

The *Celebrating 60+ Years* Trainmaster

July 2021

ISSUE Nº 708



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



A SP 1727 & Dunsmuir Visit

by Arlen L. Sheldrake



Folks at the SP 1727 Restoration Ribbon Cutting Ceremony in Dunsmuir on June 12, 2021. Photo provided by Cheryl Petty.

Adjusting to a new semi-normal post-job world found the wife and I traveling to Dunsmuir, California to visit the newly cosmetic restored Southern Pacific 1727 and meet with Cheryl Perry, one of the prime movers behind the restoration.

One of the purposes of the trip was to deliver to Cheryl some 300 copies of *The Trainmaster* June 2021 Special Issue *Town of Dunsmuir Railroad Roots* [also an insert with the June *Trainmaster* issue] provided by the Chapter. I met up with Cheryl on May 19th at the 1727 located at the entrance to the Dunsmuir Botanical Gardens in north Dunsmuir. The Special Issue was a handout at the Dunsmuir Railroad Days ribbon cutting ceremony showcasing the 1727's restoration on June 12th.

The 1727 sports a beautiful paint job, new attractive 7-foot fencing and night lighting. The project is continuing with the addition of some 1727 appliances, new flag poles, operating signals and picnic tables. The project is being done in memory of Cheryl's late husband, Bruce, as he was instrumental in the first cosmetic restoration some 30 years ago. Cheryl pointed out her husband's office window view of the 1727 from their home across the I-5 freeway.



A visit to the 1727 needs to include a short walk up the hill to the entrance of the Botanical Gardens and a view of the restored Alexander Dunsmuir Fountain. While the fountain plaque is incorrect, wealthy coal baron Robert Dunsmuir's, Alexander's father, business interests were located on Vancouver Island not Vancouver, the fountain is a very important part of Dunsmuir history. And why not continue a short distance to the Gardens with good viewing of the Sacramento River and the Union Pacific Railroad.



Our Dunsmuir visit included a two-night stay at the Railroad Park Resort just south of Dunsmuir. We stayed in one of their cabins with a grand view of the Crags; they also have a great restaurant and quite the collection of cabooses. Stop by and see their Willamette locomotive construction #21, Medford Corporation #7. Here again, however, is another sign issue as the locomotive was not manufactured by the Portland Iron Works [s/b Willamette Iron & Steel].



Dunsmuir is still a railroad town, less now than in the past, but still a railroad town that is well worth a visit. The Arcadia Images of America book *Dunsmuir* does a good job of describing the history in pictures and a few words....many of the pictures were contributed by Bruce Petty.

IN REMEMBRANCE OF RICHARD A. “DICK” SAMUELS

Nov. 25, 1943 - May 28, 2021

We celebrate the life of father, friend and founder of the Oregon Pacific Railroad, Richard A. Dick Samuels, who passed away on May 28, 2021 at the age of 77.

Richard is survived by his three sons, Tim, Brian and Craig Samuels and their families. Richard was a legend in local railroad circles and was a man who was able to live and achieve the dream of a lifetime.... to own and operate his own common carrier railroad company, built from the ground up with the help of his three sons.

Richard would always be an entrepreneur from his earliest days, from operating a locksmith business to later building up a steel fabrication business. After locating his steel fab business inside an industrial park served by the Portland Traction Company, opportunities would later present itself for him to achieve his dream of a lifetime, and in 1991, he was able to acquire the remains of the Portland Traction Company Railroad. In 1993, he would also acquire the Southern Pacific Molalla Branch Railroad and over the past 30 years, he and his sons would operate the two branches under the Oregon Pacific Railroad Company.

As a life long railfan, Richard loved to share his passion and railroad with anyone who was interested. He stopped and talked to thousands of people, making friends all over the country and becoming famous for his willingness to share his dream and knowledge with the world. Ever dedicated to his company and his passion, he continued to work almost every day doing what he loved to do the most.

Richard “Dick” Samuel’s legacy lives on in the care of his family. His memory will live on in the hearts and minds of everyone who knew him and the many friends that he mentored over the course of his life and long career.

[Above remembrance taken from the program for the “Celebration of Life” held for Dick on June 19, 2021 at the Oregon Rail Heritage Center.]



The 1 1/2 inch scale Model of the Portland Traction No. 100

SAMUELS		DICK		17		FOELKER		109	
Last		First		Initial		Reg. Teacher		Room	
MILWAUKEE HIGH SCHOOL - GRADE REPORT									
I.A.		I						9	
Subject								Year	
Grade		1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	Fin		Year	
		4						1 - Excellent	
Periods Absent								2 - Good	
Periods Tardy								3 - Average	
This report is not to be returned to the school.								4 - Poor	
								5 - Failure	
								Inc. - Incomplete	
								Instructor	

Dick's report Card for 9th grade Industrial Arts Class during the time he was building the model of the SW1 locomotive. The assignment was to build a dustpan. Fellow classmate John Holloway still uses his dustpan.



Dick at the Controls of his 1 1/2 inch scale Portland Traction No. 100 at the Molalla Train Park in the early 1960s

Dick would grow so fond of the SW1s, that in high school, he would custom build his own scratch build version of the Portland Traction No. 100 in 1 1/2 inch live steam scale. The little locomotive was powered by a gas engine and had working air brakes and was commonly found at Mollala Train Park, a live steam railroad park. He received a grade of “4-” on the locomotive since defined project was a dustpan! (See report card at left.)



The Restored Portland traction No. 100 on the Oregon Pacific Railroad. Photo taken in Sept. 2016 by T. Trent Stetz

The No. 100 was first purchased brand new by the Portland Traction Company, in 1953, as their first diesel locomotive to replace the aging electric locomotives that were powered by the overhead trolley wire system. Having plans to abandoned the overhead wires, the Portland Traction Company needed a new type of locomotive. They selected the EMD SW1, which was nearing the end of production, because they needed a light weight locomotive that could safely travel over several bridges that had weight restrictions.

Decades later, in the mid 1980s the Portland Traction Company would finally decide to sell off the old SW1s and lease their switch engines from the Southern Pacific. The No. 100 wasn't gone for long. The new owner wanted a more a powerful locomotive and Dick now an owner of a steel fabrication shop with a rail connection to the Portland Traction Company, was able to purchase the 100 and bring it back to his shop and restore it. A full extensive restoration was completed on the locomotive in 2016.

SCENES FROM THE RAILS: HOW THE SP&S RAILWAY TRANSFORMED THE PACIFIC NORTHWEST

OHS Digital Collections

In 1905, James J. Hill set his ambitions on building a railroad that would travel from Spokane, Washington, to Portland, Oregon. He already owned the Northern Pacific and Great Northern railroads, and connecting the two would allow him to capitalize on the Pacific Northwest's lucrative lumber trade. In 1906, construction began on Hill's new railroad as crews laid track through the Columbia River Gorge. This was the beginning of the Spokane, Portland & Seattle Railway (SP&S).

The SP&S Railway became a fixture in the Pacific Northwest as the company offered lines connecting the region's largest cities. It also later offered travel to more rural areas, including on the Oregon Trunk Line from Wishram, Washington, to Bend, Oregon, and the Oregon Electric Railway from Portland to Eugene. The new railroad lines transformed rural communities in

Oregon and Washington, promoting a rapid expansion in timber and agricultural industries.

From the early 1900s through 1970, SP&S commissioned local photographers to document all aspects of its operations and the economic and recreational potential of the destinations along its routes. During a recent project, the library digitization team selected over 650 photographs from the Spokane, Portland & Seattle Railway photographs, which are now available online on OHS Digital Collections. The selections include subjects as varied as railroad construction, locomotive engines, train wrecks, and promotional materials. They also include scenes of life and transformation in the towns and agricultural communities of the Pacific Northwest that bordered the railroads.

Information from

www.ohs.org/blog/scenes-from-the-rails.cfm, by Ilana Sol, May 25, 2021.



By 1944, the SP&S Railroad's roundhouse and turntable in Portland, Oregon, was a hub for regional rail shipping and transportation. OHS Research Library, Spokane, Portland & Seattle Railway photographs, (ref: Org. Lot 78, box 3, folder 1, 007)

AS ONE OF THE FIRST OF HER KIND BUILT, SHE WAS GIVEN A NAME!

by Martin E. Hansen



By 1905, the Baldwin Locomotive Works, was starting to build larger rod-type locomotives for the logging industry of the Pacific Northwest. One of the newer wheel arrangements that was finding favor by the loggers was Baldwin's small 2-6-2's.

In April of 1905, Baldwin finished this trim 2-6-2 that we see here for their display at the Lewis & Clark Exposition that was to be held in Portland, Oregon that year. Since they did not have a buyer that had ordered the little Prairie, they give her a star number plate rather than a number and painted the name "Sequoia" on her cab sides.

The marketing plan worked at the Exposition, the Dolbeer & Carson Lumber Company of Eureka, California purchased the little 2-6-2 for use on their logging railroad in the Northern California redwood region. Apparently, they liked the name "Sequoia" that Baldwin had given here and felt that they had to have this new locomotive.

We see this same locomotive (now with the No. 2 rather than the name Sequoia) at the shops at Carson, California in 1946 after 41 years of logging service. She still presents a proud image just as she had at the Exposition decades earlier.

[This article was originally posted on *Trainorders.com* 4/15/2021.]

THE STEAMER OREGON EXHAUST

By Jeff Honeyman

In the October 1969 issue of *The Trainmaster*, Ed Immel asked “what happened” to the exhaust on the Steamer *Oregon* at the Washington Park and Zoo Railway. Editor T. Trent Stetz recently asked the question to Jeff and he provided the following information. Jeff remembers this...

Fortunately, the second "stack" did not stay on the *Oregon* very long, at least not in this form. It really was ugly!

Ed's article is essentially correct. The air compressor exhaust was originally ejected up the smokestack through the smoke box with a pipe like the blower pipe. The blower was (and still is) on the right side of the exhaust nozzle, the air compressor exhaust was on the left side with the top of both matching the top of the exhaust nozzle. It was my understanding that though this type of set-up was normal on full-size engines, on the much-smaller *Oregon*, it really messed with the draft of the fire.

The original solution was to extend the air compressor exhaust pipe all the way to the top of the smokestack. (It was an inch or so taller, but it was inside the stack so barely visible.) It worked; the draft of the fire was greatly improved. The engine ran this way for a few years before this gawd-awful contraption was attached to it.

Now for the rest of the story . . .

The other issue with the air compressor exhaust on the *Oregon* is that it is very wet. Every time the air compressor cycled, if you were close enough to it, you got a rain shower. Not a good thing if you were stopped at Washington Park and enjoying the close-up experience with the locomotive! They had lots and lots of complaints.

The solution was to divert as much of the condensate as possible so that only steam was ejected. The solution was, well, what you see in the Oct. 1969 photo, a

"condensing" exhaust stack.

Ed Immel's comments, and others, must have struck a chord because, as I said above, that monstrosity didn't stay on the engine very long. It was replaced by a condenser of similar diameter (but not as long), placed in the air compressor exhaust line, and mounted to the running board on the fireman's side of the engine. It went to the smoke box but from there, it was still externally mounted. It was bent to mimic the curve of the smoke box, up the straight pipe of the smokestack, then bent outwards to follow the bottom-half of the diamond stack, then bent straight up into the air to height approximately the same as the smokestack. (See photo to the left.) This was the set up for the next couple of years.

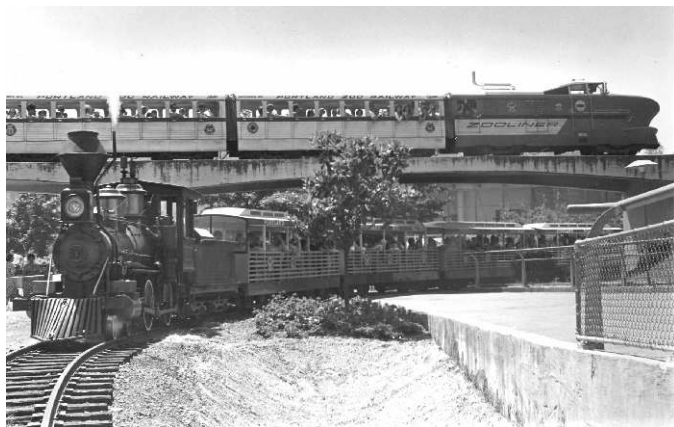
Eventually the external exhaust pipe was

removed (early 1970's, I think) and placed back in the smoke box as a straight pipe up to the top of the stack as before but it also had a larger condenser tank mounted to the running board. (See photo to the right.)

Sometime in the early-to-mid 1980's, a new condenser tank was built and mounted on the frame on the left side of the locomotive just behind the smokebox saddle, removing it from the running board with the exhaust pipe still running up inside the smokestack to the top. (Seen in Photo bottom left behind the valve stem and above crosshead.) It has run that way ever since.



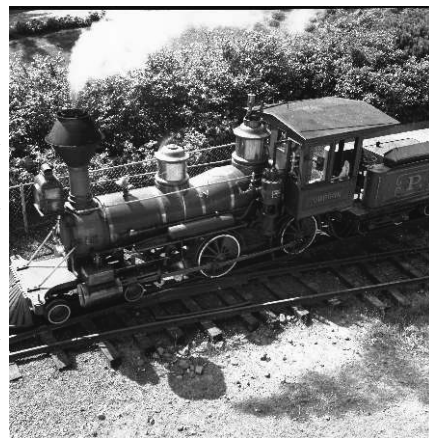
Photo of Steamer *Oregon* from Oct. 1969
Trainmaster



Improved External Exhaust Line near Smokestack



New Condenser Tank



Larger Condenser Tank on Running Board



PNW RAIL NEWS

by Arlen L. Sheldrake



As I begin writing this month's column, I receive information that long time friend Dick Samuels died last night May 28th. I had heard that Dick was having some medical issues but did NOT expect this. As the owner of the Oregon Pacific Railroad and friend, Dick has been a great supporter. As I picked up litter around ORHC, one of my great pleasures was to see Dick driving his #100 exchanging waves and toot as he moved Milwaukie destined refrigerator loads from his East Portland UP interchange. He will be missed! Tonight the No. 100 was once again doing some switching in East Portland but this time staffed by five or six of Dick's friends, this time, the wave was a salute with the hand over the heart...RIP Dick.

► Oregon Rail Heritage Center (ORHC) News:

- During the week of June 7th, the Turntable Bridge was carefully moved to the front display track as part of the fund raising efforts. And during the week of June 13th the fund-raising sign and stand, built by Phil Barney, was installed.
- The late May installed Tough Guys movie exhibit includes a copy of the Chapter's ticket to the movie premier on September 24, 1986. Some 359 attended this benefit premiere. Of note was the event started at the Lloyd Center Red Lion, then boarded a few months old Blue line MAX train to the Music Box Theater. At this time the 4449 was Managed by the Chapter.
- With my many looks at the Turntable Bridge, on June 11th Skylar Reyburn pointed out that impressed in the steel on the long beams both in reversed and regular letters is Carnegie USA. We surmise this was impressed at the time the steel was produced. The sandblasting uncovered these impressions.
- A well-attended memorial service for Oregon Pacific Railroad's founder and owner Richard "Dick" Samuels was held June 19th at a Celebration of Life at ORHC. Richard A. "Dick" Samuels, November 25, 1943 – May 28, 2021; RIP. [Editor's Note: See Dick Samuels Remembrance on page 2]
- A project to acquire replica turntable builder plates is underway with installation soon after acquisition. While the builder plates will not be very visible after the table is installed, a planned exhibit about the turntable will include the plates.
- On June 14th the PRPA began the large task of re-installing the boiler tubes in the SP&S 700 following the 15-year inspection. A large volunteer crew was on hand doing the work.
- It is just amazing (*and sad*) what all shows up in the parking lot and on the sidewalks around the Rail Center...bed frames, tents, shopping carts, burned out cars, needles, masks, lumber, you name it. Take a look at **Adopt One Block** and help regularly clean up an area.
- Nice June 16th Jim Redden Metro Life Portland Tribune article *Rail museum turntable project on track*. Nicely written and pretty factual. On June 16th Phil Barney was installing the interpretive signs on his scratch-built, beautiful sign stand next to the bridge.
- ORHC continues to need additional volunteers to add Fridays to the Thursday, Saturday and Sunday openings.
- With a forecasted heat wave predicted June 23rd for the weekend (Saturday = 106, Sunday = 110), the Management Committee closed ORHC.
- Another bunch of rail car switching on June 24th resulted in better access for visitor tours of the caboose and Mt. Hood.



► PNWC News:

- The membership meeting minutes of the June meeting in *The Trainmaster* indicates that the Chapter is still pursuing acquisition of two historic rail cars from Union Pacific. I would suggest that the Board let the members know the plan(s) for both the acquisition of additional rail cars and the care for what we already have.
- Keith Fleschner continues work on the 6800 coach replacing the rusted side sill with new steel ordered in early June. As of June 10th the grant funded seat repair project still awaits shipment of the test seat to the repair vendor.
- Members are reminded that electronic, color copies of *The Trainmaster* are available by shooting me an email asheldrake@comcast.net. Due to our non-profit bulk mailing permit you will still receive a USPS printed copy. Member Jim Long continues to post *The Trainmaster* to the www.pnwc-nrhs.org web site.
- *Trainmaster* Editor T. Trent Stetz has developed yet another special *Trainmaster* issue, this one as a handout at the July 24th "100+1" Port of Kalama anniversary celebration.
- As I do a mail pickup from the Chapter's offices at Portland's Union Station at 11 am on June 17th, I am greeted by two individuals at the Benson Bubbler drinking fountain at the corner Sixth and Irving very near the Union Station entry one of



the individuals is brushing his teeth, the other is shirtless and is taking a spit bath. Welcome to Portland.

▶ U.S. Customs and Border Protection (CBP) unveiled a \$46 million dollar initiative today to enhance the security and efficiency of rail cargo inspections at locations throughout the United States. The initiative will replace rail scanning systems at twelve rail ports of entry with high energy rail scanners. The new scanners use linear radioactive isotopes, producing high-quality images that support faster and more secure cargo inspections. Sites in the Pacific Northwest: Blaine, Washington and Eastport, Idaho. **CBP 5/12/2021 news release.**



▶ The Alaska-Alberta Railway Development Corporation (A2A) has relied on one of Canada's largest private lenders, a Toronto-based investment firm called Bridging Finance. Now, Ontario financial regulators are investigating the lender for alleged improper use of investor funds to benefit the firm itself and its chief executive, David Sharpe. One allegation against Bridging Finance involves the founder and chairman of A2A Rail, Sean McCoshen. According to Ontario Securities Commission documents and news accounts, one of McCoshen's companies paid \$19.5 million Canadian into Sharpe's personal bank account around the time Sharpe's firm lent the railway project more than \$100 million. A2A proposes to build a freight rail line between Delta Junction, Alaska, and Fort McMurray, Alberta at a cost of \$17 billion. **Alaska Public Media 5/12/2021.**



▶ With the region's continuing recovery from the pandemic, Sound Transit will improve Link light rail service frequencies starting June 12. Link will run every eight minutes during peak hours and every ten minutes during midday and weekends. During late evenings, Link will run every 15 minutes. **Sound Transit 6/4/2021.**



▶ Construction crews for the Hilltop Tacoma Line Extension will be connecting the existing Tacoma Link line to the new rail yard at the expanded Operations and Maintenance Facility (OMF) at East 25th Street in the Dome district in Tacoma. Since trains will not have access to the OMF, and in order for this work to happen safely, the existing Tacoma Link line will be shut down June 21-25. **Sound Transit 6/14/2021 news release.**

▶ Beginning June and continuing through July 25, Amtrak will qualify its onboard crews on the Point Defiance Bypass. Crew qualification trains will run from the Tacoma Dome station at Freighthouse Square to the Nisqually Junction just south of DuPont over the two-month training period. Once crew qualifications are completed, Sound Transit will determine when Amtrak Cascades and Amtrak long-distance trains can return service to the Point Defiance Bypass. **WSDOT 5/27/2021 email.**

▶ As part of its ongoing recovery following the coronavirus pandemic, Amtrak announced today the restoration of traditional dining service beginning Wednesday, June 23 on long distance trains including the Coast Starlight and Empire Builder. Travelers will experience a redesigned menu featuring chef-prepared meals for breakfast, lunch and a three-course dinner. This includes selections for the kids, a new array of appetizers and complimentary alcoholic drink with dinner and table service offered in the Dining Car with glassware, cutlery and white linen tablecloths. Ceramic dishware is set to debut later this year. **Amtrak 6/3/2021 Top News.**

▶ Amtrak has begun a two-year project refurbish interiors of its Superliner fleet including the Viewliner 1 sleeping cars. The project will cost close to \$30 million and will be done at three locations: Beech Grove, Seattle and New Orleans. Three cars will be out of service at any one time to receive the refresh. **Trains News Wire 6/17/2021.**



▶ The June 6th Sunday *Oregonian* carried a nice Justin Franz article **Amtrak is still on track at 50** in the Life and Leisure section. I find Justin is always a good read.

▶ The manager of Amtrak stations in Oregon and SW Washington is Dan M. Valley. Dan is based in Portland's Union Station with the title of PNW District Manager – Stations – South. Thanks to Bob Melbo for this information.

▶ Operation Lifesaver, Inc. in partnership with the Federal Highway Administration announced on May 13th the award of \$200,000 in grants to Operation Lifesaver (OL) programs in 11 states. Washington OL received one of the 11 grants to focus rail safety education for people who live in an area where new, high-speed passenger rail service [Point Defiance Bypass] will be starting. The campaign will include digital geo-targeting and social media ads for eight cities to reach families, school-aged children, and teenagers as well as males and females between the ages of 18-35. **Operation Lifesaver 5/13/2021 news release.**



▶ Norwegian immigrant's building firm is still going strong after three quarters of a century in family hands. The May 16th Business Tribune has a full-page article about the Lorentz Bruun Construction's 75 years in business. The firm was started by Lorentz Bruun, a 39-year-old Norwegian immigrant who then passed the corporation to his three grandchildren Mark, Kurt, and Erik who run it today. Readers may remember that Lorentz Bruun Construction was the general contractor who built the ORHC building and is the general contractor for installing the ORHC turntable. [Kurt is noted as a rail history fan.]



► Prineville Railway, the oldest city-owned rail line in the nation, is reopening a dormant 3,800-foot section of track to allow access for a new industrial business park that will need railcar deliveries. The railway is partnering with Prineville Campus, a development company that is transforming the old Woodgrain Manufacturing site into a space for industrial businesses. The city and company invested about \$200,000 in repairs to the track from Lamonta Road to the Prineville Campus on the corner of N. Main Street and Peters Road. City-hired crews finished the work this week and the section is expected to open to train cars by June 1.



The crews replaced 1,200 rail ties, resurfaced the track with gravel and replaced the gates and arms at one of the crossings. Part of the railway renovation is reopening two crossings that have been closed since 2006. The 3,800-foot section of railway hasn't been used since the early 1980s. **The Bulletin 5/22/2021.** The Prineville Campus is 56-acres and has a 230,000 square foot building plus pads of previous buildings and includes a high-capacity water system and power. The new owner purchased the property in 2020. **Cascade Business News 1/28/2021.** [The City of Prineville Railroad is currently the home of the Mt. Emily Shay locomotive owned by the Oregon Historical Society.]

► Willamette Shore Trolley is planning to begin operations the first weekend of July with runs originating from Lake Oswego but not going into Portland due to trestles being out of service. **WST Facebook 5/24/2021 posting.**

► Trent Stetz did a recent trip to the Appelo Archives Center in Naselle, Washington (just north of Astoria, 1056 State Route 4) to drop off some copies of our 418 special issue. While there he picked up copies of their 2021 calendar. #1 in a five calendar Logging Series – *Logging Equipment and Tools* is very nicely done. Some great pictures of early logging and logging tools.

► The Oregon Historical Society (OHS) publishes a monthly digital newsletter. Kathryn Notson sent me an email noting that the OHS on May 25th published *Scenes from the Rails: How the SP&S Railway Transformed the Pacific Northwest*. Some great photos and a blog worth checking out. www.ohs.org/blog/scenes-from-the-rails.cfm. [Editor's Note: See Page 3 for more information] And on February 9, 2021 OHS published in their *Unearthing Oregon History: The Buck Rock Tunnel* a video highlighting the journal kept by John Quincy Adams Hurlburt who mapped out the Oregon and California Railroad routes stretching from Oregon into California.

► On May 27th Steve Carter posted on *Trainorders.com* an excellent video of the Tacoma Rail's Hill Job climbing the 3.65% grade of the former Milwaukee Road mainline out of Tacoma, with foreign power and mid-train DPUs. Just under 5 minutes with interspersed historical photos. The video is available: vimeo.com/556010417.

► A day circle trip from Portland to Vernonia found the Oregon-American Lumber Company Shay #102 still in Vernonia's downtown Shay Park. Shop #2490 built 2/14/1912 is, however, looking pretty shabby and more than due some TLC. Vernonia is the mid-point between two rails-to-trails: the 25.8-mile CZ Trail that goes to Scappoose and the 21-mile Banks-Vernonia Trail (Oregon's first rail-to-trail).

► The 2021 SP&SRHS (Spokane Portland and Seattle Railway Historical Society) Convention will be held in Albany, Oregon September 10-12, 2021, with the Holiday Inn Express serving as the convention hotel. One of the multiple featured events will be a Sunday brunch train ride on the Albany & Eastern Railroad. All convention attendees are required to be vaccinated for COVID-19. In a very nice welcome to membership email, Bob Willer noted that the Society membership is about 280 and memberships are on a calendar year basis and that the two previous issues of the TNOR (*The Northwest 's Own Railroad*) will be sent. Winter 2021 and Spring 2021 were received June 5th and I was very pleased to see my two photos of the Mt. St. Helens (SP&S 601) on the back cover of the Winter issue. Another neat picture included in this issue was an October 1958 picture of SP&S 866 at Stevenson, WA. [The 866 is owned by the Portland-based Northwest Rail Museum and is the last FA-1 built by Alco. Hopefully the 866 will be saved.]

► The July issue of *Trains* magazine has an interesting article **The railcars that fought a PANDEMIC** by Dan Zukowski. In 1918, rolling Red Cross laboratories helped battle the spread of influenza. The 8-page article has some great pictures. Yet another piece of little-known history. [One could wish we had remembered some of these lessons.]

► Japanese immigrants to Washington were influential in railroad construction, and other industries including forestry. Workers of Japanese ancestry made up the largest group of immigrant workers at the Snoqualmie Falls Lumber Company. The earliest Japanese connection was through the construction of the Seattle, Lake Shore and Eastern Railway. The Northwest Railway Museum has installed a new permanent exhibit **Japanese Railroaders** in the Train Shed in Snoqualmie. **NRM 5/31/2021 posting.**



► North American Railcar Operators Association (NARCOA) returned to the Coos Bay Rail Line this year from June 11th to 13th with runs on the line. **Port of Coos Bay Facebook 6/3/2021 posting.**



► In today's world it seems that one needs to fact check almost everything. The Portland Tribune on June 8th carried a KOIN

6 News June 5th article reporting that the Vanport Flood of May 30, 1948 was caused by a dike failure. Not true, the Vanport Flood was caused by high river flows and a railroad embankment failure that had, and probably still is, used for dike purposes. The last I heard the diking district was proposing building a parallel dike to the railroad line as the railroad was refusing them access to determine the dike capability of the rail embankment.

▶ With funding from the City of Salem, Willamette History Center Curator will be installing the permanent interpretive display that will educate visitors about the site's rail heritage – including the history of local rail worker section housing that used to stand in the WHC parking lot. Soon visitors will be able to rifle through a brakeman's locker and pull down a roller shade to see what the conductor would have seen a generation ago. In addition, technical drawings for a ramp and deck around caboose SP 507 are being reviewed by the City of Salem permitting office and will be built soon after approval. **Willamette Heritage Center 6/8/2021 email newsletter.**



▶ The Port of Warden in Washington has been awarded \$175,000 in Strategic Infrastructure Program funding from Grant County for the Phase 2 road design and engineering portion of the Port of Warden Rail and Road Infrastructure Expansion Project. The award will help set the stage for the port's federal funding request for \$6 million for the project, which would further expand rail and road infrastructure within the port's borders to port-owned industrial zoned properties on the southwest side of Warden to handle increasing industrial, food processing and agricultural freight. The award follows \$2 million in state funding the port received in the 2015-2017 biennium for the first phase, which was completed in 2019. That project involved the construction of a one-mile siding track in the port along a Columbia Basin Railroad line between Connell and Moses Lake. **Progressive Railroading 6/10/2021.**

▶ Kudos to the volunteers who work at the Pacific Northwest Rail Archive. As Trent is developing the special *Trainmaster* issue for the Port of Kalama's "100+1" celebration July 24th, he asked them if they could provide a copy of Jim Fredrickson collection 1872 Northern Pacific photo of the first passenger train to Kalama. Bob Kelly provided a quick scan that now resides on the special issue cover.

▶ On April 16th the Bureau of Development Services approved a final certificate of occupancy for three railcar access platforms at the Zenith Energy Oil Terminal in Northwest Portland. The project represents a significant safety upgrade to the site that includes new fire suppression systems designed and installed to local and national standards, a spill control and containment system in the offloading area, and other safety improvements. This project does not expand the capacity of existing storage tanks. [The facility transfers crude oil from rail to ship.] **City of Portland 4/16/2021.**



▶ On June 11th Northwest Innovation Works notified the Port of Kalama it will terminate its lease, effectively ending efforts to develop a manufacturing plant that would have brought hundreds of short- and long-term family-wage jobs to Kalama. The facility would have provided an innovative approach to methanol production, reducing global dependence on products made from coal. **Port of Kalama 6/11/2021 press release.**



▶ The Big Boy 2021 Tour with 4014 will depart Cheyenne, Wyoming, Thursday August 5th, traveling through Arkansas, Colorado, Kansas, Illinois, Louisiana, Missouri, Nebraska, Oklahoma, Texas and Wyoming. **Union Pacific Steam Club Update 6/14/2021.** [The Pacific Northwest romp will hopefully be in the near future.]



▶ From now on, any electricity TriMet purchases will come from the sun or wind. This one action reduces our carbon emissions by 25%. **TriMet 6/14/2021.**

▶ On May 24th the Grand Opening of the Renslow Bridge over I-90 was celebrated with speeches at the Kittitas Depot followed by a parade over the bridge by the John Wayne Pioneer Wagons and Riders. **Palouse to Cascades Trail Coalition.** [The bridge was part of the former Milwaukee Road railroad.]



▶ In its report released June 10th, the National Transportation Safety Board did not determine the cause of the December 22, 2020, incident where 10 tank cars loaded with highly flammable crude oil derailed. Three tank cars caught fire and 120 nearby residents were evacuated for several hours as firefighters brought the blaze under control. Some 29,000 gallons of oil spilled, and damages exceeded \$1.5 million. The NTSB report said that the 106-car train, with two locomotives in front and two engines in the rear, uncoupled between cars 65 and 64. As the front engines pulling the train were moving forward at 7 mph, the rear locomotives accelerated past 20 mph, double the speed limit for that section of track. As the train continued to move forward the rear end of the front segment came into camera view, showing that the train had become separated into two segments. After 17 seconds, the rear half of the train came into camera view. The trailing rear portion of the train was composed of 45 tank cars. The derailment sequence began when the tank car at line 65 in the rear segment collided with the tank car at line 64 in the front segment, as the separated rear end caught up with the front end of the train. The rear portion of the train speed was about 21 mph and the front end was 7 mph. The cause of the separation is under FBI investigation. **The Bellingham Herald 6/11/2021.**



► An informative read: **Amtrak Cascades: 2020 Performance Data Report** clearly shows the drastic affect of the COVID-19 pandemic. From the report: As a result of reduced service, ridership decreased 79% from 829,000 in 2019 to 172,000 in 2020. Ticket revenue totaled \$6.5 million in 2020, a decrease of 80% from \$33.2 million in 2019. The 18-page report is a good read: wsdot.wa.gov/rail/rail-reports-plans.

► All Aboard Washington (AAWA) is following up from their 2020 Train Trek series of virtual events, this year by travelling across the state (in-person and electronically) to hear the biggest transportation needs and priorities. The 2021 Train Trek will visit regions of the state with existing rail lines. The Train Trek will be held in two stages: East-West in August, and North-South later in the fall. The East-West Train Trek is being held August 12-22. More information: www.aawa.us.



► The Southern Oregon Railway Historical Society in Medford is returning to in-person meetings beginning July 13th. Masks requested for those not vaccinated. **The Manifest Spring-June 2021.**

► A very interesting *YouTube* posting June 19th on Altamont Press, **The Failure of the SPSF Rail Merger**, is worth watching. The video is 23 minutes long with some great graphics including photos of the premature locomotive paint schemes that were applied but later removed. www.youtube.com/watch?v=I9bPJGh-BU.

► The American Steam Railroad Preservation Association has re-scheduled their Legends of Steam dinner with Doyle McCormack for September 18, 2021, at the Mad River & Nickel Plate Railroad Museum in Bellevue, Ohio as a fund raiser for the Fire Up the 2100 project. This event was originally scheduled for 2020 but was canceled due to the COVID-19. [Efforts are underway have Doyle's presentation videotaped as his primary topic is his many locomotive restoration projects.]



► Doug Auburg reports that the response to last month's article **Researchers Needed** has not prompted anyone to join him and help with researching and publishing the Chapter's extensive locomotive and rail car ownership history. This is a project that needs doing and only requires some of your time. Contact Doug: 360-608-3802 / cdauburg@gmail.com.

► The Surface Transportation Board's Office of Environmental Analysis (OEA) has published an updated version of its Rail Heritage Map on its Railroad Map Depot webpage. The updated map shows the locations of 1,596 rail-related structures, buildings, and sites that are listed on the National Register of Historic Places. It also shows the estimated boundaries of 3,105 National Register-listed historic districts that overlap mapped active or abandoned rail lines or that have a known historical connection to railroads. The updated Rail Heritage Map can be accessed through the Board's Railroad Map Depot: stb.maps.arcgis.com/home/index.html.



► Thomas R. Schultz reports that the Anacortes, Washington Tommy Thompson locomotive is back in the news. The City of Anacortes is asking the community for donations to fund a \$140,000 display of the Tommy Thompson Train after a local group withdrew its support of the project. The city had been working with the nonprofit Anacortes Railway Group to establish a display of the narrow-gauge steam train built by Thomas "Tommy" G. Thompson, Jr. but they withdrew from the project in a April 26th letter to the City. The train ran through Anacortes from 1970 to 1999. Some 9 years ago the train was donated to the City with the understanding that the City would return it to service. The family notes that the train is still sitting in an old shed. **Go Skagit News 6/22/2021.**



► Alaska-Alberta Railway Development Corp., the largest borrower of Bridging Finance Inc., has told clients it plans to file for bankruptcy protection, the Globe and Mail newspaper reported.



- 1) A2A, as the railway company is called, owes C\$208 million to Bridging, a private lender that has been put into receivership as Canada's main securities regulator investigates it over alleged mismanagement and self-dealing.
- 2) The railway company has told creditors that it owes C\$12.7 million to two numbered companies controlled by entrepreneur Sean McCoshen, who is the driving force behind the railway project, the newspaper said.

Bloomberg Law 6/23/2021

► Service Alert: Beginning Saturday, June 26 thru Monday, June 28, all MAX Lines/WES Commuter Rail may be delayed when temperatures are over 90°F. For temperatures over 105°F, WES Commuter Rail will be served by shuttle buses. **TriMet 6/25/2021.** [Forecast: Saturday = 105°F, Sunday = 113°F, Monday = 111°F.]

As I close this issue, Oregon is inching toward the 70% "jab" percentage rate and the Governor's promised opening of the state to a semblance of normalcy. It sure has been a long time in coming; my condolences to those who lost friends and loved ones! Thanks for reading.

June Membership Call-In Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on June 18, 2021

The online June meeting was called to order at 7:31pm by President Mark Reynolds. Nineteen members were in attendance.

The May meeting minutes were called, Bruce Strange made a motion to approve the minutes, Bryan Ackler seconded and the minutes were approved.

Treasurer Keith Fleschner reported that there has been minor activity and all accounts balance. He then made a motion to make a budget amendment to add two thousand dollars for the Library/Archives budget to cover offsite material storage expense, until the new shelving can be installed in Room 1A and archive materials returned to Room 1A in Portland Union Station. Mark Reynolds seconded the motion and the members approved.

Bruce Strange reported that the Library/Archives Committee is waiting for bids on the new steel shelving.

President Reynolds reported that proposal has been made that the Chapter's Union Pacific caboose No. 25527 will be transferred to the Willow Creek Railroad at Powerland Heritage Park and they are proposing to move it by the end of August. He next reported that the Chapter's Davenport SPMW 570 engine is planned to move to ORHC and Mark Kramer will lead the initial cosmetic restoration efforts. There will also be proposal to have ownership title transferred to ORHF. Next, Union Pacific has not reached a decision yet if the Chapter might be able to acquire the two Union Pacific heavyweight cars, 7077 and 7078, but we should be strong contenders. We will have an upcoming Chapter "motion and vote" on the proposed transfer and acquisition of these pieces of equipment.

Keith Fleschner said he has ordered special steel for floor support above the side sill for the Chapter's 6800 car. Side Sill restoration on the car is continuing.

George Hickok said he has finished the packing crate for the seat from the 6800 car, and showed pictures at the meeting. This seat will be shipped to the upholsterer, Kustom Seating Unlimited, near Chicago to start the restoration process.

Bryan Ackler reported that one membership renewal has been received in the last month.

President Reynolds reported that he secured the rotted and broken window on the Jordan Spreader located at Powerland Heritage Park.

Trent Stetz said he is designing and acquiring a banner to hang on the Chapter's historic 1943 Alco S2 engine at Powerland Heritage Park that will cover a portion of the hood and give historical information about the locomotive

President Reynolds reported that Steam-up at Powerland Heritage Park is scheduled (July 24-25, Jul. 31-Aug. 1) so volunteers will be needed. He said ORHF is continuing fund-raising for the turntable installation. The turntable is now in front of the ORHC. He also said that track two is now installed at the center. ORHF is planning on opening back to visitors to four day a week and more volunteers will be needed.

Saturday, June 19, 2021 a memorial service will to held for Dick Samuels at ORHC at 10:00am.

President Reynolds said he is planning on returning to normal meetings at the St. Marks Lutheran Church in September, if COVID-19 accommodations continue to improve.

Doug Auburg reported that the Chelatchie Prairie Railroad is doing track repair and planning on running trains for the 2021 season starting July 17, 2021.

David Cautley reported the Traveller's Rest car, owned by the Friends of SP4449, is being used on the Albany and Eastern Railroad.

Michael Byrnes offered a suggestion for the software program to use to show the catalog of books held in the Library/Archives, on the website.

The meeting was adjourned at 8:50pm.

Respectfully submitted by Jim Hokinson, Secretary.



PROPOSE TO MOVE LOCOMOTIVE AND CABOOSE

The current proposed plan is to move the SPMW 570 Davenport Locomotive (l. in photo) to the Oregon Rail Heritage Center and the UP caboose No. 25527 (r. in photo) to Willow Creek Railroad Museum at Powerland Heritage Park. These two pieces of rolling stock will begin cosmetic restoration at these respective locations. At a future time, the ownership of these two historic items will likely be transferred to those non-profit 501(c)(3) organizations as noted above, per chapter review and vote. Contact President Mark Reynolds (ma.reynolds.consulting@gmail.com) if you have any questions or concerns.

The Final Environmental Impact Statement and Record of Decision is published for Oregon Passenger Rail

April 26, 2021

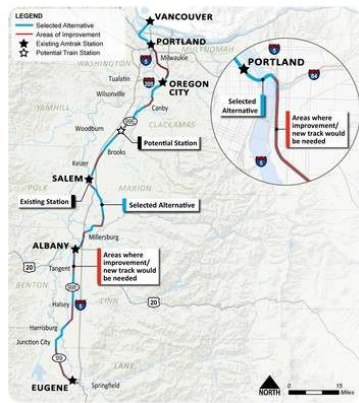
We are now one step closer to improving passenger rail in Oregon. For several years, the Oregon Department of Transportation (ODOT) has studied ways to improve the frequency, convenience, speed and reliability of intercity passenger rail service between the Portland urban area and the Eugene-Springfield urban area. ODOT has been working with the Federal Railroad Administration (FRA), through a grant under its High Speed Intercity Passenger Rail Program, to analyze and select a route, station locations and service characteristics for these improvements.

After extensive analysis and public outreach, **FRA has selected Alternative 1 for the Oregon Passenger Rail alignment.** This alignment follows the existing Amtrak Cascades passenger rail route and will accommodate increased passenger rail services by improving track, signal and communication infrastructure.

The Tier 1 Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) were issued on April 14, 2021. The FEIS describes the potential social, economic, and environmental impacts of the alternatives studied in the FEIS and describes proposed mitigation plans. The ROD marks the end of the National Environmental Policy Act (NEPA) environmental review process.

With the release of the FEIS and ROD, Oregon will now be eligible to compete for significant infrastructure grants to improve passenger rail service between Eugene and Portland.

You can find and review the FEIS and ROD at www.oregon.gov/odot/RPTD/Pages/Passenger-Rail.aspx.



Bill of Lading

A Trip to Dunsmuir.....	Page 1
In Remembrance of Richard A. "Dick" Samuels.....	Page 2
OHS Archives of SP&S Photos.....	Page 3
First of Her Kind, She was given a Name.....	Page 3
The Steamer <i>Oregon</i> Exhaust.....	Page 4
PNW Rail News.....	Page 5
Chapter Meeting Minutes.....	Page 10
Record of Decision for Oregon Passenger Rail.....	Page 11
Officers, Committees & Contacts.....	Page 11
Notable Events.....	Page 12
Mission Statement.....	Page 12

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	
Bob Jackson (1st Term)	2021-2023	rjackson@nwrail.com
Pete Rodabaugh (1st Term)	2021-2023	
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	503.228.9111
Auditor	Vacant	
Car Host	Mark Reynolds	503.638.7411
Concessions	Grant Carson	
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 Library & Archives	Bob Weaver	503.806.4955
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	360.228.5523
	Mark Whitson	503.533.7005

Printed in the USA

The Trainmaster is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members. Articles which appear in *The Trainmaster* do not express the official position of the organization on any subject unless specifically noted as such.



Material from *The Trainmaster* may be reprinted in other publications provided credit is given as to the source, except in cases where the article originated in a third party publication and special permission was given to *The Trainmaster* to print the article here. Please address contributions and correspondence to:

Attn: *The Trainmaster* Editor
 PNWC-NRHS, Union Station, 800 NW 6th Ave Rm 1
 Portland OR 97209-3794
 Phone: 503.226.6747
 Chapter email: pnwc@pnwc-nrhs.org
The Trainmaster email: trainmaster@pnwc-nrhs.org
 Website: www.pnwc-nrhs.org/trainmaster.html
 ISSN: 0041-0926

Editor	T. Trent Stetz	503.643.1494
Circulation	George Hickok	503.649.5762
Mailing/Distribution	Jean Hickok	503.649.5762
	George Hickok	503.649.5762
TM Liaison/Reporter	Arlen Sheldrake	asheldrake@comcast.net

PACIFIC NORTHWEST CHAPTER TIMETABLE Nº. 708

- Jul. 08:** 7:30pm. **Call-In Chapter Board Meeting:** Open to all Chapter Members. Contact Mark Reynolds at ma.reynolds.consulting@gmail.com or (503) 523-9740 for participation information.
- Jul. 16:** 7:30pm. **Call-In Chapter Meeting. Updates and Questions & Answers** Join us! The instructions are simple: If you have a PC, download the free **Zoom** application and use the Meeting ID that we show in *The Trainmaster* every issue (please note that the ID number changes every month!). For the next meeting on July 16th, use the computer/tablet/smartphone connect info sent via email. If you just want to use your telephone/cell phone, just call (Toll) +1 253 215 8782 US (Tacoma), followed by the (Meeting ID) **861 5111 7540**, followed by (Passcode): **418855**. So please call in and join in the information sharing! **NOTE:** We are beginning to share presentations and photos and videos during these virtual meetings! Try connecting to the meeting via computer or tablet or smartphone!
- Aug. 20:** 7:30pm. **Chapter Meeting TBD.**

To Ensure Receipt of All Chapter Email Based Announcements and Meeting Notifications

Please send your Email Address to Bryan Ackler at: backler@ix.netcom.com

Check www.PNWC-NRHS.org for updates

NOTABLE NON-CHAPTER EVENTS

Please call or visit the website of the organization for the most up-to-date information for these events

- Jul. 3 Friends of the Joseph Branch, first of sixteen of 2021 trips, Elgin, Oregon (eaglecaptrainrides.com)
- Jul. 7 Columbia Pacific Heritage Museum re-opens, Ilwaco, WA, (columbiapacificheritagemuseum.org)
- Jul. 9-11, 16-18 Day Out With Thomas, Northwest Railway Museum, Snoqualmie, WA, (www.trainmuseum.org)
- Jul. 14 – 17 Union Pacific Historical Society convention, Pasco, Washington (www.uphs.org)
- Jul. 17 Chelatchie Prairie Railroad, Start of Season Run (tickets.bycx.org)
- Jul. 17 – 18 Clamshell Railroad Days, Ilwaco, WA, (columbiapacificheritagemuseum.org)
- Jul. 24 Port of Kalama, Centennial + One celebration, (portofkalama.com)
- Jul. 24 – 25 The Great Oregon Steam-Up, Powerland Heritage Park, Brooks, OR, (www.antiquepowerland.com)
- Jul. 31 – Aug. 1 The Great Oregon Steam-Up, Powerland Heritage Park, Brooks, OR, (www.antiquepowerland.com)
- Aug. 8 5th Anniversary, Inland Northwest Rail Museum, Reardan, WA, (inlandnwrailmuseum.org)
- Aug. 12 – 15 Scandinavian Festival & Culture, Junction City, OR, (junctioncityscandia.org)
- Aug. 21 – 22 Snoqualmie Railroad Days – Snoqualmie, WA, (www.railroaddays.com),
- Aug. 23 – 28 NRHS Convention, Milwaukee, Wisconsin, (nrhs.com)
- Sep. 10 – 12 SP&S Historical Society Convention, Albany, OR, (www.spsahs.org)
- Sep. 18 Horn Honk, Inland Northwest Rail Museum, Reardan, WA, (inlandnwrailmuseum.org)
- Sep. 18 Legends of Steam, Doyle McCormack, Bellevue, OH, (www.americansteamrailroad.org)
- Sep. 21 – 25 Northern Pacific Railway Historical Association Convention, Missoula, Montana (www.nprha.org)
- Nov. 26 – 28 The Polar Express, Canyon County Historical Society, Nampa ID, (www.canyoncountyhistory.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.