

The



Trainmaster

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ORANGE LINE OPENS



September 12th was a busy day at the OMSI SE Water Station near the Oregon Rail Heritage Center during the Grand Opening of TriMet's MAX Orange Line. A new Type 5 MAX train is arriving (left) at the station to transport eager opening day passengers across the Tilikum Bridge, while the Oregon Pacific Railroad (right rear) was providing rides to Oaks Park and back (Photo by T. Trent Stetz)

Orange Line Grand Opening Day

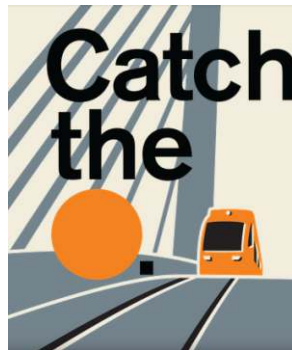
September 12th was a VERY busy around the Oregon Rail Heritage Center (ORHC). Over a 1300 guests visited ORHC on Orange Line Grand Opening day. All of the rail lines around ORHC were busy that day!



Music was provided by the Beaumont Jazz Ambassadors from Beaumont Junior High school.



Rides to Oaks Parks and back were provided by the Oregon Pacific Railroad.



Type 5 MAX trains were packed with riders as they passed by.



The Portland Streetcar shown behind ORHC, was running and providing regular service across the Tilikum Bridge.



The UP Freight Trains pass behind ORHC.



Volunteers from ORHF staffed the booth near the Portland Opera.



Crowds awaiting to get onboard at the OMSI SE Water Station.

Photos by T. Trent Stetz

Northern Pacific Caboose No. 1735

By Richard Samuels

Built in 1921 as NP 1735; renumbered to BN 10950 and sold into private ownership where it was moved to private property at SE 44th and Tenino and used as a residence on a short section of track.

The City of Portland somehow acquired it and offered it to several local groups “for the hauling” but none responded.

Good friend Kurt Bruun of Lorentz Bruun Construction caught wind of its availability and cut a deal with the City to remove it as the City was going to scrap it. On August 21st, I assisted the crew from Campbell Crane and Gerlock Towing in carefully rigging and blocking the body which was set on a lowboy as well as properly slinging the trucks so as not to dislodge the bearing brasses (which were still there!) which were loaded on a second trailer along with the track it was sitting on. The entire move took about twelve hours and went off without a hitch. The 175-ton crane was quite a sight lifting the caboose through the trees!

The caboose will be completely restored here on the OPR in Milwaukie and will then be hauled to East Portland by PTC 100 and placed on a short piece of track between the end of his “Bruun Dock” rental and the OPR track just south of the diamonds and just southeast of the Orange Line OMSI/Water Avenue station.

And from an email message from the City of Portland: The City bought a nice piece of property on Johnson Creek 10 or 12 years ago and the caboose was on it. The property owner had moved it there for use as a little get away shack; real pretty property, quiet, beautiful view of creek and away from traffic. The City couldn't find any historical group interested in it so were real happy when Kurt inquired. [Article developed and photograph by Arlen Sheldrake.]



Brooklyn Yard Turntable Moves

By Arlen L. Sheldrake

Early in August the Brooklyn Turntable, stored on two AERC flatcars, got moved from a siding in Sellwood to the Oregon Rail Heritage Center (ORHC).

As you may remember, the turntable was lifted from the pit by Rick Franklin's staff and cranes and placed on two flatcars loaned to ORHC by Rick. This was accomplished as part of the move to the new ORHC facility near OMSI. For three years, Dick Samuels, owner of the Oregon Pacific Railroad, has kindly stored these two flatcars on a siding in Sellwood, a SE Portland suburb

In September 2010, Oregon Pacific Railroad and Metro finalized an agreement to close a major piece of the Springwater Corridor's by paying OPR \$618,000 to allow the building of a half mile of trail alongside the train tracks between Southeast Umatilla Street and Southeast 13th Avenue in Sellwood. Metro is now ready to begin developing this trail segment which will require moving the railroad to the south and elimination of the siding; thus the turntable needed to move.



Closing this portion of the Springwater Corridor's “*Sellwood Gap*” will be applauded by the 1000s of commuters and outdoor enthusiasts who daily use this trail. Metro continues to work to close the rest of the “*Gap*”.

Two flatcars are needed to store the turntable because of its length. A significant amount of the turntable hangs over the second flatcar and in the air on the other end.

Source: Metro 9/23/2010 news release; photos by the author.

A VISIT TO THE YAQUINA PACIFIC RAILROAD HISTORICAL SOCIETY

Photos and Text by T. Trent Stetz



On September 3rd, I had a wonderful visit at the Yaquina Pacific Railroad Historical Society in Toledo, Oregon. The facility is located just 7 miles east of Newport. The museum features local train history and artifacts, historical train cars, a wooden caboose (said to be the oldest restored caboose in the Pacific Northwest) and a steam locomotive. There is even a 1923 Southern Pacific Railroad Post Office (RPO) car that you can tour! Below are some of the equipment which the Society has on display. Stop and visit when you are near Toledo! More information at yaquinapacificrr.org.

A display of a three wheeled velocipede and other railroad tools.



The 1907 wooden caboose and the 1923 RPO car along the platform.



"One Spot," a 1922 Baldwin 90 Ton 2-8-2 steam locomotive, is under reconstruction on the site. This locomotive spent its entire working life on railroads in the area before retiring from service in 1959.



One of the Speeders at the facility.



Wato GP30M no. 3021 Locomotive near Toledo, Oregon

The giant Georgia-Pacific Toledo paper mill is essentially the only rail traffic that justifies the expensive line between the Corvallis and Toledo today, but it has sufficient traffic to keep the line profitable, with many dozens of cars going to and from Toledo almost daily. The Toledo mill was built by the U.S. Army in 1918 to mill spruce for constructing aircraft. After passing through several hands over the decades, the mill was purchased by Georgia-Pacific Corp in 1951. Today it's operated as one of the largest remaining paper mills in the Northwest. [from www.brian894x4.com/YaquinaRailroad.html]

This Wato Locomotive GP30M No. 3021 (Ex-PCC 4212/CSXT 4212/C&O 3017) was spotted near the Yaquina Pacific Railroad Historical Society. WATCO Switching Services (WAMX) began providing specialized industrial contract switching services in 1983. They now provide contract switching for the Georgia-Pacific paper mill in Toledo, Oregon.



PNW SHORT LINES

by Arlen L. Sheldrake



A short, Short Lines this month as most of the month was spent on a trip...No, not a vacation, every day for us “*honored citizens*” is a vacation; occasionally, seniors take trips. Ours was a Uniworld boat cruise from Budapest to Amsterdam. Well mostly on a boat as low water levels put us on a bus for the first few days. Yes, this area is also in dire need of rain. More information about some great train places in Budapest in later *Trainmasters*.

The August 20th issue of the Portland Tribune had an interesting article about the former River Queen restaurant that has been moored in Goble, Oregon for many years. Owned for eight years by its current owner Clay Jonak, he has hopes of turning the ship into some sort of workshop but progress has been slow. The ship was originally the steam-powered ferry SS Shasta built in 1922 and owned by the Southern Pacific Railway working in San Francisco during the pre-Golden Gate Bridge days. In the late 1930s, the Shasta went to Seattle and worked in the Puget Sound. In 1958 it was returned from the Bremerton to Seattle run and did a stint on the Columbia River as the Centennial Queen to celebrate the 1959 Oregon centennial celebration. Three years later, in 1962, it was bought and converted into a floating restaurant. The conversion included the removal of the mechanical equipment. Eventually in 1995 the boat fell into disrepair due to a family illness and the restaurant closed. Jonak noted in the article that the ship is private property and not open for tours. [Many of us fondly remember the River Queen in Sellwood, then later near Union Station.] **Portland Tribune 8/20/2015.**

The final station designs for the new Tacoma Freighthouse Square Station will be reviewed at a public open house on Tuesday, October 27th, from 5 to 7 pm at the University of Washington, Tacoma in the James Russell Commons (William W. Phillip Hall). At the open house, the final station designs will be shared and questions from the public answered. The Freighthouse Square Station CAC Subgroup held its final meeting on September 14th. The CAC has been meeting regularly over the last year with the WSDOT design team to finalize elements that will make this station a welcome addition to the Dome District. **CAC Email Message 9/18/2015 via Ed Berntsen.**



On September 16th Sound Transit's popular commuter trains marked 15 years of service and reached record levels of service. Year-to-date, more than 2.1 million people hopped aboard Sounder through July, a 14.7 percent increase from the same period last year. Average weekday boardings reached 14,804 in July and 13,929 for the quarter ending in June, increases of 15.3 and 12 percent respectively, from the same periods last year. Sounder began operating two south line round trip trains on September 18, 2000, with stops in Tacoma, Sumner, Auburn and Seattle. Service to Puyallup and Kent stations was added in February 2001, to Tukwila a month later, and to South Tacoma and Lakewood in 2012. North line service to Edmonds and Everett began in 2003 and to Mukilteo in 2008. The 10 daily round trips currently on the south line will expand to 13 each weekday by 2017 under service expansions approved by voters in 2008. Four round trips each weekday currently operate on the north line, where rider demand is lower and costs of accessing BNSF tracks are higher. **Sound Transit News 9/19/2015.**



TriMet's Board of Directors on September 16th approved an increase in the payroll and self-employment tax rate with revenues dedicated to new and improved service. Beginning January 1, 2016, the employer tax rate will increase by 1/10th of 1 percent phased-in over 10 years. The rate will change from 0.7237 to 0.8237 percent. The employer payroll tax funds about 59 percent of transit operations. The additional revenue will be dedicated to new and expanded bus, rail and innovative community and job connector services that are outlined in the agency's comprehensive strategic Service Enhancement Plans (SEPs). The SEPs are 20-year visions for the future of transit that were created after meeting with key stakeholders, businesses, residents and riders over the past four years. One of the ideas: Extending MAX Red Line service from Beaverton to Hillsboro, providing direct service to PDX. The new revenues will bring in \$4.3 million in year one and about \$43 million in year 10 (in current dollars). **TriMet 9/16/2015 news release.**



The Portland Development Commission revealed its preferred development scenario for the 14-acre U.S. Postal Service complex September 8th, which calls for 3,100 dwelling units and enough office space to accommodate 4,000 jobs. The North Park Blocks would be extended by two blocks to the north, with a line of mid-rise residential and office towers straddling the park and stretching from N.W. Hoyt Street to Lovejoy Street. Under the current plan, the PDC Board would



approve a framework plan for the post office and surrounding area, totaling 24 acres that includes Union Station, on October 14th. At that time, the board would grant PDC authority to execute a sale agreement with the U.S. Postal Service for up to \$80 million to replace their large sorting facility. **Portland Tribune 09/08/2015.**

Honolulu's rail transit project would now cost \$200 million more to build – bringing its projected shortfall to more than \$1 billion – and take about a year longer to complete, those overseeing the project now say. The updated figure assumes that it could be more costly to build rail than officials have already estimated, even factoring in the most recent price hikes as the project enters a more challenging, costly environment including the restricted Honolulu International Airport location and the urban City Center. The project will likely be finished sometime in 2021 instead of the first quarter of 2020. **Honolulu Star-Advertiser 9/15/2015.**



The Union Pacific project to replace the Abernethy Creek bridge in Oregon City will be completed with new structures placed on September 21 & 22. This structure is just south of the Oregon City Amtrak Cascades station. **Trainorders.com posting 9/20/2015.** As of 9/22 the bridge is complete with trains running with a 15mph speed restriction. **Dick Samuels conversation 9/22/2015.** [See photo and more information on Page 11]



Long time 4449 volunteer Dick Yager died August 25th. Richard Paul Yager, Jr., 4/25/1949 – 8/25/2015. Hopefully in the near future, we will publish some of Dick's colorful history with the 4449 and crew. R.I.P. Dick!

The Rock Creek train trestle fire was caused by reckless smoking according to the Tualatin Valley Fire & Rescue investigators. The fire began in a field near Southwest Tualatin-Sherwood Road and spread to the trestle. Three teens and one adult have been arrested. When and if Portland & Western Railroad will replace the trestle remains up in the air. **Portland Tribune 9/10/2015.**



On September 26th the Shasta Land Trust and the Great Shasta Rail Trail Association celebrated the acquisition of the 80-mile Rail Trail connecting McCloud and Burney in northern California. The process to acquire the abandoned 80-mile former McCloud Railway began in 2009. More information: **www.greatshastarailtrail.org.**



September 22nd was a big day at the Oregon Rail Heritage Center. Both the SP 4449 & SP&S 700 underwent their FRA mandated hydrostatic tests! The 700's test was the normal annual. The 4449's test was part of the FRA required 15 year boiler inspection process. As of September 16th, the 4449's 15 year inspection process status:

- All flues & tubes are installed.
- Rolling is done on both ends.
- Welding is done on the flues & tubes at the rear flue sheet.
- All superheater units are installed as if August 30th.
- The firebox work installing new steel at the throat sheet and new circulator tubes is complete.

The target continues to be to have the 4449 operational to pull the ORHF Holiday Express trains beginning in late November. Many thanks to the Friends of SP4449 staff for keeping the white board at the ORHC updated for visitor and volunteer viewing. And, the SP&S 700 was granted the PRPA requested extension on the 15 year boiler inspection thus allowing the 700 to again participate in the BNSF December holiday function in Vancouver and to be the backup engine to the 4449 for Holiday Express runs.

The Oregon Department of Transportation (ODOT) Commission in August approved four new hires that will beef up rail incident prevention. Adding four new staff members will bring the number of railroad inspectors who partner with Federal Railroad Administration (FRA) in overseeing the safety of Oregon's extensive rail operations to 11. When the four new hires are certified by FRA, ODOT will have two inspectors in four of the five FRA disciplines (operating practices; hazardous materials; signal and train control; and motive power and equipment), and three inspectors in the fifth discipline (track). **ODOT news release 8/27/2015.**



Portland Tribune's writer Jim Redden did another great job with his September 1st front page, top of fold article **Light Rail Connects City's Past and Future.** As an insert in the article notes, the Oregon Rail Heritage Center (ORHC) opened a MAX History exhibit in late August that graphically as well in text tells the story of how and why MAX developed starting with the killing of the Mount Hood freeway project. This exhibit will be on display at ORHC through July 2016.



Trains Across The Pond

By Steve and Mary Hauff

Mary and I just spent a month in Tokyo. The "vacation" was sold to management as a chance to immerse ourselves in the culture, customs, and countryside of Japan, or at least the island of Honshu. There were shrines and temples to visit, castles and museums to explore, and - one might suggest most importantly - there were lots of very interesting trains to take us to all of these places.

A few quick facts to serve as background: Japan has a land area of about 146,000 square miles. Montana is about 147,000 square miles. Japan has a population of about 127 million. Montana has a population of 12 (unless you count the cattle and sheep). Greater Tokyo has a population of about 35 million. Shinjuku Station in Tokyo serves about 3.5 million passengers every day. All of the 20 busiest railroad stations in the world are in Japan. The rail system of greater Tokyo (JR, subways and private railways) carry about 14 billion - yes, BILLION - passengers per year. That means every human on earth would have to ride twice to equal that number.

Japan's trains run on time. Of all the trains we rode over the span of a month, well more than 100, only 3 were late, and none by more than 10 minutes. If a train is more than 8 minutes late, you can get an excuse from Japan Railways (JR) to present to your boss as to why you were tardy. One of the fellows from NRHS-Tokyo Chapter suggested that the Shinkansen (bullet trains) typically were within 8 seconds of the advertised. You'd best not arrive at the station platform at 8:02 for the 8:01 train, all you'll see is tail-lights.

Passengers and crew members are polite and orderly in Japan. While waiting for a train, passengers typically wait quietly in a line at the door locations marked on the platform. When a train arrives, disembarking passengers are allowed to depart the train before boarding passengers start in the door - this is true even in crowded conditions. Train crew bow to the passengers when entering or leaving a car. The bottom line is that everyone is civil, and very courteous.

Trains are a way of life in Japan. People commute on them. People sleep on them. Statistics indicate that Japan is a very sleep-deprived nation, and we observed that a significant percentage of the population goes to sleep immediately upon boarding the train, be it a local or Shinkansen. People also eat on trains. Ekiben - station bento boxes - are consumed in astronomical numbers on trains. One shop in Tokyo station regularly sells up to 20,000 ekiben daily. Estimates suggest that the total daily count for all the shops in Tokyo station is about 70,000 ekiben per day. These are not your standard box lunches, but rather edible works of art. But that's a story in itself. People shop at stations. Almost all the major stations are directly connected to some type of large shopping mall where travelers can buy everything from donuts to jewelry, dinner to computer components. All the necessities of life can be found at the station.

The key to rail travel in Japan, at least for visitors, is the Japan Railpass. Available in regional or country-wide versions, and in regular or first class (green car), the pass provides easy travel via Japan Railways (JR) to almost everywhere in Japan. For travel around Tokyo, a pair of electronic debit cards, Pasma and Suica, allow quick movement through the turnstiles. Private railways still require ticket purchases, but all have automated ticket machines which will display the options in English (thank heavens!).

It's also important to remember than Japan has two rail networks. The Shinkansen are standard gauge and provide the high-speed, long-distance passenger service. The vast majority (there are a few exceptions) of the local passenger and freight system is 42" gauge. The 42" gauge provides all the freight service and passenger trains from local to expresses, and even a few sleeper trains. Most of the rail lines are electrified, but a few low-volume branches still use diesel power. The announcements on the Shinkansen are bi-lingual (Japanese and English) as are many of the announcements on the local trains in the Tokyo area. The farther one gets from Tokyo, the less English is heard or displayed. This can create some interesting moments for those of us whose total Japanese vocabulary consists of "sushi," "sashimi" and "sumo."

So, for the next several months (or until the editor says, "Enough!") we'll chronicle our adventures at stations, on trains, in museums, at a theme restaurant and with the Tokyo Chapter of NRHS.

A Railfan with a Restaurant.

Tokyo is a big town. Getting around in it can involve using JR (Japan Railways), one of the two subway systems, one of the private railways or, most likely, some combination of all of them. Our first unchaperoned venture off the JR grid involved attempting to find a restaurant near a station called Yutenji. Yutenji doesn't appear on many of the subway maps because it is a relatively small station on a private railway that is an extension of one of the subway lines. As a matter of fact, multiple lines use the track and it can be a more than a little confusing deciding if a train is actually the one you want, or whether it will even stop at the station you are seeking.

In doing my homework for the vacation, I stumbled upon a blog about a train-themed restaurant called Niagara Curry. For the gastronomes reading this, Japanese curry is very different from the curries found in Indian or Thai cuisine, in many cases having a beef stock (stew-like) to which the curry is added. The restaurant is run by an octogenarian railfan who spent decades

in the restaurant business at one of Tokyo's stations before opening his own place. The walls of the restaurant are festooned with a lifetime collection of railroad artifacts from not only Japan, but all over the world. The food is delivered to the tables via flatcar on a G-gauge track along the wall.

But back to getting there... Our apartment was located (very conveniently) between two stations, Tamachi and Hamamatsucho, both on the Yamanote line. The Yamanote Line makes a circle within Tokyo that touches on most of the major neighborhoods, and interchanges with a significant number of the subway lines, other JR lines, and private railways. A trip around the Yamanote loop takes an hour and passes through several of the top ten busiest train stations in the world. Our trip would take us through Shibuya Station, a very busy facility, currently undergoing some major construction.

The trip from Hamamatsucho to Shibuya was the easy part, just hop a train on the Yamanote Outer Loop. The Yamanote Line has both an inner and outer loop, and after about a week of riding the trains it dawned on me that the loops were only a few feet apart and the different designation simply referred to the direction the trains were going, the outer loop clockwise and the inner loop counter-clockwise. (Japanese trains observe left-hand running.) The trains typically run on less than five minute headways so even if you miss one by a few seconds, the wait isn't going to be very long.

Getting TO Shibuya was easy, getting THROUGH the station was somewhat more interesting. Shibuya is not super-busy by Tokyo standards. Only slightly more than two million people pass through the doors on a daily basis. Two of those two million were totally lost. Getting off the Yamanote train we searched for a sign to the Toyoko Line, which would ultimately take us to Yutenji. There was a sign, with an arrow, so we walked. And we walked. And we walked some more. I can't be completely sure, but mid-trek I thought I heard the Kingston Trio and "MTA" playing. We followed the signs and arrows up a couple of floors, out of the station, down the sidewalk, back into another part of the station, down a few floors and ultimately to a pair of platforms for the Toyoko Line. Success! Well, almost. One platform was marked "Trains to... (some station)", the other, "Trains to... (some other station)." Neither station was readily evident on the Greater Tokyo rail map that I held onto with a death grip. Desperation. I went up to a fellow in a uniform and blurted out "Yutenji." He pointed, and we went.

A few stops later, we stepped off the train in Yutenji. At this point, I was beaming with confidence. I had walked from the station to the restaurant in Google Earth, Street View so I knew exactly what it should look like. Except... Yutenji Station is also under construction. Scaffolding covered the entire front of the station and the alterations to the street adjacent made everything look quite different from Google. Desperation again. Found another fellow in uniform in an office at one end of the station – the office was about the size of a walk-in closet – and decided to ask directions. As I walked in, I realized that this was a police station, a very, very small police station. I knew we were saved as beat cops always know the restaurants in an area. All I had to say was "Niagara Curry" and the officer jumped out from behind the desk, grabbed a very faded local map (taped to a worn, bent piece of



The front of the restaurant is a jumble/collage of railroad memorabilia. The name is derived from the owner's name, a fascination with the NYC's 4-8-4 nomenclature, as well as the Falls. If I had to guess, the aroma of the curry drifting through the front door does more to attract clientele than the name.



Even Thomas wears a Japanese railroad hat at this restaurant. The walls are covered with railroad art, photos and paperwork, and all the unused horizontal surfaces are piled with some form of railroad-themed object.

cardboard) and pointed out the location. By then, we had migrated out the door because there really wasn't room for both of us in the office, and he pointed the general direction, across the small square, and left at the KFC – yes, Colonel Sanders KFC. Away we went, down a ridiculously narrow two-way street (where Hawaiian steel guitar music was being played on outdoor speakers), past homes and businesses and finally to our quarry.

Somehow the restaurant looked bigger in the pictures. The entire front was a jumble of railroad memorabilia, placed with little discernible order. Picking out all the different artifacts was great fun – a "Where's Waldo" of train stuff. The front door was a bi-fold of some rail origin that was not overly spacious and it opened into an interior that was equally compact. The seating was three booths constructed from railcar seats, and a small counter with three stools. A dozen patrons would crowd the place. The inside was like the exterior, a wall-to-wall display of every conceivable type of railroad artifact from printed material to number plates to a nosecone from one of the early Shinkansen.



The large disk is the nosecone from one of the early Shinkansen. The three-stool counter is at the right, the "big" booth is against the far wall, and one of the two other booths is on the left wall. It is a compact establishment.

Upon entering, the patron is expected to buy a meal ticket from a machine. The ticket is then presented to the waitress or cook and the meal is prepared. It is a simple, logical process if (big IF) one knows what the Japanese characters on the machine stand for. Failing this fundamental understanding, one stands in front of the ticket machine until someone from the staff comes over and helps. With two of us standing there looking befuddled, the whole entry was blocked. At least one or two of the hosts spoke enough English to show us how to order and explain what we are ordering. The pungent aroma of the curry filled the air and by the time we completed the ticketing process and made the hike to the furthest booth (three steps), our mouths were watering. A few minutes after being seated, a large-scale 0-6-0t with a flat car appeared at our table with one of the curry orders. We removed the plate and the train disappeared, returning a few seconds later with our second dinner. The meal was great! Since our table was the first on the delivery line, we also had the opportunity to view other menu items as they passed our table. Mary cautioned me that either sampling or removal of an order that was not ours would probably be frowned upon.

We actually made a total of three visits to Niagara Curry. On our second visit, we were joined by our daughter who was visiting for part of our stay, and we proved that three people could actually fit in one of the booths. Our third visit was primarily to deliver a copy of the Chapter's book *Steel Over the Willamette*. Alas, the restaurant was closed for a holiday, but we happened onto the owner's wife doing chores outside. We were able to present the book, but were disappointed that we'd



Naito-san proudly poses with a copy of *Steel Over the Willamette* at a mini-park filled with railroad artifacts. The driver set came from a scrapped 4-6-2, a sister locomotive to one that we were able to ride behind on one of our adventures. If we interpreted correctly, Naito-san was instrumental in establishing the small collection in this park. The area is a mix of commercial and residential, connected by a tangle of narrow streets that could only be successfully navigated by those familiar with the neighborhood.

again missed meeting the owner, and departed for the station. A couple of blocks into the walk we heard yelling behind us and turned to find Naito-san, the "Stationmaster" and owner of Niagara Curry sprinting (well, an octogenarian sprint) after us, waving the copy of *Steel Over the Willamette*. He immediately motioned for us to follow him and led us through several blocks of narrow, irregular streets to a minipark where a few railroad artifacts are displayed. After a short photo session, we were off again, back to the restaurant where he insisted on opening the place and seating us for some iced coffee (the temperature was in the mid-90s with humidity also in the 90% range). We tried to explain that we'd already seen the restaurant but the language barrier was too great and the phone translation program really doesn't work all that well so we were treated to a special "by the man himself" tour of the artifacts. This is a railfan who is very proud of his collection. After several minutes, Masaki Naito, the owner's son, arrived and provided much-needed translation expertise.



The plates of curry arrived on the flatcar and we all grabbed ours and allowed the train to return to the kitchen for the next load. It was obvious that even the non-train-nuts that ventured into the restaurant got enjoyment from the delivery method. The curry was great, very smooth with just a little tingle. The spiciness could be adjusted, but we stayed mid-stream, not knowing what the local standards were.

It was a wonderful visit and goes to show that the hobby we share spans oceans, cultures and languages.

Next time: *Behind Steam with Tokyo Chapter*

September Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on September 18, 2015

The September 2015 general meeting was called to order at 7:33pm by President Keith Fleschner. There were no guests present.

The August meeting minutes were called. Doug Auburg made a motion to approve the minutes and Bruce Strange seconded. The membership voted to approve the minutes.

George Hickok gave the monthly treasurers report and said all accounts balance. He reported that the Steel Bridge book continues to sell with six hundred fifty copies sold. Also the Brix logging book is selling with seventy eight copies sold. Mr. Hickok reported that the S2 cosmetic restoration project is continuing with about thirty percent of the budget spent. He also reported that two hundred ninety nine members have paid their dues. Doug Auburg made a motion to accept the report, Trent Stetz seconded the motion and the membership voted to accept the report.

In the absence of Ron McCoy, George Hickok made the September *UNsung HERO* award to Doug Auburg.

President Fleschner announced that on September 19, 2015 all museums at Antique Powerland will be open and free admission in conjunction with Smithsonian Museum Day.

President Fleschner next announced that on September 24 there will be a special member event at the Oregon Rail Heritage Center about the future of passenger rail in Oregon.

In the absence of Al Baker, Keith Fleschner announced that the October meeting program will be on the Maxwell Siding Railroad Museum by Arlen Sheldrake, the November meeting program will be on the S2 Cosmetic Restoration Update by Keith Fleschner and the December meeting will be the annual meeting, election of officers and potluck dinner.

President Fleschner announced that the 2015 Holiday Express schedule is different this year, the first day is 'Black Friday' and Saturday, then Saturday and Sunday for the next three weeks in December.

The Train Toys For Tots program was questioned as per the time of donation for effective distribution. The board will take up the question at the next board meeting.

Jan Zweerts brought Lewis and Clark Explorer "Memorabilia & Records" to be donated to the Chapter.

Doug Auburg said the NMRA convention received a number of books that will be donated to the ORHF for sales.

Ken Vannice announced that the Chapter Library volunteers have completed the updates to a new book catalog system for the books in our library. He also brought to the meeting a SP&S railyard map for display.

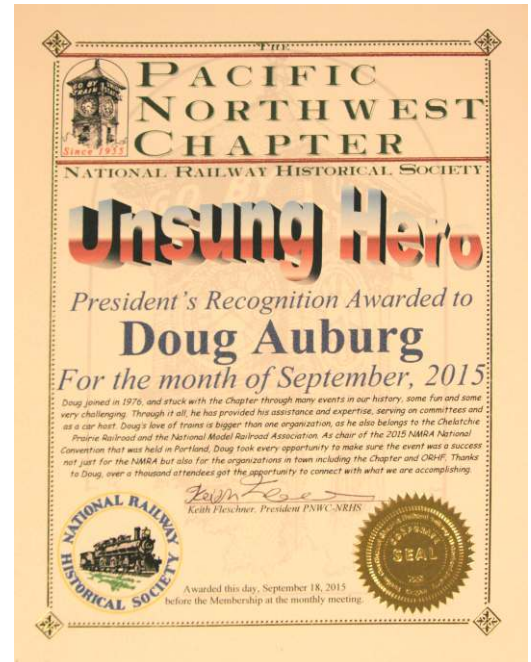


Steve Sedaker gave the presentation on the SP&S 700

The meeting was adjourned at 7:52pm. Snack time was provided by Lila Stephens. Thank you Lila.

The program for the evening was an update on the SP&S 700 given by Steve Sedaker. Thank you Steve.

Respectfully submitted
by Jim Hokinson, Secretary.



George Hickok (l) presents the *Unsung Hero* award to Doug Auburg ®



Lila Stephens provides the snacks for the evening

Photos by Jim Hokinson and T. Trent Stetz



This replacement bridge over Abernethy Creek was installed over a two day period Sept. 21 & 22, 2105. This bridge is located just south of the Amtrak Cascades Oregon City station. The Amtrak mainline outage was programmed from 8 a.m. Monday, Sept. 21, to 8 a.m. Tuesday, Sept. 22, for a total of 24 hours. The replacement crew worked all night Monday. The first passenger train over the structure was Amtrak 503 Tuesday morning, running on 505's schedule 2½ hours later than normal. Train 503 departed Portland at 8:30 a.m. Tuesday instead of 6 a.m., to accommodate the outage "window." (Photo 9/24 by Arlen Sheldrake. Information for Text provided by Bob Melbo and Arlen Sheldrake)

The Chapter Lending Library will be open Saturday, October 17th afternoon. It is open every Monday morning from 10:00 AM to noon. A wealth of material is available for PNWC member check-out.

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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.	Al Baker	503.645.9079

Chapter Directors-at-Large

Phil Barney	2013-2015	503.706.0498
Ken Vannice	2013-2015	503.244.8732
Bryan Ackler	2015-2017	503.246.2165
David Cautley	2015-2017	503.631.7516
Jean Hickok	2014-2016	503.649.5762
Trent Stetz	2014-2016	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		
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Chapter Home	George Hickok	503.649.5762
Elections	Jim Loomis	503.253.3926
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Flanger Restoration	Phil Barney	503.706.0498
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PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 639

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

October 16: *Maxwell Siding Railroad Museum*, a July 18th visit by Arlen L. Sheldrake. A pictorial view and update about this very unique and not well known asset residing/hiding in Hermiston, Oregon.

November 20: *Portland Terminal Alco S2 No. 36: Cosmetic Restoration Update*, Keith Fleschner

Nov. 27,28:

Dec. 5,6: *Holiday Express* at Oaks Park, Oregon Pacific Railroad, www.orhf.org

Dec. 12,13:

Dec. 19,20:



December 18: Starts at 6:30pm Holiday Potluck, Annual Chapter Meeting and Officer Election

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

Board of Director's Meetings: October 8, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm
November 12, 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.)

NOTABLE NON-CHAPTER EVENTS:

Jan. – Nov. *Portland Train Rides*, every Sat., Oregon Rail Heritage Center, www.portlandtrainrides.com

May 1 – October 15 *Northern Pacific Railway Museum* open, Toppenish WA, www.nprymuseum.org

Oct. 3-4 *First Autumn Colors*, Pend Oreille Valley Railroad, Ione WA, www.lionstrainsrides.com

Oct. 7-11 *SP Historical & Technical Society 2015 Convention*, Sacramento CA, www.sphts.org

Oct. 10-11 *Second Autumn Colors*, Pend Oreille Valley Railroad, Ione WA, www.lionstrainsrides.com

Oct. 17-18 *Third Autumn Colors*, Pend Oreille Valley Railroad, Ione WA, www.lionstrainsrides.com

Oct. 17-18 *Autumn Splendor Train*. Lebanon, OR www.santiamexcursionstrains.com

Oct. 24-25 *Great Pumpkin Rides*, Pend Oreille Valley Railroad, Ione WA, www.lionstrainsrides.com

Oct. 24 *Autumn Splendor Train*. Lebanon, OR www.santiamexcursionstrains.com

Oct. 24 *Mystery Dinner Train*. Lebanon, OR www.santiamexcursionstrains.com

Oct. 31 *Halloween Costume Train*. Lebanon, OR www.santiamexcursionstrains.com

Oct. 31 *Adults Only Halloween Costume Party*. Lebanon, OR www.santiamexcursionstrains.com

Nov. 28-Dec. 21 *Santa Express @ MRSR*, Mount Rainier Scenic Railroad, Elbe WA, www.mrsr.com

Nov. 27-28 *Winter Discovery Train*. Lebanon, OR www.santiamexcursionstrains.com

Dec. 5, 6, 12 & 13 *Candy Cane Express*, Oregon Coast Scenic RR, Garibaldi OR, oregoncoastscenic.org

☆☆☆☆☆☆☆☆ **Happy New Year 2016!** ☆☆☆☆☆☆☆☆

Mar. 12 *WINTERAIL 2016*, Corvallis, Oregon, winterail.com

July 19-24 *NRHS 2016 Convention*, Denver, Colorado, www.nrhs.com

Sept. 15-18 *40th Anniversary American Freedom Train Staff Reunion*, Portland OR, www.freedomtrain.org

Sept. 17-21 *Great Northern Railway Historical Society Convention*, Spokane WA, www.gnrhs.org

PNWC – NRHS MISSION

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