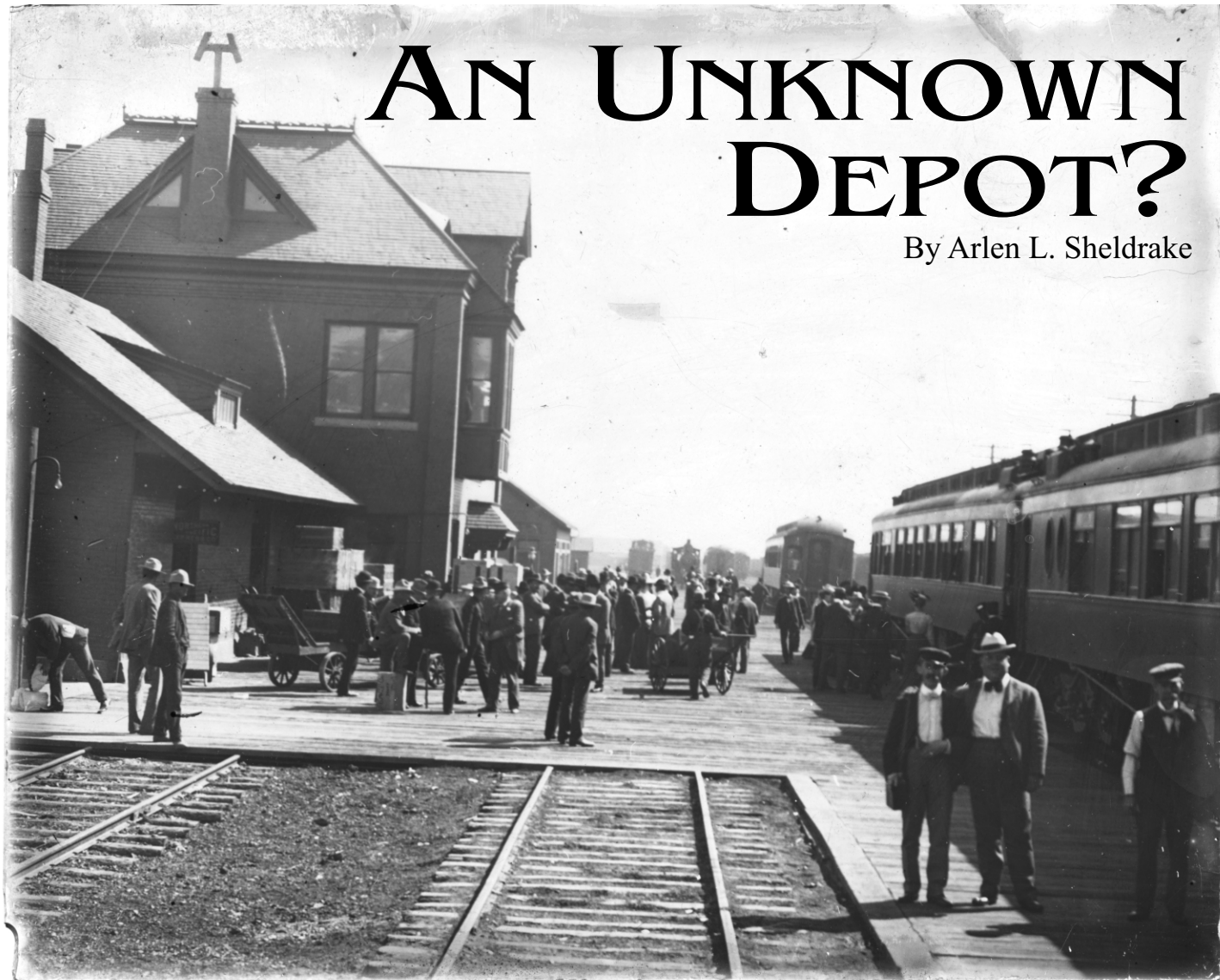


The Trainmaster

October 2021

ISSUE Nº 711

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



AN UNKNOWN DEPOT?

By Arlen L. Sheldrake

On August 3rd the Museum of Hood River County posted on Historic Hood River (historichoodriver.com) this lantern slide of what they thought was a Northern Pacific Depot asking if anyone could identify the location. This prompted some learning about what the heck a lantern slide was. According to the University of Canterbury, the lantern slide or magic lantern slide, was used to project images. It is a positive transparency. It comprises the photographic emulsion containing the image. They were invented in 1849 and were the forerunner of the slide projector.

With permission from Arthur Babitz, Museum of Hood River County volunteer, I published August 5th on the Nostalgia & History section of *Trainorders.com* this photo with an ask for help in identifying the depot. Two days later a Kurt E. Armbruster posted on *Trainorders*: “This is the Northern Pacific station at Livingston, Montana looking east. This station was across the tracks from the second depot built 1902 and remained standing for years after. The tracks in the foreground are stub tracks dead-ending there. Wonderful image, thanks for showing!”

Now both the Museum and I know (and now you) the location the lantern slide shows, but who is Kurt? Come to find out Kurt E. Armbruster is a noted historian and author who lives in Seattle. This prompted my order of his 2016 revised edition of the book *Orphan Road, The Railroad Comes to Seattle, 1853-1911* produced by the Washington State University Press. Thank you, Kurt, for both doing the book and providing the needed information for the Museum of Hood River County.

HISTORIC TROLLEY PROJECT MOVING FORWARD

Text and Photos by Ken Johnsen

Yakima Valley Trolleys' project to return an antique Brill trolley car of the type first used in Yakima to service here has made great strides during the summer. Thousands of dollars in private donations and some significant corporate donations have helped finance the ambitious project. Acquisition of an additional identical streetcar for parts is making the job easier as well.

Chris Brown, owner of Wray's Marketfresh IGA markets, generously contributed \$20,000 to the project. Chris is the third generation of the Brown family to support Yakima's trolleys. His grandfather, Wray Brown, spearheaded bringing trolleys to Yakima in the 1970s. His father, Bob Brown, was a trolley motorman and longtime member of the Yakima Valley Trolleys Board of Directors. Chris Brown has actively supported the trolleys with donations at fundraisers and pumpkins for the Halloween trolleys.

The Pacific Power Foundation has awarded Yakima Valley Trolleys a grant in the amount of \$5,000 to assist in the streetcar restoration. "We are pleased to support the Yakima Valley Trolleys with this donation from our foundation," said Toni Petty, Pacific Power Community Business Manager. "The Pacific Power Foundation is committed to strengthening the vitality of our communities through such grants." The Pacific Power Foundation is part of the PacifiCorp Foundation, one of the largest utility-endowed foundations in the United States.

Others who have contributed significant amounts include attorney Paul Edmondson, Ron's Coins and Collectibles, Yakima Theatres, Columbia Bank, the Norcliffe Foundation, Vern and Anna Peterson, Richard Larson, Larry Fournier and Ken Johnsen. All of the money collected is used to match a \$150,000 grant received from the Washington State Historical Society.

The project got a huge boost this month with the acquisition of an identical trolley to the one being restored. The trolley, Car No. 156, built by Brill in 1912, came from Memphis, Tennessee and has many of the parts needed for the restoration of the other car. It was purchased by trolley president Ken Johnsen who had it shipped by low-boy truck to Snoqualmie where the restoration is being done by craftsmen of the Northwest Railway Museum.



Restoration of trolley car No. 160 for Yakima's trolley system was given a big boost by the acquisition of trolley car No.156 from Memphis, Tennessee. The cars are the same type that ran in Yakima starting in 1908. There are only six of them left in the United States and Yakima now has two of them. The Memphis car was purchased by trolley President Ken Johnsen for the project. It is shown here cresting Snoqualmie Summit on its way to the railroad museum in Snoqualmie where it will be a parts donor to the car being restored. Photo date: September 1, 2021.



Trolley car No. 156 is unloaded at the Northwest Railway Museum shops in Snoqualmie, Washington, where it will be used to provide parts needed in the restoration of trolley No. 160. The staff of railroad restoration craftsmen at Snoqualmie will restore the No. 160 car to like new condition for operation on Yakima's 114-year-old street railway. Photo date: September 2, 2021.

The restoration process itself is slow. "We want to get it right!" said Ken Johnsen, President of the Yakima Valley Trolleys. "There are no sets of plans or instructions for the original cars, so we have to carefully study vintage photos and notes from YVT company records to make sure the restoration is correct." It is now estimated that the restoration will finish in early 2023.

No. 160 and 156, both built by Brill in 1912 for service in Portugal, are the same size, weight and configuration as the first single truck cars that served in Yakima starting in the summer of 1908. The Yakima cars ran until 1930 when they and other wooden Yakima cars were scrapped.

Since 1974, we have had in Yakima two cars from Oporto, Portugal that resemble the early cars, but actually are somewhat different. They are longer, heavier, and configured differently from Yakima's 1908 cars. We are trying to get the YVT railroad to become a National Historic Landmark. Criteria for that is for everything to be as original as possible. So we want an early trolley that is exactly like the early Yakima cars. We are taking the best parts from the 156 car and the 160 car to make one like-new single truck car that will be exactly like the original Yakima cars. It is an interesting project because we only have photos to go from.

IN REMEMBRANCE OF DAREL H. MACK

January 27, 1934 - August 28, 2021

Darel Harvey Mack passed away Saturday, August 28, 2021 at home in Milwaukie, born January 27, 1934 to Hilton C. Mack and Miriam (Webb) Mack. He was raised in Jennings Lodge and has family roots throughout Clackamas County and the Canby area. Darel graduated from Milwaukie High School in 1952 and attended Portland State University. He served in the Navy during the Korean war on the USS Mt. McKinley. Darel worked for Standard Oil as a gas jockey, then moved over to Texaco as a fuel truck driver, then terminal dispatcher and retired as Assistant Plant Manager, having served Texaco for 27 years.

Darel's many interests included being active in Canby Historical Society, Chevron/Texaco Retirement Association, Gateway Elks, Oregon Rail Heritage, PNWC-NRHS, SPH&TS, TTOS, and USS Mt. McKinley Association. A man of many talents, Darel spent his free time building his dream home at Fall River. Darel and his wife hosted for many years a Fall River annual weekend with friends and family that was thoroughly enjoyed by all. Hunting and fishing with his friends over the years was also a highlight for Darel. His vegetable garden was legendary along with his wood-working skills. His love of trains lasted from childhood throughout his life. Many train trips were enjoyed by both Darel and Diana over the years.

Survivors include his wife of 52 years, Diana, and children, Ginger Mack, Jan Mack, Bob Mack and Sherry Krause, and the many grandchildren and great grandchildren.

A graveside service was held at 11 am, Saturday, September 18, 2021 at Zion Memorial Cemetery in Canby, Oregon.



Speeder at the Canby Depot Museum, Restored by Darel Mack

Shown at left is the ex-NP Speeder at the Canby Depot Historical Society. It was cosmetically restored by Darel Mack. The shed was built in 2000. The speeder was obtained in 1985 from the Medford Oregon area. It is a Fairmont M14 series H Light Section Car for 2 to 6 men, 1949. The light section cars are powered by a 5 to 8 h.p. engines while the standard and heavy-duty models have 8 to 13 h.p. engines. Fairmont light section and standard section cars have extension lift handles for easy removal or re-railing. All models are equipped with the Fairmont differential axle.

Where extra pulling power is required, these cars can be fitted with a simple two-speed transmission that greatly increases drawbar pull. Stencil on the speeder "S.T. 10-66" indicates South Tacoma

October 1966 repair and/or inspection.



Canby Depot Museum



Darel at the Annual PNWC Holiday Potluck in 2015

[Editor's Note: I was always very fond of the ham provided by Darel and Diana Mack for the PNWC Holiday Potlucks.]



Darel and Diana Mack on the Chapter's Glacier Park Excursion in July 2010

Photos by T. Trent Stetz

MY LANTERN STORY

Text and Photos by Brian P. McCamish

The picture to the right is one of the coolest things I've ever found in a century old, abandoned logging railroad camp (the really rusty one on the left). Although it's hard to tell, this was a VERY RARE battery powered railroad conductor lantern from the early 1920s and I just happen to have the exact same version in better condition (on the right) to compare so you can see what it used to look like almost 100 years ago.

It was found at one of the Lamm Logging Company's railroad camps, located southwest of Kirk, Oregon. This camp operated from 1925-1929. Unfortunately, the camp went through a fire last year, which wiped out any wood remains, but made it a little easier to see the layout of the camp since there's no more vegetation. This lantern was buried in a can pile, but I'm guessing it would have been in better condition if found the year prior instead of after the fire. We'll never know exactly why but sometime around the mid to late 1920s, the lantern probably broke and was thrown away and forgotten along with hundreds of food cans and other garbage in one of the camp dumps.

The lantern was made by Conger of Portland, Oregon and I just happen to have probably the most extensive Conger lantern collection of their oldest models. I started acquiring these old battery powered lanterns off *eBay* years ago when nobody knew what they were or cared about them.

Any modern-day railroader will recognize the name Conger. From 1953 through the mid-1980s. Conger lanterns were the most common railroad conductor lanterns used all over the country. Today, the railroads all use plastic LED lanterns made by the Star Lantern Company.



Conger Label on the Lantern

primary railroad lantern for decades and made right here in Portland, Oregon. The stainless-steel lantern in the middle of the Conger group photo is an early example of the 1953 design but having the rare "long handle". Most later Congers would have a shorter handle, but for almost 40 years, the design remained pretty much the same, with only a few tiny changes to the switch design.

In 1982, Conger went out of business and sold its assets to Star Headlight & Lantern Company. Star had been Conger's primary competitor since the 1960s having produced its own successful metal lanterns and then later plastic versions that now dominate today. Star continued to produce the Conger lantern at its own facility in New York, until it ceased production for good in 1989. Star's plastic lanterns would continue to evolve and now, using LED technology, it's essentially the only railroad lantern sold and used today.

Although the Conger brand and 1953 lantern design are now a part of history, it's possible that you might see a railroader, somewhere, still using his old Conger.

These very early Conger lanterns are extremely delicate, and I was shocked to find it intact, uncrushed and in recognizable condition. This is largely due to the climate of Southern Oregon and the fact that this railroad camp just happened to miss being logged since it was abandoned in 1929. This lantern would be nothing but a pile of rusted dust, had it been abandoned in the Oregon Coast Range, so I would imagine this is one of the rarest possible finds of any artifact in an abandoned logging railroad camp.

[Editor's Note: Many of us know Brian from his managing the Saturday Oregon Pacific Railroad runs out of the Oregon Rail Heritage Center. Brian is also quite the explorer, as this article suggests, of old railroad grades. Brian is also responsible for the Oregon Pacific Railroad www.oregonpacificrr.com web site and the extensive history it contains.]



Recovered Lantern and Same Model In Better Shape



Collection of Conger Lanterns



PNW RAIL NEWS

by Arlen L. Sheldrake



As I begin this article in late August, I am very saddened that our COVID-19 infection numbers continue to go up, and our medical & funeral home staffs and facilities are being overwhelmed again. Remember back in 2020 when we had hopes for a better 2021... well now those hopes are for 2022....

► Portland denies Zenith Energy's essential expansion certification. The city of Portland dealt a big blow to an oil-by-rail operation when it denied an essential certification that would have expanded Zenith Energy's controversial Northwest Portland oil terminal. On August 27th, the Portland Bureau of Developmental Services denied a land use compatibility statement, or LUCS, which Zenith Energy needed to move forward with its plans to operate three railcar platforms. The Zenith Energy oil terminal receives crude oil from trains, stores it in tanks and sends it through pipes to outgoing ships. The company has said it plans to expand its transloading and shipping of renewable fuels, too. But it was the shipping of fossil fuels that factored in this decision. **OPB 8/27/2021.**



► Zenith oil terminal fined for "flagrant" conduct. Zenith Energy faces a fine of nearly \$25,000 after state regulators said it performed construction work at its terminal along the Willamette River in Northwest Portland for months without a required permit. In a July 7 ruling, the state environmental agency said it was "concerned by the flagrant nature of Zenith's conduct" because the company continued construction activity even after state regulators denied the application for a permit to allow such work. Despite not having the necessary permit, Zenith spent eight months grading the property, chopping down trees and pulling up root systems and stockpiling structural materials. **The Oregonian 9/1/2021.**

► Schneider National appears to charter the way to avoid transportation bottlenecks. Truck and logistics provider Schneider National Inc. hastily moved to avoid shipping bottlenecks by using charter vessels to pack goods delivered to the United States in time for the holiday sale season. A general cargo ship carrying about 200 Schneider containers arrived in Portland [Terminal 6] on August 26th thus avoiding a major choke point in the supply chain being suffered in Southern California. **Reporter Green 8/26/2021.**

► MSC is calling on Portland as the first of four port calls on an "express route" that also runs to Tacoma and two Chinese ports, Yantian and Shanghai. Portland's Terminal 6 lost container service in 2016 following a labor dispute with ICTSI. The Port began operating Terminal 6 itself and repairing Union ties in 2017. MSC follows the SM Line that began serving Terminal 6 in late 2020. **The Oregonian 9/7/2021.** [On September 14th 6:30 pm as the wife and I were eating dinner on the deck at the McMenamins Harbor Lodge in Kalama the now weekly MSC container ship was departing Portland for Tacoma heavily laden with containers.]



► Record shattered: 65 container ships stuck waiting off California. The number of container ships at anchor or drifting in San Pedro Bay off the ports of Los Angeles and Long Beach has now blown through all previous records and is rising by the day. There were an all-time high 65 container ships in the queue in San Pedro Bay on September 16th of those a record 23 were forced to drift because anchorages were full. **American Shipper 9/16/2021.** [And we wonder why our stores have trouble stocking their shelves.]

► The Nevada State Railroad Museum (NSRM) has recently acquired the 1872 Virginia & Truckee locomotive #11 *Reno*. Readers may remember that the Oregon Zoo's steam locomotive Oregon was built as a 5/8-scale model of the *Reno*. Following a 1995 fire, the *Reno* is, as the acquisition proposal states, in "rough restorable" condition and will require extensive labor and monies to return to a presentable and function state. The goal of NSRM is to return the locomotive to operation with the intention to use it in the interpretive program of operating trains. Acquisition Considerations of the Virginia & Truckee Locomotive #11 *Reno*, Prepared for the Nevada Board of Museums and History, The Nevada State Railroad Museum, June 11, 2019.

► An August 25th Volkswalk in Chehalis was highlighted by three things: 1) the excellent City provided way finding signs, 2) the Lewis County Historical Museum, and 3) lunch at the Sweet Inspirations Restaurant. The Museum is located in the former 1912 Northern Pacific Railroad Depot and has a very nice collection of artifacts. The Depot is on the National Historic Register and is right next to the busy double-track BNSF mainline. The track viewing platform is locked but could be opened during Museum hours. Sweet Inspirations has some outside seating with a GREAT view of the downtown, with a horn, train crossing.



Chehalis is worth a visit.


► A bit of trivia for us rail history fans.the City of Tangent, Oregon was the site of a railway station on the Southern Pacific 7-miles south of Albany. Its name referred to a straight stretch of the rail line with no curves for more than 20 miles. The Tangent post office was established in 1872 and the town incorporated in 1893. The city bills itself as the Grass Seed Capital of the World. **Wikipedia.**

► The **Santa Maria Valley #205**, a 2-6-2, underwent road tests September 1st in Independence, Oregon before its planned highway move to new owner Albany & Eastern Railroad in Lebanon, Oregon.

► Oregon Rail Heritage Center (ORHC) Update:

- Ron Nierenberg posted on the Volgistics volunteer page an interesting video from the HeritageRail Alliance that suggests that the future of rail museums is tied to attracting families and developing volunteers into families.
- Gary Oslund is finalizing welding work on the newly fabricated replacement trucks for the turntable. The originals were beyond rehabilitation and are being used as patterns.
- The Portland Winter Light Festival is scheduled for February 4-12, 2022. ORHC participation is being planned.
- With the September 15th ORHF board meeting, monthly meetings of the Board are moving to daytime on Wednesdays.
- The summer edition of *Whistle Up the Columbia* newsletter by the Pacific Railroad Preservation Association had a most interesting lead article about the progress of the 15-year SP&S 700 inspection. Jim Vanderbeck is now leading the effort. Super heater tube re-installations should be complete by the end of summer, then firebrick installation, then lagging to insulate the boiler surface as air pump work continues. Work crews are nearing normal after the COVID slowdowns. [NEAT to see some younger volunteers!]
- Pre-Holiday Express cleaning of the 6200 coach has been completed including super gluing closed the seat located ashtrays (no more fishing out candy cane wrappers) and the 29 red car host vests cleaned.
- There is a rumbling about getting some type of attractive mural painted on the west side (Water Avenue) of the Enginehouse. Stay tuned to see if the idea gets traction.
- The transfer of ownership of the former SPMW 570 Davenport, 20-ton, 4-wheel shop switcher SN 2359 built August 1941 from the Chapter to ORHF was approved without restriction by the Chapter membership 9/17 giving the former Brooklyn locomotive a permanent home back near the former Brooklyn turntable.
- A new two-sided turntable information exhibit has been installed in early September by the turntable committee.
- The Friends of SP4449 washed the James J. Gilmore observation, SP round end lounge, car in preparation for extensive lettering in September. And on September 17th washed the steam heater car and pulled out the 4449 to fill the tender with water and do some flushing.
- The Chapter's Mt. Hood Sleeper/Lounge continues to be enhanced as a great interior guided exhibit with the Porter call buttons now in operation. [This docent loves to point out the shoe cubbies; the kids love the call buttons!]
- The September issue of Turntable Talk featured well deserved recognition of long-time volunteer Dale Birkholz, a valued friend and steady brain. The Turntable Talk newsletter is sent to those who sign up for ORHF newsletters via the www.orhf.org web site.
- The SP&S 700 Specifications interpretive sign now includes an explanation of what the letters on the 700 cab mean. **E1** = SP&S Engine Class; **296** = weight on drivers in thousands; **28/31** = piston bore x stroke in inches; **69** = tractive effort in thousands of pounds.
- The houseless structured camps on Water Avenue (north of ORHC) are in the process of getting moved as the three-block area is scheduled for office building development.

► Port of Coos Bay has entered into Memorandum of Understanding with NorthPoint Development to construct a multimodal container terminal. The container facility will be built on the North Spit. Negotiations and signing a contract are planned for completion by the end of the calendar year. Construction of the facility and railroad improvements will result in a significant investment in the community and are currently an estimated \$1 billion. The rail spur on the North Spit will be extended to the project site and infrastructure improvements throughout the line will be completed to accommodate double stack container movements. Construction of the facility will support approximately 500 short-term jobs and up to 250 permanent, full time family wage jobs. **Port of Coos Bay 9/1/2021 news release.**

► Simulated service begins on Northgate Link segment ahead of October 2nd opening. Sound Transit  has begun full simulated service on the extension. Now, all Link trains continue without riders from



University of Washington Station to Northgate. During peak service hours, people in the Northgate area will see trains running every eight minutes in each direction along the elevated tracks. **Sound Transit 9/1/2021 news release.**

► Sound Transit has launched a website to invite community members to learn more about the upcoming Everett Link Extension project. The website, available at everetlink.participate.online. Provides an opportunity for visitors to learn more about the Link light rails service from Lynnwood City Center heading north through Snohomish County. The Link Extension will add 16 miles and six new stations, plus one provisional (unfunded) station at SR 99/Airport Road, connecting Snohomish County residents to the regional light rail network. The project will also build an Operations and Maintenance Facility to support the regional network. **Sound Transit 9/17/2021 news release.**

► On September 2nd I received the electronic SP Engine #1727 Newsletter from the Friends of Locomotive #1727 in Dunsmuir. The newsletter included on the title page: Organization of the Month: Pacific Northwest Chapter of the National Railway Historical Society with our logo and a picture of the new 1727 interpretive sign with a hand holding copies of our Dunsmuir special Trainmaster issue. Also included in the newsletter was the cover of our July 2021 Trainmaster, *A SP 1727 & Dunsmuir Visit* that included the photo of their June 12th dedication. (It is very nice to see our efforts appreciated.) The newsletter included information that they have now added a security camera and plans to add a picnic table, drinking fountain and irrigation for landscaping and removal of two power poles. Financial support from Union Pacific and PacificCorp foundations are being pursued. This is an outstanding community effort.



► Many Oregonians are familiar with Oregon Geographic Names, a book of encyclopedic information on placenames throughout the state. Its seven editions, published between 1918 and 2003, have engaged and fascinated generations of readers. The original author's daughter, Mary McArthur is working to finish a new edition that was in progress when her father, Lewis L. McArthur, died in 2018. The new edition is expected in 2023, in time for the book's 95th anniversary. **September E-Digest, Oregon Historical Society.**



► Roseburg Forest Products on August 25th announced that it will shut down its particleboard plant in Dillard, Oregon, which will put the 179 workers there in limbo at least temporarily. RFP officials said the move to close the plant was part of a restructuring in the company. RFP also announced a multi-million-dollar investment in new technology at its western manufacturing operations. In south Douglas County, RFP still operates sawmill and plywood plants in Dillard, as well as a regional administrative office and truck shop there and a powerhouse, which converts wood waste into power. RFP also operates plywood and engineered wood plants in Riddle. [The particleboard plant was serviced by Central Oregon & Pacific Railroad.] **The News-Review 8/25/2021.**

► Visitors to Portland's Union Station may notice that the old Fire Engine House #2 located SE of the station at the NE corner of NW 3rd Avenue and NW Glisan Street has been demolished. The unreinforced masonry building owned by Prosper Portland had been vacant for multiple years. The Engine House #2 was located at the foot of the Steel Bridge.



Photo of Enginehouse No. 2 from Oct 2012, with the Coast Starlight with additional cars in the consist in the foreground (T. Stetz Photo)

► Plans are under way to retrofit a Southern Railway of BC switcher with Loop Energy's 50kw eFlow hydrogen fuel cell system and Hydrogen in Motion's low pressure solid-state hydrogen storage tank. The University of British Columbia Okanagan School of Engineering will conduct computational modeling of H2M low-pressure tanks, comparing the hydrogen-electric powertrain performance characteristics and operational functionality with those of the previous diesel-electric locomotive. **RailwayAge 9/2/2021.**

► During a September 6th Union Pacific Facebook page interview, Ed Dickens, Steam Manager, said that multiple UP 4014 trips to Northern California are being planned for 2022.



► Standing 420 feet over the surface of Skokomish River, High Steel Bridge is the tallest railroad bridge ever constructed in the United States! Located near Shelton, Washington it was built in 1929 for trains to carry lumber in the region's booming logging industry. In 1964 it was converted to a normal road and is still open. While it continues to be used for logging, it has also become a popular destination to walk across & stare down the dizzying height. Fittingly enough the company that built it, Simpson Logging Company also built the nearby iconic Vance Creek Bridge, which just so happens to be the 2nd tallest railroad bridge in the United States!



www.facebook.com/peninsularrailway8/31/2021 posting.

► According to BNSF, the company plans to begin laying a second run of track sometime in 2023 next to the existing two-mile stretch of single track, which begins just north of Point Wells, stretches north around Point Edwards, skirts the western

edge of Edmonds Marsh, passes the Edmonds Marina, Waterfront Center and ferry terminal, and ends adjacent to Edmonds Street, where it joins the existing double track heading north toward Everett, Washington. This will eliminate one of only two remaining single-track segments between Seattle and Everett. BNSF has notified the Swamp Creek and Western Railroad Association, which operates a model railroad in the Edmonds train station, that BNSF will not renew its lease. The association was told it must vacate the space by February so the area can be reconfigured for baggage handling as part of the double-tracking project. **My Edmond News 9/6/2021.**



- ▶ Inside Track, *The Latest from the Pacific Northwest*, September 2021, BNSF Railway (excerpts):
 - Use of turntables to turn locomotives dates back to the 1830s when the first locomotives could only run in one direction.
 - Progress on the Sandpoint Junction Connector Project continues with installation of pier caps and bridge girders. BNSF plans to replace eight bridge spans on the existing Lake Pend Oreille bridge using the existing work trestle at Dog Beach.
 - BNSF gifted the Cheney Depot to the Cheney Depot Society and recently made a donation toward a trackside safety barrier.
 - BNSF Railway Foundation recently contributed toward a refresh of the Foss Waterway Seaport “Where Rails met Sails” model exhibit.

▶ The popular Amtrak Cascades passenger trains that connect Oregon, Washington, and British Columbia are expected to receive 48 new railcars as part of a proposed \$7.3 billion national spending plan announced July 7th. The new railcars, which would be built by Siemens Mobility in Sacramento, California, provide about 20% more space than existing types. A typical Cascades train contains six passenger cars, but the new versions can be easily changed out so that trains could be longer at busy times of day. The railcars, similar to the Siemens Venture models used in Florida, provides 74 seats per coach railcar. The new Washington state railcars cost about \$150 million, of which WSDOT previously secured \$75 million in local and federal money. That includes insurance proceeds that Amtrak paid WSDOT for equipment ruined in the December 2017 crash in DuPont. The new trains are expected to be in operation in 2025. **The Columbian 8/3/2021.**



▶ An interesting 9/8/2021 *YouTube* video posting: Idaho Northern & Pacific Railroad – Joseph Branch, 24-minutes, by Sidetracked, Exploring Railroad's History, from Oregon and beyond. www.youtube.com/watch?V=EG=aWHE_VVQ

▶ September 11, 2021 marked the 25th anniversary of the SP-UP merger that was approved by the Surface Transportation Board on July 3, 1996 creating the new system covering 31,000 miles running through 24 states.



▶ The saga of the proposed Yamhelas Westsider Trail continues as the Chehalem Park & Recreation District (CPRD) commissioned a telephone survey of Yamhill County residents to get a picture of what they want for future trail and recreational projects. A total of 400 respondents were interviewed for the survey in July. Nelson Research reported strong support for the Yamhelas Westsider Trail. On August 26th the CPRD board of directors appointed 16 applicants to the first-of-its-kind Chehalem Heritage Trails Advisory Committee. [The Yamhelas Westsider Trail is proposed for the former SP rail line between Gaston and Carlton, Oregon and has been strongly opposed by some adjacent farmers.] **The Newberg Graphic 9/7/2021.**



▶ A Colorado-based company has ended its agreement with the city of Portland to redevelop the Broadway Corridor, one of the largest redevelopment opportunities in the city. A challenging real estate market environment and the complexities of the project were cited as reasons. The 32-acre site includes the former main post office and is adjacent to Union Station. Demolition of the post office facility and construction of new streets and utilities will continue. **Prosper Portland 9/8/2021 news release** via Stuart Adams.



▶ Cleaning Kendall Yards: The Department of Ecology, State of Washington has published an informative article about this history, cleanup and development efforts on the former Union Pacific West Spokane Rail Yard in Spokane, Washington. The rail yard was abandoned in 1955 as UP built a new rail yard a few miles away. After multiple start attempts and significant cleanup, the Kendall Neighborhood was developed. Lots of history and a video of the clean up. ecology.wa.gov/blog/posts/december-2020/cleaning-kendall-yards. **Via Phil Barney 9/11/2021.**



▶ Washington woman convicted of 'shunt' attack on BNSF Railroad. A 28-year-old Bellingham, Washington woman was convicted in U.S. District Court in Seattle of violence against a railroad carrier. Ellen Brenan Reiche was arrested on the BNSF Railway tracks near Bellingham at midnight on November 28, 2020. Reiche was convicted of placing a 'shunt' – a device that interferes with train signals – on the tracks. Reiche faces up to 20 years in prison when sentenced on December 17, 2021. Co-defendant Brooks, who pleaded guilty, faces up to 20 years in prison when sentenced on October 8, 2021. The FBI's Joint Terrorism Task Force worked with BNSF police to



investigate the placement of 41 shunts on BNSF tracks since January 19, 2020. **Security 9/13/2021.**

► EPA settles with Union Pacific Railroad for Clean Water Act Violations in Oregon. The violations allegedly occurred when a UPRR train derailed and released approximately 47,000 gallons of Bakken crude oil in Mosier, Oregon. Most of the released oil discharged to the Mosier wastewater treatment plant. An estimated 10,000 gallons of Bakken Crude oil passed through the treatment plant and caused a sheen on the Columbia River. On Jun 3, 2016, a UPRR train with 96 tank cars carrying Bakken oil from New Town, North Dakota to U.S. Oil Refining in Tacoma, Washington derailed in the Columbia River Gorge near Mosier, Oregon. As a result of that incident, 16 of the 96 cars derailed, four cars were breached and released Bakken crude oil to the environment and several cars caught fire. A total of 2960 tons of oil-contaminated soil was excavated and transported off-site for disposal. A comprehensive cleanup of the city's wastewater treatment plant – also contaminated with crude – was conducted, allowing the local community to begin the recovery process. This action was settled by a Consent Agreement and Final Order between EPA and UPRR. As part of the agreement, UPRR will pay a civil penalty of \$52,000 to the U.S. Treasury. UPRR will also pay a \$30,000 civil penalty to the State of Oregon for discharging oil to the Columbia River according to a settlement agreement with Oregon DEQ. In addition to paying these penalties, UPRR has also reimbursed cleanup costs for Oregon DEQ, Washington Department of Ecology and EPA. Removal and disposal of large volumes of contaminated soil and water; completing major repairs and upgrades to the City of Mosier's wastewater treatment plant; conducting both short and long term (2 years) air and groundwater monitoring in the community and reclaiming, re-grading, and re-planting the spill site. **EPA 9/15/2021 Region 10 News Release.**



Recent deaths of friends, members and a relative, remind me that we are all just penciled in; stay well.

A VISIT TO SALEM, OREGON

Text and Photos by T Trent Stetz

Arlen's recent Rail News had information on the restored caboose at the Willamette Heritage Center and the nearby Salem Amtrak Station. So I thought I would take a drive and visit these two sites.



The Restored SP Caboose No. 507 in August 2021. Notice the Oregon State Capitol Dome in the background left.

In 2015, the Willamette Heritage Center (WHC) (willametteheritage.org) was offered a unique treasure – the 1909 Oregon & California Caboose No. 507. Since its retirement, the Caboose has rested in a forest outside of Eugene, Oregon. The property owner offered the caboose to the WHC in hopes that it could be restored and preserved as a symbol of the Willamette Valley's past. After several years of preparation and coordination, it finally arrived in Salem on Friday, July 28th, 2017.

According to the 1913 ICC Roster list for Southern Pacific Cabooses, Caboose No. 507 was one of nine cabooses made by the Standard Steel Car, Co. for the Oregon & California Railroad (O&C) in 1909. Although technically purchased by the O&C and originally lettered to show it, the Southern Pacific Railroad had a controlling interest in O&C and this caboose was built following a standard SP C-30 class design. The regular

route of this car was likely up and down the Willamette Valley on the tracks that run parallel to the museum site.

Just across from the caboose is the Salem Amtrak Station. This station serves the long distance *Coast Starlight* as well as



The Southbound Coast Starlight arriving in Salem in August 2021

Amtrak Cascades service. This station was constructed for the Southern Pacific Railroad in 1918, and was the third station to be built at this location. The current Beaux-Arts-style structure was designed by Southern Pacific's Chief Architect John H. Christie. It is constructed of masonry, and is one of five masonry depots that still exist along the original Southern Pacific West Coast line. A restoration

project was completed in 2000. There are numerous historical photos and maps on display within the station.

The station and baggage depot were added to the National Register of Historic Places on February 12, 2010.

[Reference: [en.wikipedia.org/wiki/Salem_station_\(Oregon\)](http://en.wikipedia.org/wiki/Salem_station_(Oregon))]



The Salem Amtrak Station in August 2021

September Membership Call-In Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on September 17, 2021

The September, 2021 membership meeting was called to order at 7:32pm by President Mark Reynolds. Twenty five members were signed in.

The minutes of the August meeting were called. Michael Byrnes noted that at the August meeting he had suggested that the Chapter should increase its presence on Facebook. The members then approved the August minutes.

The Treasurers report was then called, Keith Fleschner, Treasurer reported a small income for the month and a larger outgo. He said the accounts all balanced. The members then accepted the report.

President Reynolds reported that the transfer of the Davenport engine title to ORHF has not yet been completed. It was proposed that the intended donation to ORHF should be made without restrictions or conditions in the donation. Mark Reynolds made a motion that the Davenport engine ownership be transferred to ORHF with no conditions and that the chapter will pay for the associated cost of moving. Bruce Strange seconded the motion and the membership voted to approve the motion. Mark Reynolds then made a motion to transfer the ownership of the Union Pacific caboose to the Willow Creek Railroad. The Willow Creek Railroad will pay for the movement of the caboose and the chapter will have no cost. David Cautley seconded the motion and the membership voted to approve the motion.

Doug Auburg said that the Albany & Eastern Railroad may be able to make use of the two RDCs that the chapter owns. The idea will be investigated. The RDCs are missing the air brake plumbing necessary for them to be moved.

President Reynolds reported that the company, KSU Inc., that is proposing to cover the seats in the 6800 car have sent photographs of the seat that they have recovered. We should have the prototype back to us within several weeks. The photographs look very good. He then reported that the bad metal on the 6800 car has been removed from the sill and the new steel installation for the one side of the car will begin soon by Keith Fleschner.

President Reynolds reported that the Oregon Pacific Railroad, East Portland Branch has some rail repair that needs to be done.

In response to questions, President Reynolds said that most likely the first live and in-person chapter meeting would be in January, 2022 due to restrictions by the church where we hold our chapter meetings.

The meeting was adjourned at 8:15pm.

David Cautley then gave a photo presentation from the recent NRHS Annual Conference held in Milwaukee, Wisconsin in August.

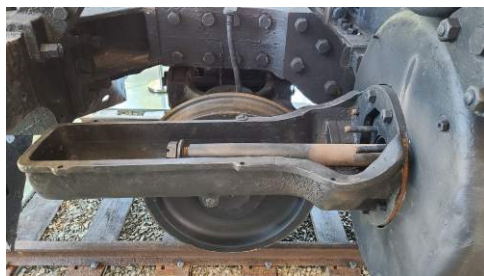


Photo of New Covering for 6800 Seat

Respectfully submitted by Jim Hokinson, Secretary.

WHAT DOES THIS DO? UPDATE

by T. Trent Stetz



Piston of NP 1727 at Port of Kalama's Transportation Interpretive Center

Steve Hauff responded to the question about the photo of the piston (photo at left) of the Alco 2-8-2 NP No. 1727 locomotive at the Kalama Transportation Interpretive Center which was presented in the August 2021 *Trainmaster*. He noted it is the bearing/lubrication housing for an extended piston rod. As pistons became larger and heavier, there was a tendency to wear the cylinder egg-shaped as the weight of the piston bore down on the bottom cylinder wall. A solution to the problem was to extend the piston rod through the front of the cylinder and add an additional bearing to the front cylinder head, thus supporting the piston front and rear. From what he could see in the photo, it appears that both the

front bearing and the cap for the lube reservoir are missing. As piston design became better and alloying improved, the extended piston rod fell into disuse.

There is a photo of a similar arrangement on the NP/Polson/Rayonier No. 3100 on page 240 (Photo at right) of *Timber Titans: Baldwin's Articulated Logging Locomotives* by Martin E. Hansen, Steve Hauff, and Dale Sanders, 2021.



Jeep High Railer

A September 3rd conversation with Brian Samuels noted that Oregon Pacific Railroad is now using this Jeep high railer as their track inspection vehicle. Brian has taken the back seat out and outfitted the Jeep with a small welder and all the track tools necessary to affect small track repairs. Be on the lookout for the OPR Jeep on the Canby or East Portland branches of the OPR. This writer believes this Jeep is a one-of-a-kind rail vehicle. Arlen L. Sheldrake, photo & text.



The Trainmaster Mailing

You may be aware postage rates went up on August 29, 2021. Here is some data on how the price increase impacts the monthly Chapter mailing of *The Trainmaster* to our members:

July 2021 *Trainmaster* mailing (Old pricing):

Mailing 296 pieces, 1.33 oz each, Total 24.54 lbs
 2 trays, 213 pieces: \$0.164 each: \$34.93
 1 tray, 83 pieces, \$0.183 each: \$14.94
 Total Postage Permit 595: \$49.23
 Bulk Mail, Average cost per piece: \$0.166
 First Class Mail: 296 @ \$0.70 => **\$207.20**

September 2021 *Trainmaster* mailing (New pricing):

Mailing 296 pieces, 1.47 oz each, Total 27.23 lbs
 2 trays, 213 pieces: \$0.178 each: \$37.91
 1 tray, 83 pieces: \$0.199 each: \$16.52
 Total Postage Permit 595: \$53.54
 Bulk Mail, Average cost per piece \$0.181
 First Class Mail, 296 @ \$0.78 => **\$230.88**

Report Your Volunteer Hours

Please report all PNWC volunteer hours to Secretary Jim Hokinson. (jhokinson@comcast.net) This information is needed on almost all grant requests. The better the numbers, the better the chance of getting the grant!

Bill of Lading

An Unknown Depot?.....	Page 1
Historic Trolley Project.....	Page 2
In Remembrance of Darel H. Mack.....	Page 3
My Lantern Story.....	Page 4
PNW Rail News.....	Page 5
A Visit to Salem, Oregon.....	Page 9
Chapter Meeting Minutes.....	Page 10
What Does This Do - Update.....	Page 10
Jeep High Railer.....	Page 11
<i>Trainmaster</i> Mailing/Report Volunteer Hours.....	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 N^o. 711

Oct. 07: 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.

Oct. 15: 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 **Oct. 15th**, 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) **872 2772 4419**, followed by (Passcode): **295823**. 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!

Nov. 19: 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

- Oct. 2-3 Steam Train Weekend, Northwest Railway Museum, Snoqualmie, WA, (www.trainmuseum.org)
- Oct. 16-17, 23-24 Pumpkin Train, Chehalis-Centralia Railroad & Museum, Chehalis, WA, (www.steamtrainride.com)
- Oct. 30-31 Headless Horseman, Chelatchie Prairie Railroad, Yacolt, WA, (www.bycx.com)
- Nov. 6-7 Steam Train Weekend, Northwest Railway Museum, Snoqualmie, WA, (www.trainmuseum.org)
- Nov. 13-14 Columbia Gorge Model Railroad Club, first of four weekends, Portland, (cgmrc.com)
- Nov. 13-14, 20-21, 27-28 The Polar Express, Chehalis-Centralia Railroad & Museum, Chehalis, WA, (www.trainmuseum.org)
- Dec. 3-5, 10-12, 17-19 The Polar Express, Chehalis-Centralia Railroad & Museum, Chehalis, WA, (www.trainmuseum.org)
- Nov. 20 Last 2021 Oregon Pacific Railroad train ride out of ORHC, (www.portlandtrainrides.com)
- Nov. 26 – 28 The Polar Express, Canyon County Historical Society, Nampa ID, (www.canyoncountyhistory.org)
- Dec. 3-5, 10-12 The Polar Express, Canyon County Historical Society, Nampa ID, (www.canyoncountyhistory.org)
- Nov. 26 – 28 The Holiday Express, Oregon Rail Heritage Foundation, Oaks Amusement Park, (www.orhf.org)
- Dec. 4-5, 11-12, 18-19 The Holiday Express, Oregon Rail Heritage Foundation, Oaks Amusement Park, (www.orhf.org)
- Nov. 27 - Dec. 19 Candy Cane Express, Oregon Coast Scenic Railroad, Garibaldi, OR, weekends, (oregoncoastscenic.org)
- Nov. 27 - Dec. 19 Christmas Special Trains, Chelatchie Prairie Railroad Yacolt, WA, weekends (www.bycx.com)
- Nov. 27 - Dec. 19 Yuletide Express, Northwest Railway Museum, Snoqualmie, WA, weekends (www.trainmuseum.org)
- Dec. 17 - Jan . 02 Model Train Festival, Washington State History Museum, Tacoma, WA (WashingtonHistory.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.