRUARY, Lake Oswego Construction completed the \$400,000+ re-roofing and seismic wall/roof attachment project on the Union Station Annex building. This is the first time since original construction in 1895 that the roof has been replaced. Square nails, and the very fatigued metal roof tiles came off and new tiles, after three attempts at manufacture, went on. It was common during medium to strong winds to have the old tiles blowing off and landing in either the parking lot or on the rails. During moderate to heavy rains the roof leaked like a sieve. Buckets in the attic had to be constantly emptied to keep water damage to our archives in room 1 A under control. Plastic tarps covered many of the shelves in case the buckets overflowed.

“ROLLING STOCK TOUR. George Hickok provided a glimpse of what members could expect to enjoy on the March 20th Rolling Stock Tour. He said the tour would be a rare chance to actually get inside the majority of the Chapter's rolling stock to see the work in progress and the amount of work which remains to be done.

This issue featured the last *Trainmaster* issue by editor Steve Hauff at the helm. T. Trent Stetz took over as editor for the next issue! This issue also included a advertisement for the *Steel over Willamette* book developed by the Chapter and edited by Steve Hauff. Arlen Sheldrake's monthly column of regional rail happenings was in full swing at this time. This issue also advertised a farewell event to the 1958 loop of the Washington Park and Zoo Railway to be held on September 15th.

**Articles in this issue included:**

“ORHF UPDATE: As we move toward the end of July, the new Oregon Rail Heritage Center is still under construction with an occupancy target of mid-August. All the rolling stock and locomotives were removed, as required, from the Brooklyn Roundhouse before the June 30 deadline with the final cleanup continuing through July. The heavy milling and lathe equipment was moved out of the Roundhouse on July 20. One of the machines weighs in at 20 tons. The last thing to move will be the turntable in August. Rick Franklin has volunteered his services for moving this critical piece of the ORHF Phase 2 development. While many of the volunteers are nearing exhaustion, they keep going because they know that they are playing a part in this historic undertaking of providing the first permanent home for the City of Portland's steam locomotives since they were acquired in 1958. The members of the Pacific Northwest Chapter NRHS can take pride in our being a major participant in this important rail history endeavor (Arlen Sheldrake).”



“THE TRAINMASTER ITSELF has evolved during the last four years. Arlen Sheldrake has been instrumental in getting material to the editorial staff so that the pages are full of copy. Ron McCoy suggested that it might be nice to go back to an old format wherein a photograph adorned the cover along with the lead article. George Hickok suggested using mailing envelopes rather than printing on the last page of the publication, gaining us a full half page for additional copy. George also suggested that it was possible to print narrower margins, thereby increasing our editorial space by almost 7%. In the past 4+ years, we have churned out a *Trainmaster* every month, varying in length from 12 to 20 pages. Additionally, we have done special publications for National Train Day, the Portland Zoo Railroad, the Zoo's Oregon steam locomotive, the Chambers Bridge, the Oregon Pony, and listings of rail attractions in the Pacific Northwest. We have also been involved in the production of the book commemorating the Steel Bridge's hundredth birthday. (Steve Hauff)”



## President's Dispatch



Are We Really Publishing our 700th *Trainmaster*? by Mark Reynolds

To our Chapter Members

I believe most of you will agree this has been quite a year, filled with disappointments, cancellations and major health issues. But, through it all the PNWC *Trainmaster* Publications Team has focused on getting the word out, without much pause, and I believe has kept the *Trainmaster*, a must have for serious railfans in our region and throughout the USA.

So, I wanted to take a quick pause with this noted 700th issue, and highlight the hard work and focused efforts of the many PNWC Chapter members that get this work done, and done in a highly professional manner regardless of the circumstance of time pressures and COVID restrictions. Our Editor Trent Stetz and his wife Michele have done editing, folding and stuffing of our *Trainmaster*, with the ever hardworking publications production crew George, Jean and Brian Hickok, developed a great relationship with the USPS over the years, to take care of the many mailing procedural details, so much so the Postmaster has become accustomed to George & Jean's visit every month with the bulk mailing mail package.

I would also like to recognize all of you contributing writers including the ever-interesting sleuth Arlen Sheldrake, who seems to be connected everywhere rail news is happening. I would like to take the occasion of this 700th edition to mark the dedication of the *Trainmaster* publication team to getting the word out, and the recognition that this is on top of these tireless workers already busy lives.

It is with a profound gratitude, to give the *Trainmaster* Editorial and Production Team a hardy “Job well done”....and looking forward for another 700 issues in the future as the tradition continues.

With a very big -- Thank you!!

Mark Reynolds President PNWC-NRHS



# PNW RAIL NEWS

by Arlen L. Sheldrake



I join editor T. Trent Stetz in welcoming readers to our 700<sup>th</sup> newsletter. Hopefully you agree that this is an absolutely amazing record which represents a wealth of rail history, with most except for the last five years (60 issues) being available to the public, but all available to members. Thank you for allowing me to be a part of this rich history, I am both proud and humble to participate. My commitment back in the Glenn Laubaugh editor days is that our newsletter editor should not also be responsible for content; content is the job of us members.

▶ A stop by the Port of Kalama offices in late September found, while the building is still closed because of the virus, some new interpretive signs in the windows. One describes the SP&S 539: Original cost = \$40,995, or \$908,160 today. Total weight = 533,600 pounds, or 66,700 gallons of milk. Total length (engine & tender) = 80 feet 6 inches, or the length of a basketball court.



▶ A nice conversation and visit with Mark Wilson, CEO, Port of Kalama on October 20<sup>th</sup>. The former NP 1762/SP&S 539 sits nicely in the Port's Interpretive Museum. Other exhibits haven't yet been re-arranged as Mark has his staff working on outdoor projects. During the winter he intends to have the interior view of the 1762/539 opened up and probably the interior facing side of the locomotive lettered for NP with the other side lettered for SP&S. Mark has been working with Tim Hill, McMenamins historian, as the Port works to celebrate their 100+1 anniversary in 2021 and open Port offices to the public after we survive this damn virus. [The Kalama visit included a nice lunch on the Harbor Lodge patio under a warm patio heater.]

▶ TriMet in October will complete its year-long-signal and communication improvement project on the MAX Blue light-rail line in Gresham, Oregon. During the week of October 11-17 the Gresham Blue Line will be disrupted when the Fairview Creek trestle built in 1940s will receive structural upgrades to extend the trestle's life cycle, replacing the old wooden supports with new ones. The upper portion of the trestle will receive new ties and rails. The Fairview Creek trestle is the only wooden trestle on the MAX system. **TriMet News 9/28/2020.** [Matt Baccitich reports the trestle upgrade project went well.]



▶ TriMet has unveiled the final conceptual design report for the proposed Southwest Corridor Light Rail Project, a proposed 11-mile light rail line between Downtown Portland and Tualatin, Oregon. If the proposed Measure 26-218 – Get Moving 2020 – is passed in the Portland Metro District in November, the Southwest Corridor project would receive \$975 million. If funded, the project would include construction of 13 light rail stations, four light rail bridges, 10 miles of sidewalks, 6 miles of bike facilities, marked crosswalks, and reconstruction of two viaducts. The proposed project is in the design phase. No engineering or

construction work has begun. The 304-page report is available: <https://trimet.org/swcorridor/pdf/final-conceptual-design-report.pdf>. [The fate of this project will be determined by the November 3<sup>rd</sup> results for the 26-218 funding ballot measure.]

▶ Sound Transit is seeking public feedback on walking, rolling and cycling connections to four future light rail station locations that will be part of the Tacoma Dome Link Extension project connecting the Federal Way Transit center to the Tacoma Dome. The four future stations are located in South Federal Way and Fife and at Portland Avenue and the Tacoma Dome. The online open house is available through October 28 at <https://tdlink.participate.online>. **Sound Transit 9/29/2020 news release.**



▶ The Federal Railroad Administration has selected the following Alaska Department of Transportation and Public Facilities for Special Transportation Circumstances (STC) funding:

- \$761,918 for the Alaska Railroad Anderson Wheel Impact Load Detector Project, which involves procuring, installing and putting into service one wheel impact load detector on the northern portion of the Alaska Railroad Corp. (ARRC) rail system near Anderson.
- \$480,082 for the ARRC Wasilla Control Project, which calls for upgrading an existing intermediate control signal to complete control point in Wasilla. The project will halve a 13-mile gap in control points.



**FRA 9/28/2020 news release.**

▶ In my September PNW Rail News column I noted that Ken Wright of Ken Wright Cellars and owner of the Carleton Red Electric depot was pursuing a rail car to display next to his depot. No word yet on his progress but...the September 30, 2020 Oregonian had an article *Pinot noir loses a fan in RGB*. This article described the 2008 visit by Supreme Court Justice Ruth Bader Ginsburg and her family to Carleton hosted by Ken. Seems she was interested in learning why the Willamette Valley

was so good for the pinot noir grape. **The Oregonian 9/30/2020.**

► PNWC-NRHS updates:

- Ongoing issues with break ins at one of the chapter rail car storage locations has added to Phil Barney's workload to design and build measures to inhibit the vandalism. (He says the berry crop is, however, outstanding.) [When will the Chapter launch the long known and necessary scrapping project?]
- As Keith Fleschner continues to work on fixing the rust cancer on the 6800 coach, he is looking for as built pictures of the 6800. The 6800 was originally built in 1950 as the 1147, a diner-observation car, and was converted into a coach in 1963. The conversion required significant structural changes to the A end.
- Movement of file cabinets began in mid-October from the office in the Union Station Annex to the rented storage unit.
- Another Keith continuing project is the cleaning out of the years of surplus accumulation in the chapter rail cars in Beaverton; he reports progress. Anyone interested in a surplus oil-fired caboos stove?
- A very nice donation of books was received from member John Callahan on October 15<sup>th</sup>.
- Bob Weaver reports that thanks to Bruce Strange and Todd Landwehr the PNWC Library now has a **complete** collection of Car and Locomotive Cyclopedia (and its many predecessors) from 1916 to 1980.
- Beginning in November the idle (since September 2019) former Greyhound station south of Union Station will become a 24-hour homeless shelter providing for up to 100. The homeless facility, managed by Transition Partners, will remain open through March 2021. The building and large outdoor bus loading area, some 30,000-square-feet, is on a short-term City lease as the owner is seeking to sell it. **Willamette Week 10/23/2020.** [The facility is immediately adjacent to Chapter offices in the Union Station Annex.]



► ORHF Updates:

- The Oregon Rail Heritage Foundation is a member of the Heritage Rail Alliance ([heritagerail.org](http://heritagerail.org).)
- The LED re-lighting energy saving project is a go with the contractor Photo Electric on-site beginning October 12<sup>th</sup>. One of the first installs were LED lights on the east and west building exteriors. It is amazing what a difference LED lighting makes both visually and will make financially. A parallel project is installing stainless steel bird spikes (Bird-B-Gone, Bird Spike 2001) under the roof overhangs in an attempt to reduce the droppings from the "rats with wings"; many thanks to Keith for the installations.
- Doyle continues progress of getting his NKP 190 operational with battery charging in early October and two test startups in October. More work is commencing.
- The turntable project is getting a fresh infusion of fund raising efforts with the distribution of some great materials. A nice tri-fold brochure has been developed. A postcard was received October 15<sup>th</sup>. [Orhfturntable.org](http://Orhfturntable.org)
- We all have heard that the American Freedom Train Foundation's first corporate donor was PepsiCo...now read about the man, Donald McIntosh Kendall (1920-2020), who got it done and more on the ORHF blog posting the week of November 1<sup>st</sup>.
- ORHF received a \$26,751 Coronavirus Relief Fund Cultural Support grant September 23<sup>rd</sup> from the Oregon Cultural Trust. (Among the other 621 awards totaling \$25.7 million: Oregon Coast Scenic Railroad = \$56,771 & Southern Oregon Railway Historical Society = \$5,561.)
- Santa's Enginehouse announced in the October 20<sup>th</sup> Around the Enginehouse email. The dates: November 27, 28, 29; December 4, 5, 6, 11, 12 & 13; hours: 10 am to 6 pm. Ticket information at [www.orhf.org](http://www.orhf.org) and on the Facebook page. [I'm assuming that ORHC entry will be restricted to ticket holders during these dates.]
- Are you receiving ORHF's *Around the Enginehouse* periodic email? If not, get on the ORHF web site, at the bottom enter your name and address to get on the mailing list. The most recent issue had a very nice article from and about Al Baker.
- On November 11<sup>th</sup> at 11 am (11-11-11) ORHC will participate in the Bells of Peace as a World War 1 Armistice remembrance sponsored by the U.S. World War 1 Centennial Commission by ringing the cart mounted locomotive bell 21 times. John Holloway and I will have the honor.
- The new Amtrak three day a week Coast Starlight schedule dated 10/12/2020 has train viewing of #11 southbound on MoWeSa at about 2:30 pm; #14 northbound on TuThSa at about 3:20 pm. Visitor/volunteer waves encouraged.
- Wasatch Railroad Contractors on October 30<sup>th</sup> delivered two new replacement Truck Frame Assemblies for the Turntable Project.
- On November 4<sup>th</sup> major rail car moves are scheduled in preparation for the Santa's Enginehouse event.



► The board of directors of the Oregon Coast Scenic Railroad (OCSR) canceled their contract that the organization had with the Oregon Coast Rail Riders (OCRR) due to safety violation according to the railroad's attorney. The reason for canceling the

contract immediately, was for a safety concern and conduct of management of the OCRR toward OCSR staff. On September 8, the railroad staff put out a track bulletin halting all operation on the rails beginning on September 9<sup>th</sup> due to fire danger in the area. According to rail rider owner Anita Melten, the power outages and spotty cell service due to the wildfires, they didn't receive the bulletin halting rail use in time for the next days operations. **Tillamook Headlight Herald 9/30/2020.**



- Update from the Peninsular Railway & Lumbermen's Museum (PRLM) & The Simpson Railroad:
  - Speeder rides debuted August 1 & 2 and continued on the first and third weekends through the month of September. The 20-minute rides were on speeders 5-3 and 5-5 around the Sort Yard loop. Planning is underway for Halloween and Christmas runs. An article in the Mason County Journal prior to the Labor Day weekend brought a significant number of riders.
  - On July 13<sup>th</sup> a 10-ton Davenport Diesel Electric was donated to PRLM. The locomotive was one of 16 purchased for the construction of the Grand Coulee Dam. The locomotive will be used for moving equipment around the Sort Yard.

From the 10-page newsletter Peninsular Lumberman, Volume 2, Number 3, September 2020. [www.simpsonrailroad.org](http://www.simpsonrailroad.org)

- Canada's two main railways notched another record-setting quarter for grain shipments, benefitting from strong global demand, a bumper crop, efficient cars and more capacity due to smaller hauls of other products amid the COVID-19 pandemic.



- Canadian National Railway Co. said it moved 7.76 million tonnes of grain in the third quarter and 2.81 million in September alone, both new records for the time periods that amount to seven straight months of unprecedented volume.
- Canadian Pacific Railway Ltd. reported moving 7.72 million tonnes in the quarter ended September 30, 11 percent more than its previous third-quarter record of 6.97 million tonnes set in 2014 as it marked the fourth consecutive quarter of record grain volumes.

Canadian grain remains in high demand as shippers try to feed a growing appetite from mills and governments seeking to shore up staple reserves amid the pandemic. **The Canadian Press 10/2/2020.**

- Permit in hand, entrepreneur advances Alaska-Alberta railway. The team behind the proposed Alaska to Alberta railway aims to start prep work for construction in December, with a goal of getting the \$17 billion cross-boarder railroad running by 2025. Sean McCoshen, founder and chairman of the company behind the project, said he has spent \$100 million on studies and engineering reports and now has private funds backing the Alaska to Alberta Railway Development Corp. to start construction. The railway will connect Fort McMurray, in the heart of Alberta's oilsands, with the Alaska Railroad southeast of Fairbanks. McCoshen owns 100% of the A2A project, though he's prepared to sell a minority stake to Indigenous groups in Alaska and Canada. He is CEO of McCoshen Group with an asset base of C\$3.95 billion. U.S. President Donald Trump granted a presidential permit on September 28<sup>th</sup>. **Bloomberg 10/2/2020.**



- Progress report on the Dunsmuir 1727 cosmetic restoration as posted with pictures on Trainorders.com:
  - 9/27 Getting a shower (getting powerwashed)
  - 10/1 Ghost steam of Dunsmuir (primer painted with rust inhibitors)
  - 10/2 SPM-6 1727 in basic black (painted)
  - 10/9 Tagatz Painting Company completed painting with a final coat of High Performance Duro Poxy in high gloss jet black color.
  - 10/12 KRCR News did a segment on the project: [krctrv.com/news/local/friends-of-the-1727-look-to-keep-railroad-history-alive-in-dunsmuir](http://krctrv.com/news/local/friends-of-the-1727-look-to-keep-railroad-history-alive-in-dunsmuir).
  - Next steps include lettering and acquisition/restoration of some of the missing items; Tom Dill of Silverton is helping with the item acquisition. Also planned is a new fence.

More information or to donate: [www.cherylpetty.com/friends-of-locomotive](http://www.cherylpetty.com/friends-of-locomotive). The current much needed restoration effort is being done in the memory of Bruce Richard Petty, 1946-2019, who was one of the three who re-painted the locomotive 30 years ago that was funded by the Chamber of Commerce. Bruce was an author of multiple Southern Pacific books. His voluminous collection of historical data has been transferred to the Shasta Division archives in Dunsmuir. The SP Dunsmuir engineering office was closed in the late 1980s and the records were saved by three men, one being Bruce Petty.



- Working with publisher/owner Allan Classen, chapter member and historian Dan Haneckow published on page 1 in the October NW Examiner monthly newspaper an article **Seeing Portland, 1915**. Dan developed this article from the typed original 1915 trolley tour narrative that I shared with him and was donated to the Chapter archives by the widow of Charles Hayden. Part 2 of this two-part article will probably be in the November NW Examiner. Dan included in his article some

excellent graphics that really brings the text to life. A pdf of the NW Examiner is available: [nwexaminer.com](http://nwexaminer.com). On October 11<sup>th</sup> Allan reported that the issue was proving to be quite popular as he restocked the free racks at Food Front (2375 NW Thurman) and Trader Joes (2122 NW Glisan). The newspaper is also mailed to all residents in NW and near SW Portland; some 23,000 are distributed.. The original Trolley Tour document was identified as something important by Todd Landwehr. The very fragile original is now in the PNWC archives.



► Follow-up to my September 2020 *Trainmaster* article *Oregon 100+ Rail Served Acre Site Available* article: WestRock paper mill in Newberg to be redeveloped. The corporation that has taken on the task of converting the former site of the



Newberg paper mill to developable land was revealed to the public last week: Commercial Development Company, Inc. (CDC). The St. Louis, Missouri-based company announced it had purchased for an undisclosed amount the 200-plus acre former mill site and adjoining land from WestRock, the Georgia-based papermaking giant that bought and then shuttered the facility in 2015. The purchase includes acquiring the environmental liabilities through its subsidiary, Environmental Liability Transfer. The company expects the site to be ready for redevelopment in late 2021. CDC bills itself as a privately held company that has acquired and developed “underutilized, distressed or environmentally challenged properties” at more than 300 sites in the United States and Canada since 1990. The closest example of the company's work is in Mead, Washington, a suburb of Spokane, where CDC purchased a 1.8 million-square-foot former aluminum smelter on 192 acres from Kaiser Aluminum. **Portland Tribune 10/3/2020.**

► The U.S. Department of Transportation's Federal Railroad Administration (FRA) and National Highway Traffic Safety Administration (NHTSA) have launched a national railroad crossing safety ad campaign to increase public awareness around railroad tracks and reduce crossing deaths and injuries. The message is simple: Stop.. Trains can't. **FRA news release.**



► The Portland City Council declared September 30, 2020 to be Nick Fish Day in honor of the 12-year council member who died in office in January. Among Nick's many accomplishments was his being instrumental in getting and maintaining City support for the building of the Oregon Rail Heritage Center. September 30<sup>th</sup> would have been Nick's 62<sup>nd</sup> birthday. **Willamette Week 10/7/2020.** [One of my favorite pictures and memories is Nick at the September 22, 2012 ORHC dedication ceremony.]

► Mark Moore, Webfooters Post Card Club President and newsletter editor, just keeps on publishing excellent newsletters. The August-September Webfooter Extra issue is all about *How Boring Got its Name* by Willard Boring. Some neat postcard photos (1905 & 1915) of the Boring interurban depots. [www.thewebfooters.com](http://www.thewebfooters.com).

► The Northern Pacific Railway Museum in Toppenish, Washington news:  
 - Acquired NP 460 diner, formerly Amtrak 8509, built by Budd in 1958 and former NP baggage car 1135; both cars were purchased from Amtrak.  
 - Installed a new web site in August.



More information: <https://nprymuseum.org>.

► The Historical Museum at Fort Missoula completed in August phase 1 of the Willamette Locomotive #7 restoration project with the building of a productive display shed for the #7. Phase #2, donations being solicited, is now underway. The #7 is the only Willamette built to burn coal and it is billed as the oldest surviving Willamette. [fortmissoulamuseum.org](http://fortmissoulamuseum.org).



► Christmas at Powerland! Brooks Historical Society and other museums of Powerland Heritage Park are pleased to announce an alternative celebration for Christmas, a Christmas Drive Through Event. Entry will be by donation. The event will run over several evenings where you can see innovative light displays. More information: [antiquepowerland.com](http://antiquepowerland.com). **Brooks Historical Society Newsletter October 2020.**



► The Peninsular Railroad & Lumbermen's Museum hosted their Pumpkin Pickers Special on October 17<sup>th</sup>. The family friendly event featured a ride on the railroad around the 2.25-mile loop with a stop at the pumpkin patch to pickup a pumpkin. The event was held at the Stillwater Industrial Park (old Simpson Sort yard) at 10138 W Shelton Matlock Road near Shelton. Event assistance was provided by the International Order of Rainbow Girls Olympia #16, the Shelton drama students and Chapman Farms of Brady, Washington. [I love the Simpson Railroad bats!]



- And planning is underway for Christmas on the Simpson Railroad being held December 5<sup>th</sup> & 6<sup>th</sup> and 12<sup>th</sup> & 13<sup>th</sup>. More information on the Peninsular Railway & Lumbermen's Museum Facebook page or [simpsonrailroad.org](http://simpsonrailroad.org).

► The U.S. Department of Transportation last week notified the Oregon International Port of Coos Bay that it will receive a



\$10 million grant through the federal Port Infrastructure and Development Program for a project along the Coos Bay Rail Line (CBRL). The project calls for replacing 67,000 crossties and resurfacing the mainline, sidings, and industrial lead, rail yard and spur tracks with ballast along the 121 miles of track. **Progressive Railroading 10/12/2020**



► Crews are currently welding rail in Tunnel 19 as our \$20 million tunnel project draws near its closeout. A component of the Tunnel Rehab project has been replacing jointed rail with continuously welded rail within tunnels. This will increase the life of the rail by minimizing wear, as well as expansion effects due to temperature variations. This means trains will ride more smoothly, safely and reliably. **CBRL Facebook 10/22/2020 posting.**

► The Federal Transit Administration in early October awarded the Metro Regional Government in Portland \$850,000 Helping Obtain Prosperity for Everyone (HOPE) grant to fund community engagement efforts for the development in the 16-mile Tualatin Valley corridor, and to inform the design of transit projects along the corridor. TriMet has identified the corridor as a “key corridor to increase transit ridership.” The corridor includes the Westside Express Service (WES) heavy rail commuter line. **Progressive Railroading 10/12/2020.**

► In September the **Friends of SP4449** launched a \$25,000 *gofundme* fund raising effort to acquire and preserve the former SP 2395 *Stanislaus* coach. The 2395 was built in 1949 by Pullman Standard for service on the Shasta Daylight; it was part of the 1984 World's Fair Daylight consist. To donate: [gf.me/u/yzmsvz](https://www.gofundme.com/u/yzmsvz).



► Historic Salmon Bay railroad bridge is here to stay. BNSF originally had proposed replacing the entire bridge, but after feedback from the community, BNSF announced a change in plans that will save the railroad roughly \$50 million, and keep much of the original “jackknife style” drawbridge in place, looking just as it does now. The one-million-pound counterweight system will be replaced on the current bridge. Between 35 to 50 trains cross the bridge daily with bridge lifts required for marine traffic moving between Lake Union and Puget Sound. The bridge was built in 1914 by Great Northern; is near Hiram Chittenden Locks in Seattle and is on the BNSF mainline. **MYNorthwest 10/9/2020 & Wikipedia.**

► The Federal Transit Administration earlier this month announced the award of \$825,506 to the Tri-County Metropolitan Transportation District (Tri-Met) to design a risk ranking evaluation tool for rail crossing safety improvements. The improvements will include upgrading cameras to document risks and incidents at grade crossings on Tri-Met's MAX light-rail system. The award is from the Safety Research and Demonstration Program grant fund. **Progressive Railroading 10/15/2020.**



► Portland General Electric permanently closed its Boardman Generating Station in Morrow County in Eastern Oregon on October 15<sup>th</sup>. The plant opened in 1980. Some workers will remain on the job in 2021 performing clean-up duties and readying the site for demolition in 2022. **Pamplin Media 10/15/2020.** [The only coal burning generation plant in Oregon.]



► Minot Area Development Corporation announced that Rail Modal Group (RMG) as the operator for intermodal rail service in North Dakota. The RMG facility is served by BNSF Railway. The facility provides service to The Northwest Seaport Alliance with terminals in Seattle and Tacoma. The first shipment was in mid-October. **Minot Area Development Corporation 10/14/2020 news release.**



► The Issaquah History Museums (IHM) Board of Directors has decided to stop operating the Issaquah Valley Trolley due to increasing insurance costs and the unpredictability of the COVID-19 pandemic. “The Issaquah Valley Trolley will continue to be a treasured story preserved by IHM and IHM will continue to tell the story of Issaquah's railway history.” <https://issaquahhistory.org> 10/16 Facebook posting.



► The former Enterprise, Oregon 1908 depot is located near Joseph and currently houses The Depot, a unique coffee shop, gift shop and combination B&B and campground. The coffee shop and gift shop are planning a grand reopening in April. The depot was originally located along the tracks near where Wallowa County Grain Growers now stands. **Wallows County Chieftain 10/14/2020.**



► The Cascade Rail Foundation hosted 2020 Bridge Day as a virtual event on October 28<sup>th</sup>. The event featured presentation will cover Malden to Avery on the Milwaukee Road. Professor Rob Leachman, University of California Berkeley, presented a tour of the Milwaukee Road on what was a crew district, originating in Malden and going east to Avery, Idaho. The evening show included color photos from the 1970's. Bridge Day is presented by Cascade Rail Foundation in partnership with the Rosalia and Malden Branches of the Whitman County Library, the Pine City Historical Society and Pacific Northwest Railroad Archives. [www.milwelectric.org](http://www.milwelectric.org).



► With the unprecedented loss of almost the entire operating season, the Northwest Rail Museum is providing as many additional opportunities to visit as possible. Trains will be operating weekends until a week prior to Christmas.

Unfortunately, events including Halloween Storytelling Train and Santa Train are not permitted until the Covid-19 restrictions are further relaxed. However, the Museum has some creative alternatives:

- Halloween Excursion trains are operating on the weekends of October 17<sup>th</sup>, 24<sup>th</sup>, and on the 31<sup>st</sup>.
- Yuletide Express trains will operate weekends beginning November 28<sup>th</sup> and continuing through December 19<sup>th</sup>.
- The Train Shed is open Thursday-Sunday from 11 am – 4pm with a one-way directional pathway.



More information: [www.TrainMuseum.org](http://www.TrainMuseum.org). **NRM 10/9/2020 mailing.**

▶ Canadian Pacific Railway announced October 19<sup>th</sup> a strategic, multi-year rail agreement with A.P. Moller – Maersk to move freight through the ports of Vancouver and Montreal. The agreement is further to the September 15 announcement regarding the construction of a new, world-class transload and distribution facility in Vancouver to expand CP's and Maersk Canada's supply chain options for customers. The strategic relationship is expected to result in CP moving Maersk traffic on March 1, 2021 and applies to both dry and refrigerated cargo. **CP 10/19/2020 news release**



▶ BNSF Railway Foundation recently donated \$25,000 to the Friends of Vancouver [WA] Lake toward the lake management plan to preserve its recreational purposes and economic potential. **BNSF Inside Track October 2020.**



▶ YouTube posting: The American Freedom Train, Interurban Films, 25 minutes, 1976. Dedicated to the memory of Jack Holst. [www.youtube.com/watch?v=5P7CRqOW5Y](http://www.youtube.com/watch?v=5P7CRqOW5Y). **Ed Berntsen 10/19/2020 email.**

▶ An Altamont Press discussion board posting on October 20<sup>th</sup> brought me to the National Railroad Hall of Fame ([www.nrrhof.org](http://www.nrrhof.org)) and their Oral History Archive. One of the files is a three-part three-hour interview with Robert D. Krebs: 1) The Southern Pacific Years, 2) The Santa Fe Years, and 3) The Burlington Northern and Santa Fe Merger.



▶ The BNSF Railway web site ([www.bnsf.com](http://www.bnsf.com)) posted October 14<sup>th</sup> on their Rail Talk site *Barging In: BNSF Brings New Rail Bridge Upriver* that covers the move of the new Drano rail bridge from Vancouver to the Drano Lake location. One of the neat drone pictures is the bridge in the Bonneville Dam lock with lead tug Klickitat.

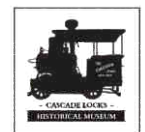


▶ Public invited to November 6<sup>th</sup> start of Interstate Bridge Replacement Program committee. The Oregon and Washington departments of transportation are convening the 12-member steering group to provide regional leadership recommendations on key program issues of concern to the community. The advisory body includes senior representatives from both state departments of transportation, TriMet, C-TRAN, Oregon Metro, the Southwest Regional Transportation Council, the cities of Portland and Vancouver, and the Ports of Portland and Vancouver. These parties have a direct role in the integrated, multimodal transportation system around the Interstate Bridge. A community representative from each state will also serve on the group. The first meeting is scheduled for November 6<sup>th</sup> from 8 a.m. to 11 a.m. The second virtual meeting is scheduled for November 30<sup>th</sup> from 1 to 3 p.m. Some Hyperlinks:

- Interstate Bridge Replacement Program: [wsdot.wa.gov/projects/i5/interstate-bridge/home](http://wsdot.wa.gov/projects/i5/interstate-bridge/home)
- YouTube: [youtu.be/6Tf\\_Xbrk](https://youtu.be/6Tf_Xbrk)
- Executive Steering Group page: [wsdot.wa.gov/projects/i5/interstate-bridge/executive-steering-group](http://wsdot.wa.gov/projects/i5/interstate-bridge/executive-steering-group).

**ODOT 10/23/2020 email.**[Let's hope we get it right this time...the need continues as the bridges age.]

▶ The Cascade Locks Museum is closing for 2020 on November 1<sup>st</sup>, I think their logo is absolutely stunning...might be a *little* bias on my part. [www.cascadelocksmuseum.org](http://www.cascadelocksmuseum.org)



▶ Work continues this week at the Cheney Depot with the original Spanish clay roof tiles being carefully removed, deteriorated sheathing replaced, and new ice and water shield installed. The original roof tiles will

then be replaced. At the base of the building, it was impossible to save the original decorative concrete coping at the bottom of the exterior walls so these concrete panels were fabricated new, using a section of original material as a form. The decorative concrete is being replaced this week. Needed donations are being matched up to \$500,000. **[www.facebook.com/nprdepot/](http://www.facebook.com/nprdepot/) 10/2/2020 posting – [www.cheneydepot.com](http://www.cheneydepot.com).**



▶ The Fall 2020 newsletter, The Transfer, from the Oregon Electric Railway Historical Society includes the following updates: 25 new poles have been purchased to upgrade the overhead wire system at Powerland Museum, Fund raising for rebuilding the switch yard track at the Museum is underway, donate: [www.oregonrolley.com](http://www.oregonrolley.com). Progress is continuing at Willamette Shore Trolley to refit Trolley 514 to rechargeable battery operation. A most interesting article by Richard Thompson, The Last Word in Streetcars – The Broadway Cars.



▶ I close the month of October with the hope that we will transition through this national election without violence; never thought that would need to be my wish/hope in this country of ours. Stay safe, well and involved; and thanks for reading.

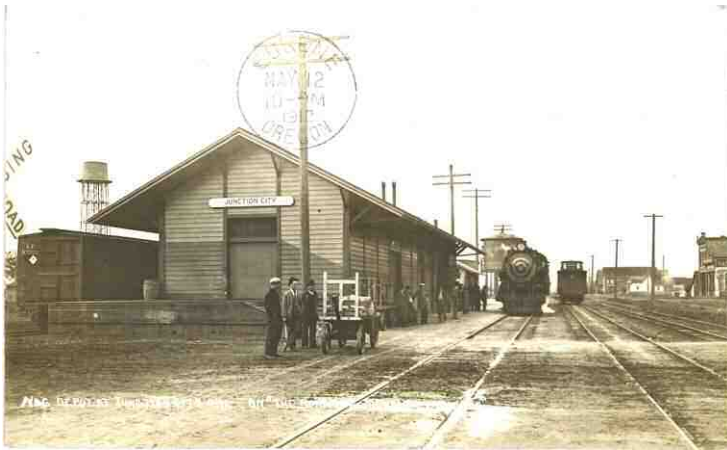
# A LITTLE JUNCTION CITY HISTORY

Each week the Junction City Historical Society President distributes an email message titled A Little Sunday History to the Society members. On October 11th, Bill DiMarco, distributed this message:

“A window into an interesting moment in time is this postcard of the Southern Pacific Depot in Junction City mailed in spring of 1912. The view is looking south with Front Street running parallel to the tracks on the right and 6th Avenue to the viewer's rear.

The appellation On The Road of a Thousand Wonders inscribed along the lower margin of the card refers to a marketing initiative by the railroad that was intended to promote their Coast Line-Shasta Route from Los Angeles through San Francisco to Portland. A marketing effort sometimes, locally at least, conflated with references to the Pacific Highway which then ran through town along 6th.”

This is reprinted with Bill's kind permission. The Junction City Historical Society web site: [www.junctioncity.com/history](http://www.junctioncity.com/history).



## Bill of Lading

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Treasurer	Keith Fleschner	503.516.9272
Secretary	Jim Hokinson	503.635.4826
National Rep.	Al Baker	503.645.9079

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Don Klopfenstein (1st Term)	2019-2021	503.777.8209
Chuck Fagan (2nd Term)	2019-2021	
Bryan Ackler (2nd Term)	2018-2020	503.246.2165
Phil Barney (1st Term)	2018-2020	
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
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Chapter Rep., Oregon Rail Heritage Foundation Board		
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# **PACIFIC NORTHWEST CHAPTER TIMETABLE No. 700**

**Nov. 12: Chapter Board Meeting:** Open to all Chapter Members. Contact Mark Reynolds at [mark.reynolds@powereng.com](mailto:mark.reynolds@powereng.com) or (503) 523-9740 for WebEx participation information.

**Nov. 20: Call in Chapter Meeting. Updates and Questions & Answers**

We have been using an application that allows teleconference calls made by computer or cell phone or regular landline phone. *The Trainmaster* has had the reference information listed for several months. But, we wanted to be sure that each and every Chapter Member knew how to access the “Monthly Open Microphone” meetings every month from 7:30 pm to 9:00 pm on the third Friday of the month (November 20, December 18 ) coming up. The instructions are simple: If you have a PC, download the free WebEx application and use the Meeting ID that we show in *The Trainmaster* every issue (please note that the number changes every month!). For the next meeting on November 20th, use Meeting Number (access code): **132 401 3482**. If you just want to use your telephone/cell phone just call **1-866-469-3239**, followed by the Meeting number (access code): **132 401 3482 #**. (Toll Free). So please call in and join in the information sharing!

**Dec. 18: Chapter Meeting TBD.** Including an important annual budget review and close of year business items, a review of Chapter election results and a *Thank You* for our departing officers of PNWC!

**Check [www.PNWC-NRHS.org](http://www.PNWC-NRHS.org) for updates**

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## **October Membership Call-In Meeting Minutes**

Pacific Northwest Chapter - National Railway Historical Society

**Held on October 16, 2020**

At 7:36 pm on October 16, 2020, the session was called to order by President Mark Reynolds. The notes of the September meeting were called and approved by the members participating. Treasurer Keith Fleschner reported a low income from our holdings this last month, but our accounts balance. Antique Powerland Museum Association has announced that for this year, because of the COVID-19 caused reduction in revenue they will be paying only interest on the bonds issued, some of which PNWC owns. The members in attendance accepted the report.

President Reynolds reported that the Library/Archives members are working safely and taking care of the Library/Archives material. Ed Berntsen said that the decrease in traveling has resulted in the security at Union Station to be decreased. With the vandalism caused to the Oregon Historical Society last Sunday night, it was decided to move our valuable and historical items to a safe location. He also reported that the members of the Pacific Northwest Railroad Archives are safely working and helping by computer logging some of our possessions information.

Keith Fleschner reported that work on the PNWC coach 6800 car is proceeding on body restoration.

President Reynolds said that the ORHF Board will meet next Monday with possible decisions on the turntable and holiday activities. The turntable is to be cleaned and repainted. The truck frames have been completed in Utah and are to be delivered back to ORHC before Thanksgiving.

President Reynolds reported that Antique Powerland is planning a Holiday Season drive through at the park the three weekends before Christmas, donations accepted and proceeds given to the victims of the Oregon wildfires.

President Reynolds next said that an election slate of PNWC officer candidates has been sent out, accepting possible additional candidates, then the slate will be finalized and the ballots will be sent out by mail in December.

Dour Auburg reported that the Chelatchie Prairie Railroad is still locked down because of a broken track. They are planning to have it repaired soon and hope to have a 'ride-by' Christmas Train.

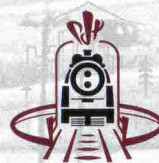
With no further discussion, the session was adjourned at 8:12pm.

Respectfully submitted by Jim Hokinson, Secretary.

**PNWC – NRHS MISSION**

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

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“THE OREGON  
RAIL HERITAGE  
CENTER IS  
IMPRESSIVE –  
FULL OF METAL  
THAT CLANGS  
AND HEARTS  
THAT BEAT.”

Patricia Schechter,  
recalling her husband  
Nick Fish's affection for ORHF



## Connecting track, connecting community

Today, the nearly 100-year-old Brooklyn Turntable sits awaiting reconditioning and installation at our Center. The 100-foot-long bridge, sunken track, and pivot base will become the focal point of the Center's entrance and the crown jewel of our intersection between the past and the vibrant present of our current location. The slowly revolving platform will showcase our locomotives for everyone passing by on MAX trains, streetcars, autos, and bikes. Our 35,000 annual visitors may even have the opportunity to ride in a vintage railcar atop the bridge as it turns.

### Past technologies, future benefits

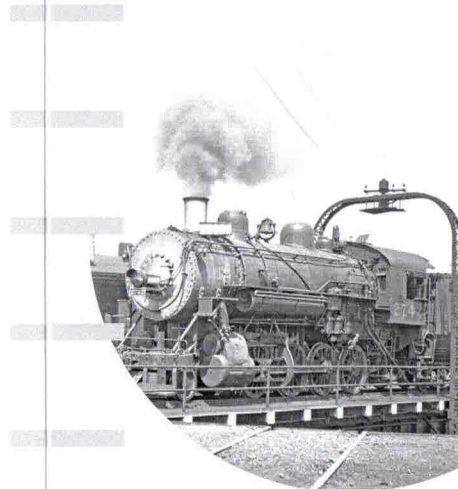
From a practical perspective, the restored Brooklyn Turntable will make it easier for our volunteer railroaders to move locomotives and rail cars into and out of the Enginehouse and around the property. It will also substantially reduce costs. With the turntable, our locomotives can be electronically turned onsite. This eliminates the need, and considerable cost, of steaming up the engines and running them to North Portland to turn around.

### Living history brought to life by you

This vision is a near reality. Generous donors have contributed nearly \$2 million to return the Brooklyn Turntable to its railroading glory days. We are only about \$1 million away from realizing our dream. With the end in sight, we are asking former donors and new rail fans to bring our Brooklyn Turntable full circle.

Your donation will help engineer the table's installation in our yard and reconfigure our property to allow visitors maximum interaction with the turntable and our locomotives.

Only a rare few existing historic turntables worldwide are associated with public museums like ORHC. With the Brooklyn Turntable added to our other unique locomotives and artifacts, Oregon will benefit from a truly world-class rail history museum.

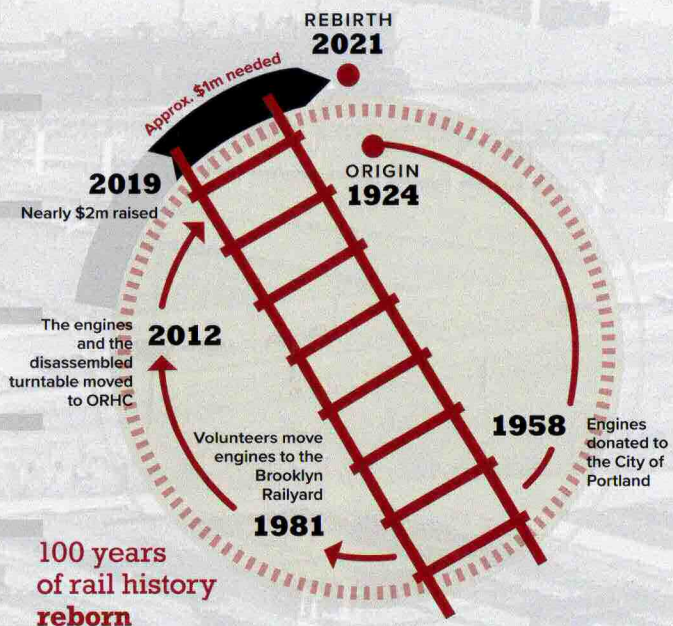


Piece by piece, Oregon Rail Heritage Foundation has set out to collect and restore the best of Oregon's rich and diverse rail history. Volunteers and visitors at our flagship Oregon Rail Heritage Center can experience the power, magnitude, and significance of these mighty machines. These machines moved our world. They defined our nation and Oregon through the promise of trade, future prosperity, and adventure.

### A turntable is the heart of a trainyard

Our three historic locomotives were once sheltered in the old roundhouse at Union Pacific's Brooklyn railyard. They were moved to the new rail center in 2012 to make way for railyard upgrades and expansions. Along with the locomotives, the Foundation also rescued the heart of that yard – the historic turntable.

Built in 1924 by the American Bridge Company, the Brooklyn Turntable is a mechanized bridge unit designed to spin massive locomotives 360 degrees. Unable to backup easily, these historic engines rely on the turntable to orient them toward the next task.



JOIN US IN  
RESTORING  
OUR HISTORIC  
TURNABLE

[orhfturntable.org](http://orhfturntable.org)