

# The Trainmaster

April 2013

The Official Publication of the  
Pacific Northwest Chapter of the  
National Railway Historical Society  
Portland, Oregon



[www.pnwc-nrhs.org](http://www.pnwc-nrhs.org)

## American Red Cross Canteen at Portland Union Station

Text and Photos Provided By Donald Nelson



Members of the canteen are seated in cars, with a row of their coworkers in-between, on the Northwest Sixth Avenue side of the station.

The year was 1918. Trains moved through Portland taking soldiers to training camps, where they would prepare to fight Kaiser Wilhelm's Germany in "The Great War."

An American Red Cross Canteen was established in Portland to routinely greet the trains in 1918, though Red Cross volunteers occasionally served the troops at Union Station beginning in 1917.

A ring of the telephone would set the wheels in motion for the women volunteers of the canteen to be summoned to the station in Northwest Portland. A day or night shift was on duty from 9 a.m. to 11 p.m.

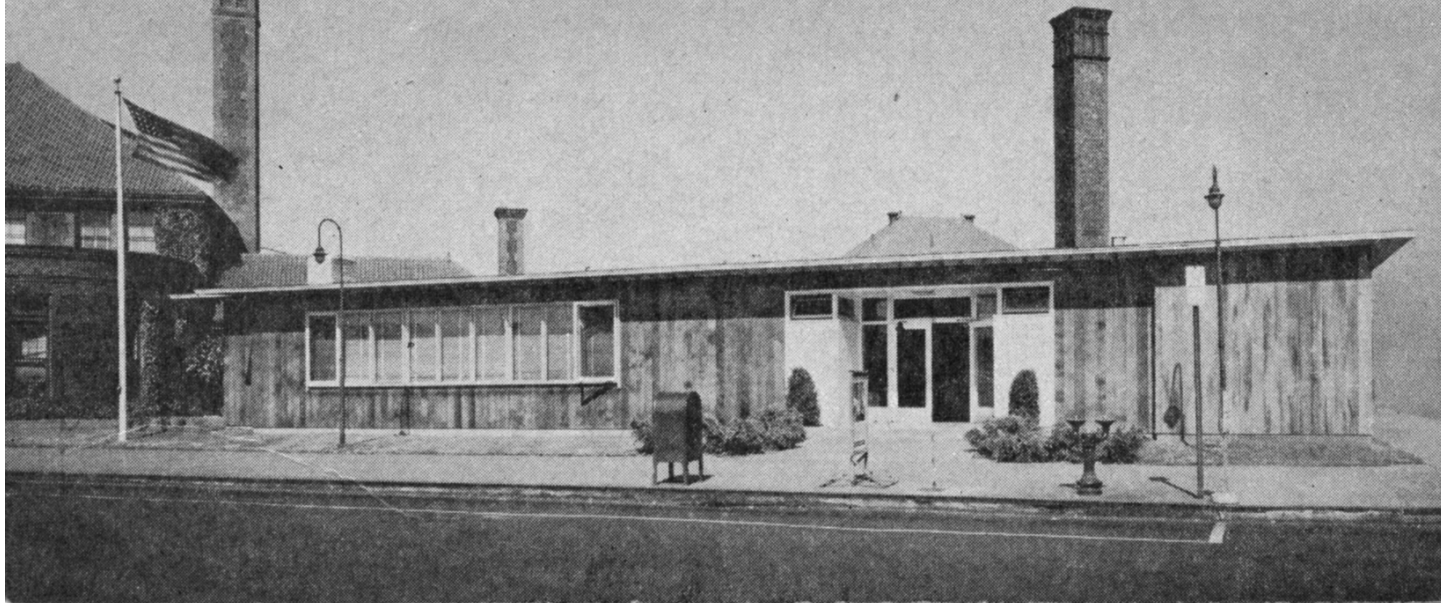
A reference to a Red Cross Canteen in the Sept. 21, 1917, Morning Oregonian told about boxes containing small apple pies and other snacks for the soldiers.

"Packed in about the pie in each box were a cupcake, a couple of big cookies of the kind grandmother used to make, a piece of Tillamook cheese, one Oregon peach, a handful of candy 'chews' and a package of cigarettes," read the article.

The men were on their way for training at American Lake, Washington.

A photo from Sept. 22, 1918, shows a lineup of the American Red Cross Canteen officers and workers across the railroad

RED CROSS-U.S.O. CANTEEN, Union Station, Portland, Oregon — Erected for the Comfort and Convenience of the Members of the Armed Forces by Steam and Marine Fitters Union No. 235, of Portland, Oregon and Vancouver, Washington, United Association of Journeymen Plumbers and Steamfitters, A. F. of L. 77



tracks east of the train depot. The lighting gives each an angelic halo. Servicemen stand on the platform of the train in the background.

In the other image from the same day, members of the canteen are seated in cars, with a row of their coworkers in-between, on the Northwest Sixth Avenue side of the station.

After the war, the trains carried soldiers from all branches of service back home or to base camps. As before, provisions were supplied, including magazines, sandwiches, post cards of the canteen workers and of Portland, postage, and, of course, cigarettes.

"In the month of February the local canteen handled 21,288 men of the service, according to Mrs. Ferdinand E. Reed, captain and commandant of the unit. Of these 3072 were sailors, 749 marines, 498 officers and 16,769 soldiers," reported a Morning Oregonian article on March 3, 1919.

Some returning soldiers had little or no money when discharged and no place to stay in Portland.

"If the war camp community service persists in charging 25 cents for beds in the dormitory of the Atkinson School, we shall issue tickets to the men stopping there and pay the charge," said Mrs. Reed.

The Atkinson School was located on the block between Northwest 11th, 12th, Couch and Davis streets, where The Art Institute of Portland is today.

Theater tickets were also given out. No matter what state the soldiers were from, they were treated like they were from Oregon.

Mrs. Reed received many complimentary letters from the soldiers she served. The canteen closed Sept. 30, 1919.

During World War II, a Red Cross Canteen and Traveler's Aid-USO Lounge was built at Union Station near today's Wilf's Restaurant. The structure was later removed.

(This article first appeared in the January 2013 issue of The NW Examiner ([www.nwexaminer.com](http://www.nwexaminer.com)), a neighborhood newspaper serving Northwest Portland published by Allan Classen. The article is re-printed in The Trainmaster with permission from the author who retains ownership. Thanks to Allan for connecting PNWC with the author and thanks to the author for approving our use of his article.)

Donald (Don) R. Nelson, a native of North Portland, has been accumulating books and historic photos of Portland for 40 years and photographing the ever changing city for almost as long. In research for his recent book, *Portland Oregon - East of the Willamette River*, he was able to acquire rare photos from descendants of history makers and to interview the later generations of early families on Portland's Eastside. Don, a historical researcher and writer, is the author of many photo books about Portland, Oregon including *Portland's Washington Park - A Pictorial History of St. Johns*.



# Meet Fellow Chapter Member - Joe Harper

## Introduction by Al Hall

I met Joe Harper in the year 2000 while on a Central Coast Chapter-NRHS roundtrip excursion from Portland to Lewiston, ID. During the return leg back to Portland I promoted the PRPA's April 2001 Homecoming Excursion. Shortly after I made that announcement a guy came up and excitedly asked, "Could you please repeat to me what you just announced?" He explained he had a passion for steam locomotives and did not want to miss that trip. That was Joe Harper. He began making steam locomotive videos and whenever a steam loco was pulling an excursion anywhere across the U.S, Canada, New Zealand, China or Cuba, Joe Harper was there to film it. Upon completion of editing each video he would donate a copy to our lending library and initially donated many more to our concessions committee to sell. Joe then joined our concessions committee and he has driven thousands of miles in order to help us. To date we have sold more than \$10,000 of Joe Harper videos. In addition he has made numerous monetary donations to PNWC such as the purchase of our library/archives copier, covered some of our swap meet booth costs, and provided funds for PNWC members who could not afford to attend our annual banquet. Over time I've come to realize what a wonderful, giving, dependable person Joe Harper is. Thank you, Joe.

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Joe Harper was born in California and grew up just north of San Francisco. He completed his college career at Golden Gate University with a Master's Degree. He went on to work for the spice company McCormick (Schilling Division) & Co. and worked his entire career in their Retail Division occupying several management positions that took him from San Francisco and ultimately back to Salinas, CA some 35 years later with stops along the way in Salt Lake, Baltimore and Dallas. He retired from McCormick and lives in Centralia, WA.



His interest in steam trains can be traced back to his first exposure to steam which occurred in the Napa Valley during 1949 when a Southern Pacific switcher passed by his school pulling some freight cars and sounded their warning whistle as they approached a grade crossing. The next event was seeing the 4449 all dressed up in the "American Freedom Train" paint scheme posing at Salt Lake City during their historic two year trek across the US. While in Baltimore he had a chance to ride two of the classic "Chessie Steam Specials" (Baltimore to Cumberland & Baltimore down to Harper's Ferry). The departure point was Camden Yards Station that has since been developed into Camden Yards Baseball Park, the home of the Baltimore Oriole's Baseball Team. He then rode one of the famous Southern Railways steam trips down to Charlottesville. These events encouraged Joe to look into more opportunities to ride steam but that didn't really develop until many years later.

He journeyed to Sacramento two different times to participant in big events involving steam. First was the ten year birthday celebration at the California State Railroad Museum (at Sacramento) where the SP 4449 and the UP 844 were two of the many "steam guests" showing off their famous heritage. Then in 1999 the NRHS Convention was held there with more opportunities to ride steam. The 1997 NRHS Convention in Salt Lake City featured the UP 844 first starting out in Denver and going over Tennessee Pass for the final time and included the Royal Gorge trackage.

The event that drew Joe into more steam events was riding the 3751 from LA to Williams, AZ and then out to the Grand Canyon in 2002. During that time David Goodheart organized a private photo charter that Joe missed but he tracked David down and got on his list to be notified for future private photo charters. That was the catalyst that got Joe into attending photo charters all over the country and shooting video along the way. He participated in charters on the Ohio Central then owned by Jerry Jacobsen featuring 6325 and 1293, the Western Maryland 724 and SOO line 1003 near Milwaukee. John Craft organized several others including Pere Marquette 1225 and a CP 2816 up in Canada. Carl Franz organized several charters including the Cass Scenic RR with all their Shays plus charters on the Nevada Northern and the Heber Valley. During that time Trains Unlimited (at their pinnacle) did charters on the McCloud RR, Mt. Rainier Scenic RR, a two week trip that included Guatemala/El Salvador and Cuba and also too New Zealand covering both the North and South Islands traveling 100% by steam. In 2005 Joe went to China for almost three weeks and covered several open pit mines where the final days of steam were taking place. Over the years Joe has also spent considerable time with private charters on the Durango & Silverton, the Cumbres & Toltec and shot video of the #18's first trip over La Veta Pass, in Colorado. Martin Hansen organized two photo charters on the McCloud RR that featured the final runs of their #18 & #25.

In 2002, Joe moved from California up to Centralia, WA to help manage a family issue and has stayed there ever since. He initially joined the NRHS thru the Central Coast Chapter back in 1995 and then transferred to the Pacific Northwest Chapter. Prior to the 2005 Convention he contacted the committee to see if a souvenir video was being produced and one wasn't so he volunteered to produce that video and continued to do so for several other NRHS conventions including the 2011 NRHS Convention held at Tacoma, WA. He produced those videos at no cost to the host chapter but shared the sales with those chapters. He also joined with Al Hall and others to help raise funds by selling merchandise at various public shows. He made his various video trips and private charters available to the public thru videos he produced and they have sold very well over the years at our chapter's public events.

He chased the SP 4449 all the way back to Owosso, MI and back and the UP 844 from Idaho thru the Columbia Gorge and the hook-up with the SP 4449 for an impressive double-header up to Everett and back. Besides his many videos he has produced and sold to help benefit the Pacific Northwest Chapter he has also done the same thing for the Milwaukee Road 261 and their public trips. He has also participated in the last six "Holiday Express" events and worked most of the two weekend shifts up to and including this past year when the event covered three weekends. All in all, Joe has seen some real steam history but his only regret is not getting to see the N&W 1218 and 611 operate in their prime. His most enjoyable experiences were in 2002 when he rode the six largest steam engines operating at the time: SP&S 700, UP 3985, SP 4449, Frisco 1522, Milwaukee Road 261 and Santa Fe 3751.



# In Remembrance of our Fellow Chapter Member Rolland Roy Grischow

'Rol was a fellow church member our little community church out here in the East Clackamas, Happy Valley area. We visited quite often and talked about many things, including the history of this part of town. Rollin had only made it to a couple of chapter meetings in the past 2 or 3 years, but he was interested in history, and certainly railroad history. He had a career with the Railway Post Office, and he rode the rails for many years right here in the Northwest, on the runs out to La Grande, a couple runs from the junction up towards Bend, and also many trips out to Seaside, Oregon, where he would have time for a long lunch break there while the train was getting turned around for the run back to Portland. These are some of the stories he had related to me. He also 'fondly remembers at least one time when the mail bag got tossed out 'on the fly and the bag went under the train, and he spoke of the ensuing 'snowstorm from that mishap, and the delay of the train. Rolland passed away peacefully at home on March 11, 2013 at the age of 86.

By chapter member Chuck Morris

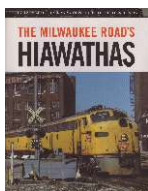
## New Donation In the Library

by Bob Weaver

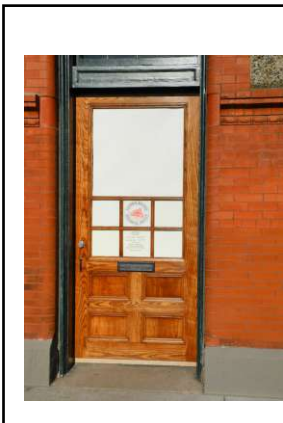
We want to thank Dave Larsen for his generous gift of these recently published books to our Lending Library. Dave's gift makes a great addition to our ever growing collection. All of the books he gave us are in nearly new condition.



*Milwaukee Road Locomotives. Volume Three, Alco, Baldwin, Fairbanks-Morse and 44/80-Ton First Generation Diesel Locomotives*, authored by Thomas J. Strauss, a locomotive engineer who first hired on as a fireman by the Milwaukee in 1951. He describes the operational history of each model and adds his personal experiences and opinions. He provides a roster of all of Milwaukee's first-generation diesels and includes those supplied by Whitcomb, Davenport and General Electric, and some semi-streamlined diesel-electric motor cars built in the Milwaukee shops. This is a 184-page, hard-bound book, well illustrated, some in color, published by Four Ways West in 2009. ISBN X-88561-84-5.



*The Milwaukee Road's Hiawathas* by John Gruber and Brian Solomon covers the history of Hiawatha passenger trains with text, archival photographs and reproductions of period advertising, some in color. In 1935 the Milwaukee Road introduced its steam-powered high-speed service between Chicago and the Twin Cities called the Hiawatha. The road added service to other Midwest cities and finally the Olympian Hiawatha, to the Pacific Northwest. This 160-page hard bound book was published in St. Paul by Voyageur Press, an imprint of MBI Publishing, in 2006. ISBN-13 978-0-7603-2395-3.



### New Doors at Union Station

Recently, new doors were installed at the offices and archives of the chapter at Portland Union Station. These doors are reproductions of the design of the original wooden doors used throughout the station.



*Transit in the Triangle. Volume I, 1900-1964: A Century Look at Pittsburgh Public Transit* is a comprehensive history of the Pittsburgh Railways Company by Blaine S. Hays and James A. Toman. This complex streetcar system survived into the 1960s before the takeover by public authorities followed by the abandonment of most of the lines. The book includes rosters of equipment, over 300 photographs, some in color, and many maps, tables and illustrations. This is Bulletin no. 145 (published in 2012) of the Central Electric Railfans' Association. Their bulletins comprise an outstanding series of books that cover many aspects of the Midwest's rich traction history. Hard bound, 224 pages. ISSN 0069-1623.

# PNW SHORT LINES

by Arlen L. Sheldrake

Boeings rising production of 737s is causing BNSF to add another 14 special cars to transport the fuselages from Wichita, Kan., to Renton, Wash. This will bring the special car fleet to 99. The special 89-foot cars will be modified by Boeing. 737 production will go up to 38 a month in the second quarter of 2013, and 43 monthly in the second quarter of 2014; the current production rate is 35 per month. **TRAINS News Wire 2/13/2013.**

The former BC Rail North Vancouver station has been demolished. The small station once served passengers taking rail diesel cars to Prince George and the famous excursion trains from North Vancouver to Squamish pulled by the Royal Hudson 2680. BC Rail ended passenger service on October 31, 2002. **TRAINS News Wire 2/11/2013.**

The only Amtrak stop in Idaho, Sandpoint's former Northern Pacific depot will receive a face lift and will reopen to passenger use by the end of the year. The station has been closed due to safety concerns since 2009 with Amtrak passengers only accessing the platform. Constructed in 1916 and added to the National Register of Historic Places in 1973, the depot is owned by BNSF and will be leased to Amtrak. Sometime in 2013 or 2014, Amtrak will also design and build a new platform. **TRAINS News Wire 2/11/2013.**

A newly formed organization, Eastside TRailway Alliance is working to run a tourist train between Snohomish and Woodinville but the 42-miles rail corridor is threatened by the city of Kirkland who owns 6 miles and may prefer a trail. The entire rail corridor the group is working with stretches 42 miles between Snohomish and Renton and was purchased by the Port of Seattle and sold to various cities. The portion Kirkland now owns, however, isn't fitting well with plans the other cities have come together to form. **Tribune Newspapers of Snohomish County 2/20/2013.**

The Port of Royal Slope in Royal City, Wash. has issued an invitation to bid for the Royal Slope Railroad Track Maintenance Project 2013. The project includes vegetation removal on about 26 miles of track; the procurement, installation and tamping of 2,000 replacement ties and 25 switch ties; and procurement, placement and tamping of 1,300 tons of ballast. The railroad was abandoned in 1998 and won't reopen until this project is completed. The project is funded by WSDOT. **Progressive Railroadng 2/19/2013.**

The Benton County (Oregon) Commission has formally authorized Commissioner Linda Modrell to offer up to \$500,000 in county funds to purchase the Bailey Branch. Modrell has been negotiating for several years with the Union Pacific Railroad to buy the abandoned 18-mile branch line south of Corvallis. Shortline operator Portland & Western shut down the dilapidated line in 2007, citing high repair costs and dwindling freight volumes. **Corvallis Gazette-Times 2/20/2013.** [This is the line that formerly served the Hull-Oakes Lumber Company, one of the last commercial steam-powered sawmills in the USA.]

On March 1, 2013, Federal Rail Administration Administrator Joseph Szabo signed the following Environmental Assessment [EA] for the Point Defiance Bypass project with the following conclusion:

“As described in the EA and further in this FONSI [Finding of No Significant Impact], the project would improve travel time of the Amtrak Cascades service by 10 minutes and decrease train delays, allowing for more frequent and reliable intercity passenger rail, which would be a benefit for Amtrak operations and passenger rail riders along the PNWRC [Pacific Northwest Rail Corridor]. The Project would also result in a slight benefit to freight trains on the Puget Sound route from removing passenger rail from the Puget Sound route. The improvement of several at-grade crossings would improve safety by adding signage, wayside horns, median barriers, sidewalks, pre-signals, and more advance signal controllers. Upgrades to intersections and signaling would maintain or improve overall traffic flow at substandard intersections. Replacing train-mounted horns with quieter wayside-mounted horns would reduce this particular source of noise in the communities. Relocating the Tacoma Amtrak Station to Freighthouse Square would improve pedestrian connections between Amtrak passenger rail and transit services provided at the Tacoma Dome Station (*Sounder*, Tacoma Link light rail, and bus transit). The FRA finds that the Point Defiance Bypass Route Project EA satisfies the requirements of FRA's NEPA “Procedures for Considering Environmental Impacts: (64 FR 28545, May 26, 1999) and NEPA (42 USC section 4321) and the Project would have no foreseeable significant impact on the quality of the human or natural environment provided it is implemented in accordance with the commitments identified in this FONSI. As the Project sponsor, WSDOT is responsible for ensuring all environmental commitments identified in Section 8.0 above are fully implemented.



The EA provides sufficient evidence and analysis for FRA to determine that an environmental impact statement is not required for the Project as presented.”

WSDOT's project team will now advance design work to reroute passenger trains from the BNSF Railway main line near Point Defiance to an existing, and less congested, rail line that travels through south Tacoma, Lakewood and DuPont. WSDOT expects construction to begin in 2015 and open the new route to service in 2017. The new bypass route is located along an existing 18-mile lightly used freight corridor owned by Sound Transit. Part of the bypass route is the same route that Sound Transit uses for Sounder commuter rail to Lakewood.

[www.wsdot.wa.gov/Projects/Rail/PNWRC\\_PtDefiance/ProjectEnvironmental](http://www.wsdot.wa.gov/Projects/Rail/PNWRC_PtDefiance/ProjectEnvironmental) 3/4/2013.

The owner of the defunct Minnesota Zephyr Dinner Train says he intends to scrap the two F7A locomotives that powered the train when it shut down in 2008. One F7, stranded on city property during a failed move attempt last summer, is former SP&S #804, the last surviving SP&S passenger cab unit. The two locomotives are landlocked in Stillwater, the train's former operating base. The line they ran on was sold and is being converted to a state trail. The train's owner, Dave Paradeau, said he plans to have both locomotives sold for scrap as he has been unable to find a purchaser. Paradeau sold the line for \$4.25 million. **From Michael Byrnes 2/22/2013.**

On February 21<sup>st</sup> construction began on Port Metro Vancouver's [B.C.] South Shore Corridor project. The work involves separating road and rail traffic at 10 conflict points along Stewart Street, adjacent to the port's terminals and the South Shore Trade Area's railway corridor. The \$75 million project also includes associated intersection and roadway improvements, and corridor-wide improvements, such as the installation of Intelligent Transportation Systems. The federal government is providing about \$31 million for the project. South Shore Corridor funding partners include CN and Canadian Pacific, and consulted participants include BNSF Railway Co. and TransLink. **Progressive Railroading 2/22/2013.**

Construction has begun on safety and accessibility improvements at Metro Vancouver's Main Street-Science World Station in Vancouver, British Columbia. The facility is the first of seven SkyTrain stations that will undergo safety and accessibility upgrades during the next three years. The C\$164 million station upgrade project is being funded by the governments of Canada (C\$41 million), British Columbia (C\$83 million) and TransLink, Metro Vancouver's transportation authority (C\$40 million). The work is slated for completion by 2016. **Progressive Railroading 3/5/2013.**

Rail Logistics LC recently announced it will open a new Cold Train office later this year in downtown Chicago to help administer the hauling of cargo from the Midwest and East Coast to Washington state and Oregon. Cold Train recently tripled the size of its Quincy, Wash.-based refrigerated container fleet to 300 53-foot refrigerated containers. As a result, Cold Train is continuing to expand its service area. It also plans to increase westbound capacity for products originating in the Midwest and on the East Coast heading to the Pacific Northwest. Rail Logistics launched the Cold Train Express Intermodal Service in partnership with BNSF Railway Co. and the Port of Quincy in 2010. Cold Train departs from, and arrives at, the Port of Quincy Intermodal Terminal six days a week. It takes four to five days to travel between Washington state and the Midwest, and six to seven days from Washington state to the East Coast. **Progressive Railroading 3/6/2013.**

The Tacoma City Council unanimously approved a complicated land swap Tuesday with BNSF Railway, clearing the city's way for acquiring the last strip needed to eventually develop a pedestrian and bicycle pathway along the historic Prairie Line rail corridor. The council's action effectively ends a nearly decade long grappling match between the city and the railroad over a 20-foot wide swath of real estate running from Pacific Avenue to South 15<sup>th</sup> Street between the Tacoma Art Museum and the United Way Building. Dating to 1873, the now-abandoned rail corridor once served as the route of the first Northern Pacific train to reach Puget Sound. The old line's segment eyed for development spans about a mile, running from downtown's south end through the Brewery District, cutting across the University of Washington Tacoma campus and crossing Pacific Avenue to the Thea Foss Waterfront. **The News Tribune 3/5/2013.**

The Spokane Preservation Advocates 2011 *Spokane Matters List* included: The Cheney Depot was built in 1927, replacing an 1881 depot structure for the Northern Pacific Railway. The building is located at 505 Front Street, near the central downtown business district of Cheney, WA. The building contains a freight room, the agent's office, a passenger waiting room, and covered outdoor waiting area. It has approximately 1800 sq. ft. of interior space and retains much of its original interior, including light fixtures. The Mission Revival style depot is significant not only because of its unusual type in the northwest but also because of its connection to one of Cheney's famous sons, Clarence C. Martin, who was

born and educated in Cheney and served as Governor of Washington between 1932 and 1940 and was instrumental in securing the Grand Coulee Dam project. The building has been offered at no cost to the city or anyone who will move it off the property as it sits between active train tracks with no safe public access. [www.spokanepreservation.org](http://www.spokanepreservation.org) BNSF has hired a contractor to explore demolition of the old Northern Pacific depot. BNSF is looking at doing the asbestos abatement this summer and to potentially have the depot demolished by the end of November. **Train Watchers Journal 2/6/2013.**

Inquiry from Arthur Babitz, The History Museum of Hood River County: "When were the locomotives in the Hood River area fueled by wood, coal and diesel?" **Answer from Dave Willworth**, PNWC Archives: "According to Clem Pope's book, *Switchbacks to the Timber: Mount Hood Railroad*: In 1912 after a 2 month trial of one engine being converted from wood to oil, the rest of the locomotives were converted to burning oil. In 1935 during the depression, they were converted back to burning wood. This lasted for quite some time before converting back to oil. Diesel replaced steam in 1950 with the purchase of 2 Alco's."

Two key partners in a major Coos Bay exporting project, Project Mainstay, have terminated their involvement. Mitsui & Co. and the Korean Electric Power Corp. have terminated their involvement leaving only the Metropolitan Stevedore Co. of Willington, Calif. involved. **The World 3/11/2013.**

On March 8<sup>th</sup> ground was broken by the Port of Prince Rupert, British Columbia, to mark the start of construction of the port's C\$90 million "Road, Rail and Utility Corridor" project. The port plans to build five parallel tracks, a two-lane roadway and a power distribution system along a five-mile corridor to create shared-use infrastructure for proposed potash and liquefied natural gas terminals on Ridley Island, as well as other potential terminals. The first phase of work is slated for completion in December 2014. The project is jointly funded by the Canadian and British Columbia governments, which each contributed C\$15 million, and CN and the Prince Rupert Port Authority, which each committed C\$30 million. **Progressive Railroading 3/11/2013.**

"The final bit of brushing was completed today between Batterson and Salmonberry. We now have the line clear between Salmonberry (MP 816) and Tillamook (MP 856). We are looking forward to running a steam engine to Salmonberry soon. This will be the first hot steam locomotive to travel between Salmonberry and Batterson since sometime in the 1950s when the Southern Pacific switched to diesel locomotives. Our next task will be to tackle the stretch of track between Salmonberry and Enright. We are currently evaluating this last five miles and formulating a plan for restoration." Aaron Zorko, Oregon Coast Scenic RR, **Trainorders.com, 3/13/2013.**

Last week TriMet filed a lawsuit against Clackamas County in an effort to require county officials to follow through on a commitment to the Portland-Milwaukie light-rail project. The lawsuit seeks a declaratory judgment and expedited consideration, and asks the court to retain jurisdiction to supervise the county's participation in the project until work is completed. The suit was filed after the county delayed moving forward on final property acquisitions and \$1.3 million in road and signal improvements. Construction on the 7.3-mile project is about 35% completed. **Progressive Railroading 3/13/2013.** [TriMet has recently determined that the line will be completed in segments starting from the OMSI/ORHC station, so in the next few months the section immediately south of the Oregon Rail Heritage Center entrance will be completed.]

A revised timetable for the Cascades Corridor Trains and Bus Services was put into effect March 17<sup>th</sup> to accommodate BNSF Railway track work between Portland and Seattle that is expected to be completed August 31<sup>st</sup>. **ODOT Rail Division 3/14/2013**

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## New Sounder Locomotive Spotted in Tacoma

This new Sounder Locomotive was spotted outside of Freighthouse Square in Tacoma on March 12th. It is number SDRX 923 from MPI, Model MP40PH-3C, builder serial 0412-03 – new Boise ID, Feb 2013.

Class: B-B  
Weight: 271,000  
Horsepower: 4000



Photo by Arlen Sheldrake

# President's Dispatch

by Keith Fleschner - President

I'd like to take this space and thank the people who keep the chapter running (and it's not me, if it was it would be late) The Trainmaster team of Arlen and Trent produce and edit content each month, and hand it off to the Hickok's for production and Mailing. Renewals and memberships are handled on time and correctly by Diana Mack.

George Hickok pays the bills. Al Baker finds interesting programs for us each month.

Your board shows up even when I'm late with the agenda.

The library & archives committee is slogging away each week at cataloging and sorting our materials.

Thanks to All of you Fellow Chapter members for all you do!

Keith

## At The Oregon Rail Heritage Center...

**The Oregon Rail Heritage Center is Now Open!**

**FREE ADMISSION!**

**Get up close and personal with Portland's famous steam locomotives!**  
A fantastic adventure and learning experience for kids of all ages!

Located across from the OMSI Portland Streetcar near SE Caruthers and Grand Ave.

**Hours: 1-5pm  
Thursday-Sunday!**

For more information visit:

[www.orhf.org](http://www.orhf.org)



OREGON RAIL HERITAGE FOUNDATION



## The FRA Mandated 15 Year Inspection is Underway...

by Gary Brandt

The Federal Railroad Administration (FRA) is responsible for railroad safety. Not surprisingly, there are special regulations pertaining to steam powered locomotives, considering the uniqueness of these complex machines. For Detailed FRA information, see Title 49, Code of Federal Regulations (CFR), Part 230 "Inspection and Maintenance Standards for Steam Locomotives", effective date 18 January 2000. The SP 4449 is

undergoing the 1472 service day (15 calendar years maximum) inspection.

The Oregon Rail Heritage Center provides an unique opportunity to see in detail the inner workings of the SP 4449 locomotive as it is being torn down, inspected, and rebuilt.

Detailed boiler inspection requires the removal of the jacket and insulation as well as pulling enough tubes and flues to gain boiler access. Other major work to be completed includes pulling the superheater units, repairing and/or replacing as needed, and restoration work as necessary. Under way, the smokebox door is open and internal smokestack components have been removed. The boiler jacket and insulation are off and fire brick is out of the firebox. The tender has been disconnected and is outside. Completion is estimated for

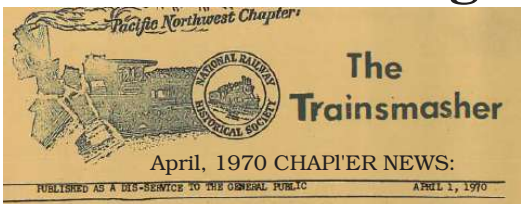
early 2014.



Construction continues around ORHC  
Activity being inspected by  
Keith Fleschner and Ed Immel

Photos by Arlen Sheldrake & Trent Stetz

## 43 Years ago in the April *Trainsmasher*...



President Roger Phillips announced that the bids had been released for the two story addition to the Chapter's library; construction is expected to begin in August. Total income last year amounted to \$128,762.00 due to selling tickets for three special trains but not running them and keeping the money, there was also a loss of \$3,156.22 when the treasurers left for a long trip to Brazil. The finance committee reported that the final plans were being made to buy controlling interest in

Southern Pacific. The committee also reported that when the transaction is finalized 'steam' passenger service would be resumed and Sacramento shops would again construct cab-forward engines. Finally, the February meeting drew 2,467 people. The program of movies showing Jack Holst's bassets double heading a radio-flyer wagon drew boo's from the audience. April Fools!



# Valuable Collectable Books

Here is a chance for newsletter readers to add to their personal collections and help the chapter at the same time! As you may know, our concession stock includes several hundred used books. Amongst those books are some valuable collectable titles. A few of the really scarce gems we have for sale are listed below. Each one is hardbound and accurately described and is followed by our asking price. Remember, all of the money that comes from the sale of these books goes directly to the chapter. If you require shipping, then that will be an extra charge. Please email Dave Larsen at Larsen.david47@gmail.com with your order. First come, first served.

**THE GREAT NORTHERN RAILWAY**, A Pictorial Study by Charles and Dorothy Wood, Pacific Fast Mail, 1979, 560 pages, Plastic slip cover, dust jacket intact with a few small tears, binding good. PRICE \$75.00

**A NORTHWEST RAIL PICTORIAL** (author signed) by Warren W. Wing, Pacific Fast Mail, 1983, 160 pages, Plastic slip cover, dust jacket undamaged, binding good. PRICE \$60.00

**THE OFFICIAL PULLMAN-STANDARD LIBRARY**, Volume 3-Great Northern-Northern Pacific-SP&S. W. David Randal & William M. Ross, Railway Production Classics, 1987, copy# 1757, 216 pages. Red faux leather cover and a metal spiral binding as produced, 8 3/4 X 13, some pages yellowing slightly. PRICE \$150.00

**THE SOUTHERN PACIFIC IN OREGON** by Ed Austin and Tom Dill, Pacific Fast Mail, 1987, 320 pages, Plastic slip cover, no dust jacket, former library copy, pages yellowing, binding good-price reduced from market value. Still a classic. PRICE \$70.00

**THE WILLAMETTE LOCOMOTIVE** (signed by Steve Hauff) by Steve Hauff and Jim Gertz, Binford and Mort, 1977, 182 pages, Former library copy, cover has dings, was not produced with a dust jacket, binding good, pages yellowing. PRICE \$70.00

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## In the Library and Archives...

by Dave Willworth

### Spokane, Portland & Seattle Railway Blue Prints

The PNWC Library & Archives contain a vast collection of thousands of railway company documents, maps, yard diagrams, right-a-way maps, trestle details, blue prints etc. These are from the different railroad companies that were in

the Pacific Northwest. The Chapter has received these generous donations from individuals and from the railway companies themselves. Included in the collection are blue prints of locomotive details and erecting drawings. Since many steam locomotive parts had to be manufactured and not taken "off the shelf" these blue prints are mostly for steam to enable the parts to be made, cast, repaired, and in some cases new engines built by the operating companies.

In our documents section there are close to 1000 of NP/SP&SRy Locomotive blue prints with NP A-3, Z-6, Z-8's and SP&S E-1, Z-8's being the predominate locomotive classes. There are other classes mixed in such as O-3, W-3, Q, and 1-F-1 tenders. The blue prints originated with a Statement of Responsibility for them from Baldwin Locomotive Works and American Locomotive Co. and other specialty manufacturers. Many were traced by Northern Pacific and then used for the

SP&S Class E-1 and Z-8 locomotives and tenders. These were given SP&S and NP cataloging numbers which are being used for archiving records.

In the collection are frame details for spring mounting, driving box details, axle specifications, drive rods and wrist pins, truck details. There are boiler and fire box blue prints showing boiler sheet development and seam fastening, flue piping settings, fire brick design & locations, ash pan slider specs. Many diagrams show various piping, fittings, elbows, and plug types and locations. Blue prints for throttle levers and dry pipe parts and arrangement with covers and packing. Cab details are shown for gauges and lighting. Even for the coal burners are stoker and coal gate arrangements.

Currently PNWC committee members are engaged in completing a searchable database for these blue prints and other documents. This database will be available for use by the chapter members, members of ORHF, and the general public to research these records. The documents are being preserved and stored at Room 1A and when the database is completed, they can then be reviewed in a controlled environment when needed.



John Willworth displays SP&S Drawings at the Chapter Meeting (Photo by Jim Hokinson)

**Pacific Northwest Chapter  
Lending Library**  
**OPEN Mondays and April 20th**  
April 20th (Saturday) 1pm to 4pm  
and open every Monday 10 am to Noon

The Library is normally open the Saturday following the membership meeting.  
The Library is located at:  
Union Station Annex, 503 NW Irving, Portland  
(The Annex is the brick building just south of Union Station.)

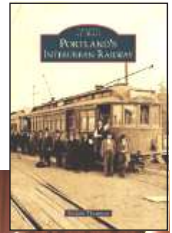
library@pnwc-nrhs.org 503-226-NRHS

# March Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on March 15, 2013

The assembly was called to order at 7:35pm for the evening's program. Mr. Richard Thompson gave a very interesting and informative history of Portland Interurbans. His many photographs added to the great history lesson. He also had several of his books on Interurbans for sale.



Next came our meeting snack time hosted by Jean Hickok and Lila Stephens. Jean Hickok presented Keith Fleschner with a birthday cake and led a round of the Happy Birthday song. Happy Birthday Keith!



Richard Thompson Presenting the Program

President Fleschner called the general meeting to order at 9:00pm.

The February, 2013 meeting minutes were announced. Arlen Sheldrake made a motion to accept the minutes and Bryan Ackler seconded. The members voted to approve the minutes.

George Hickok announced that there will be no monthly Treasurers report this month due to other pressing matters.

Trent Stetz announced that the yearly banquet will be held at the Stockpot Restaurant on May 4, 2013, beginning at 5:00pm. The guest speaker will be Bob Melbo from ODOT.

Arlen Sheldrake announced that the Amtrak's National Train Day will be held in Portland on May 11, at Union Station. The SP&S 700 will be there as well as the Travellers Rest vintage passenger car and a Union Pacific caboose.

George Hickok announced that 'we' (Chapter) now own a thirty six inch HP printer that we got for a very low price. We will now be able to print our own banners. Also, the 'night-time' poster of the 4449 proof has been approved. It should be available in time for Train Day.

Concerning rolling stock, last weekend George and Keith tested the needle gun on the S-2 and it worked well. Next will be erecting the shelter over the engine. Lastly, the Mt. Hood car will be open for the ORHF member appreciation event on March 23, 2013.

Arlen Sheldrake reminded everyone of the 'Black History in Railroading' exhibit at the Oregon History Center is open until April 21, 2013.

Dave Willworth announced that the library exhibit for the evening is blueprints from Great Northern and SP&S for the 700 engine and others. He asked for more volunteers for Saturday and on Mondays.

George Hickok gave thanks to the snack providers, Jean and Lila. He suggested that due to increased food costs that we give a three dollar donation for the snack.

George Hickok then announced the passing of long time Chapter member Rolland (Rol) Grischow, and asked for a moment of silence in his memory.



Marge, Jean and Lila providing Snacks

The meeting was adjourned at 9:27pm.

Respectfully submitted by Jim Hokinson, Secretary.

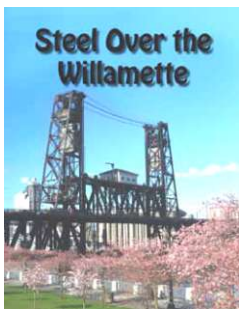
Photos by Jim Hokinson

## New PNWC Chapter Members

The following people have become members of the Pacific Northwest Chapter of NRHS within the last few months. Please welcome them into our chapter, and we hope to see them at future events.

Stuart Adams (Student Membership)  
 Forrest Beattie  
 Jeff Cunningham  
 Ronald Dirksen  
 Stephen F. Grande  
 Marilyn Ishii (Family member of Philip H. Kohl)  
 Barbara S. Kennedy (Family member of J. Halisey Kennedy MD)  
 Chuck Missar  
 Carolyn Ordway (Family member of Richard Ordway)  
 Gary Pischke  
 Richard A. Raub  
 Ron Roof  
 John Russell  
 John Torrey  
 Barton J. Whalen  
 Robert Wyant

## Still Available



Celebrating the 100th anniversary of this world unique bridge, this 60-page book tells the story of Portland's Steel Bridge in text, with dozens of historic and current photos. Available for just \$14.99 plus \$5.00 shipping or pick up your copy at a membership meeting and save \$5!

Order online at: [www.pnwc-nrhs.org](http://www.pnwc-nrhs.org)

Send your check payable to PNWC-NRHS to:  
 PNWC-NRHS Steel Bridge  
 800 NW 6th Ave. Rm. 1  
 Portland OR 97209-3794

Questions: [steelbridge@pnwc-nrhs.org](mailto:steelbridge@pnwc-nrhs.org)

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## Chapter Officers

President	Keith Fleschner	503.516.9272
Vice President	Mark Reynolds	503.638.7411
Treasurer	George Hickok	503.649.5762
Secretary	Jim Hokinson	503.635.4826
National Rep.	Edward M. Berntsen	253.383.2626

## Chapter Directors-at-Large

Randy Rock	2013-2015	503.730.9549
Ken Vannice	2013-2015	503.244.8732
Ron McCoy	2012-2014	503.310.4811
Christopher Bowers	2012-2014	503.577.0063
Jean Hickok	2011-2013	503.649.5762
Trent Stetz	2011-2013	503.643.1494

## Committee Chairs

Activities	Ron McCoy	503.310.4811
Archives	William Hyde	503.666.5530
Auditor	Bob McCoy	360.459.3251
Car Host	Mark Reynolds	503.638.7411
Concessions	Vacant	

## Chapter Rep., Oregon Rail Heritage Foundation

Chapter Home	Keith Fleschner	503.516.9272
Elections	George Hickok	503.649.5762
Excursions	Jim Loomis	503.253.3926
Flanger Restoration	Jim Long	503.313.7382
Library	Ron McCoy	503.310.4811
Meeting Programs	Dave Willworth	360.608.1102
Membership	Al Baker	503.645.9079
Rolling Stock	Diana Mack	503.723.3345
	George Hickok	503.649.5762
	Keith Fleschner	503.516.9272
Chief Mech. Officer	Peter Rodabaugh	503.701.7040
Car Rental Agt.	Bob Jackson	503.231.4808
Safety Officer	Keith Fleschner	503.516.9272
S-2 Restoration	Mark Reynolds	503.638.7411
Webmasters	Jim Long	503.313.7382
	Mark Whitson	503.533.7005

**The Trainmaster** is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members.

Articles which appear in *The Trainmaster* do not express the official position of the organization on any subject unless specifically noted as such. Material from *The Trainmaster* may be reprinted in other publications provided credit is given as to the source, except in cases where the article originated in a third party publication and special permission was given to *The Trainmaster* to print the article here. Please address contributions and correspondence to:

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# **PACIFIC NORTHWEST CHAPTER TIMETABLE N<sup>o</sup>. 609**

**Board of Director's Meetings:** April 11, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm  
May 9, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm

(Open to all Chapter Members. Note address for Board meetings; follow instructions posted on the door for entry.)

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**Membership Meetings:** St. Mark's Lutheran Church, 5415 SE Powell Blvd. 7:30 pm (Guests Most Welcome!)

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

**April 19:** *1940s & 1950s Portland Area Urban and Interurban Train Films*, by David Haij using his father Al Haij's films. Art Greisser will help provide descriptions during the films.

**May 17:** *Railcar Heat Technology, Pre-1950* by George Hickok

**June 21:** *SP 4449's 15 Year FRA Inspection*, Mark Kramer, President, Friends of SP 4449

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**Save the Date, May 4:** *Annual Chapter Banquet* at the Stockpot Broiler Restaurant  
See Enclosed Flyer for Meal Selections

5pm to 9pm. Contact Trent at 503-643-1494 or at Trent.Stetz@yahoo.com for updated info.



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## **NOTABLE NON-CHAPTER EVENTS:**

- Now - June 30 *Streetcars Build a City*, Exhibit, Architectural Heritage Center, Portland, [www.visitahc.org](http://www.visitahc.org)  
Now - April 21 *All Aboard: Railroading & Portland's Black Community*, Oregon History Museum, [www.orhs.org](http://www.orhs.org)  
April 13-14 *Willamette Cascade Model Railroad Club 25th Annual Swap Meet and Train Show*, Eugene, Lane County Fairgrounds [a PNWC Concessions Event]  
April 21 *Broadway Bridge 100th Celebration*, [www.pdxbridgefestival.org](http://www.pdxbridgefestival.org)  
May 4 *Olympia/Lacey Depot 20th Anniversary*, 10 to 2, 6600 Yelm Highway SE,  
May 11 *Amtrak's National Train Day*, Eugene OR, 11am to 4pm, [www.nationaltrainday.com](http://www.nationaltrainday.com)  
May 11 *Amtrak's National Train Day* with SP&S 700, Portland Union Station, 10am - 4pm, [www.nationaltrainday.com](http://www.nationaltrainday.com) [a PNWC Concessions Event]  
May 11 *Washington Railroad History Symposium*, 10 to 5, Washington State History Museum, Tacoma WA  
May 11-12 *Steam Mother's Day Special*, Chelatchie Prairie Railroad, Yacolt WA, [www.bycx.com](http://www.bycx.com)  
May 17-19 *Western Pacific Railroad Historical Convention*, Calif. State Railroad Museum, [www.wprrhs.org](http://www.wprrhs.org)  
May 18 *GorgeRail 2013*, Columbia Gorge Discovery Center, The Dalles OR, [www.gorgerail.com](http://www.gorgerail.com)  
May 25 *Wine Run Special*, Chelatchie Prairie Railroad, Yacolt WA, [www.bycx.com](http://www.bycx.com)  
May 26-27 *Memorial Day Special*, Chelatchie Prairie Railroad, Yacolt WA, [www.bycx.com](http://www.bycx.com)  
May 31 - Sept 1 *125th Anniversary Celebration of the Ilwaco Rail & Navigation Company* - An exhibition "From the Water to the Woods: 125 Years of Local Rail", Ilwaco, WA, [www.columbiapacificheritagemuseum.org](http://www.columbiapacificheritagemuseum.org)  
June 1 *Encore Presentation: Railroad Architecture and the Northwest: Economics, Ethos, and Culture*; by Alexander Craghead, 10am to 11:30am, Architectural History Center, Portland, [www.visitahc.org](http://www.visitahc.org),  
June 7-8 *Dunsmuir Railroad Days*, Dunsmuir CA, [www.dunsmuirrailroaddays.org](http://www.dunsmuirrailroaddays.org)  
June 16 *Father's Day Special*, Garibaldi - Rockaway, Oregon Coast Scenic Railroad, [www.ocsr.net](http://www.ocsr.net)  
June 29 *2nd Annual Double Header (Steam!)*, Oregon Coast Scenic Railroad, [www.ocsr.net](http://www.ocsr.net)  
July 4 *Fireworks Spectacular*, Garibaldi - Rockaway, Oregon Coast Scenic Railroad, [www.ocsr.net](http://www.ocsr.net)  
July 12-14 *Go Go Thomas Tour 2013*, Northwest Railway Museum, [www.trainmuseum.org](http://www.trainmuseum.org)  
July 19-21 *Go Go Thomas Tour 2013*, Northwest Railway Museum, [www.trainmuseum.org](http://www.trainmuseum.org)  
July 17-20 *NP Railway Historical Society Convention*, Butte MT, [www.nprha.org](http://www.nprha.org)  
July 20-21 *Clamshell Railroad Days*, Ilwaco, WA, [www.columbiapacificheritagemuseum.org](http://www.columbiapacificheritagemuseum.org)  
July 23-27 *UP Historical Society Convention*, Topeka KS, [www.uphs.org](http://www.uphs.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.