

The **Trainmaster**

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LONG-BELL SHAY No. 5



Chapter Member Chuck Fagan inspects the cab of the restored Shay

October 17th was the re-dedication ceremony of the Long-Bell Shay No. 5 in Longview, Washington. After more than 17 years of restoration, the shay is now protected by a pavilion at its location. It was given to the city of Longview on June 22, 1956 and placed on the grounds of the Longview Public Library. It remained there for over 40 years unprotected from the elements and vandals. In 1998, it was moved and the Shay began a major restoration and refurbishment, with over 6000 volunteers hours of activity. It was returned to the library grounds in 2013. This Shay locomotive stands as a reminder of the roots behind the founding of Longview and its lumber industry. The Long-Bell Lumber Company purchased a lumber tract from Weyerhaeuser in 1919. Long-Bell later purchased the land at the confluence of the Columbia and Cowlitz river for the city of Longview, to be later known as the "Queen City of Lumber". By 1930, Longview was home to two of the world's largest lumber mill operations; Long-Bell and Weyerhaeuser. [Text developed from the exhibit panels on display at the Shay pavilion. Photo by T. Trent Stetz]

LONG-BELL SHAY No. 5

Built in 1924 by the Lima Locomotive works as their shop number 3249, this historic locomotive weighed in at 105,100 pounds. It was originally built for the Security Logging Co. in Carnation, Washington as their locomotive No. 2. This shay has 3 cylinders with a 11 inch cylinder diameter and a 12 inch stroke, and a gear ratio of 2:211. The wheels are 32 inches in diameter. The boiler is 44.375 inches in diameter. It was designed as an oil burner holding 950 gallons of oil, but was converted to wood in 1942. The tender has a water capacity of 2000 gallons.



Builders Plate on the Locomotive

No. 5 worked for the Long-Bell Lumber Company from its purchase by the company in July 1945 until it was retired in 1952.

[Text developed from panels on display at the Shay pavilion. Photo by T. Trent Stetz]



Chapter Member Hugh Delanty poses in front of the shay at the dedication ceremony on Oct 16th.

Elk Rock Tunnel Completed

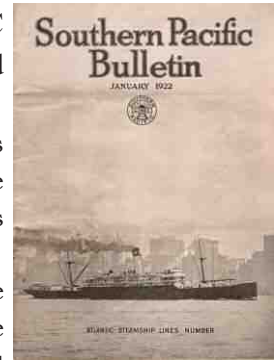
By E.C. Crocker, Lease Clerk, Portland Division

[This article appeared in the January 1922 *Southern Pacific Bulletin* and was spotted by PNWC member Judy Hall. The article has been re-keyed from the original, hopefully without any induced errors.]

Another forward step in its policy of giving the safest and most satisfactory service possible was taken by the Southern Pacific Company when the Elk Rock tunnel on the Newberg branch of the Portland Division was placed in service December 5, 1921. The tunnel is at Elk Rock, seven miles south of Portland, and its construction eliminates the Elk Rock trestle.

This tunnel is only one of many improvements made by the Company in this district and for anyone to have looked ahead from the inception of rail service in this territory to the present time and to have seen the electric lighted tunnel with frequent train service protected by automatic light signals, would have required a vivid imagination.

A brief history of this branch of the Portland Division on which the new tunnel is located is of interest in connection with this new improvement. This line was constructed in the name of the Portland-Willamette Valley Ry. as a narrow gauge line in 1885-6, from a point on the shore of the Willamette River, as the southerly end of the new tunnel, to Dundee, Oregon. The available funds of the railroad at that time not being sufficient to permit of the construction of either a tunnel or a trestle, arrangements



were made to handle the traffic from the terminus of the line at Elk Rock to the foot of Jefferson Street, Portland, Ore., by the use of the Steamer "Traveller." The steamer was used for about one and a half years, or from the spring of 1886 to the winter of 1887 over this trestle, which was considered an engineering feat.

In 1892, the P. & W. Railway was sold to the Portland & Yamhill Ry., and in 1893 it came into the hands of the Oregon & California Ry. Soon after the line was sold to the O. & C. Ry. and was widened to standard gauge.

Original Trestle

The trestle, as originally built, consisted of a series of 40-foot pony spans, with oversize material. Later, in 1896, the first entire reconstruction of the trestle took place, when it was made into a structure with 20-foot openings, with frame bents of four posts each, placed on concrete footings, with 10 in. x 22 in. stringers, placed three on a side, the



Frigid view of the 1400 foot Elk Rock Trestle on a snowy day, January 18, 1916.

same type of structure as still in existence. The line was electrified in 1914, and automatic light signals installed in 1917. At present, 34 passenger trains and several freight trains operate daily over it.

Elk Rock itself is a rock bluff overlooking the Willamette River, rising about 260 feet above the water's edge. The depth of the river ranges from 80 to 104 feet. The composition of the bluff is such that with the thawing of the ice that forms in the winter months, rocks become loosened and fall into the river. The hazard involved in the winter season has occasionally made it necessary to detour trains over the West Side Branch. The attendant inconvenience to passenger traffic and the safety conditions were the main reasons for the construction of the tunnel.

At one point near the northerly end of the bluff for a long time there was the figure of a man's face outlined in the rock. This, however, has disappeared in the last ten years, due to small particles of rock falling off and others being scaled off by railroad forces.

Tunnel Construction

After an exhaustive study of some eight different plans for the betterment of the service and protection of traffic over the trestle, authority was given for the construction of a tunnel and the removal of the trestle. The tunnel as constructed, is 1395 feet in length, 18 feet in width and 23 feet in height above the top of rail. The added width and height is to allow for future installation of a gauntlet track and for the placing of the electric overhead system for the electrically operated equipment. No doubt before many years a double track in this territory will be necessary and the gauntlet track will be installed. The tunnel is lined throughout with Port Orford cedar, with the exception of concrete portals of 50 feet in length, on each end. The tunnel lining is in sets, placed 3 feet center to center, and of 10 in. x 14 in. material. The curvature of the tunnel consists of a 9-degree double reverse curve, the tunnel covering one curve entirely, and parts of the two others. The tunnel lies about 90 feet in from the face of the cliff.



Tunnel construction

The contract for the work was let to the Hauser Construction Company, of Portland, Ore.; and work was commenced June 1, 1921, getting underground first on July 2nd. The tunnel was ready for passage of regular passenger trains on December 5th, with all electrical overhead and signal work complete. The contractors maintained a force of workmen, ranging from 80 to 175 men, working in two shifts. The tunnel was driven from both ends, and when meeting near the center, the center line as run from both ends checked within an eighth of an inch.

Mode of Procedure

On the northerly, or Portland, end, a steam shovel, equipped with a short boom and dipper sticks, and operated by air was used, loading the excavated material into small cars, which were hauled out and dumped in the river below. On the Oswego, or southerly, end, the "bottom trap" system was used, the small cars being hauled out and dumped from an incline into standard roadway cars, where the muck was later taken out on the line for trestle filling material. The drilling and hoisting necessary for the prosecution of the work were furnished by two 600-foot compressors, and the entire layout was lighted by electricity. The contract provided only for the driving and lining, the track work, signal and electrical work being done by Company forces. No serious difficulties were encountered in construction.



Allowing trains to bypass the dangerous Elk Rock Trestle, Elk Rock Tunnel opened December 5, 1921.

The tunnel being situated in a fine suburban residence section, no suitable camp site could be found. The Hauser Construction Company then secured the one time palatial river steamer "T. J. Potter," and the vessel was moored at the southerly end of the trestle and used for quarters for the men. It is doubtful if a tunnel gang ever had such quarters before.

The entire work was under the supervision of the Maintenance of Way Department of the Portland Division, Scott E. Gordon, Assistant Engineer, being in direct charge.

[The Willamette Shore Trolley still operates through this tunnel. The images for this article were provided by Mark Moore, www.pdxhistory.com.]

THE 11TH ANNIVERSARY OF HOLIDAY EXPRESS

PNWC will again be providing Car Hosts for this year's 11th Anniversary Holiday Express! This year's event will be held for four weekends, including the last weekend in November, immediately after Thanksgiving, and the first three weekends in December. The dates are Nov. 27-28th, Dec. 5-6th, Dec. 12-13th and Dec. 19-20th. Car hosts are normally scheduled in three run blocks, with each shift taking about 4 hours. There are 70 scheduled runs this year! If you have never been a car host before, this is the perfect event to begin! Duties include: preparing cars for passengers before and after each trip, greeting and seating passengers, assisting passengers as necessary, explaining the area and equipment history per passenger's questions, ensuring passenger safety, providing an overview of PNWC and ORHF's missions, and assisting with car clean-up after each set of runs.

Non-Chapter members are most welcome, and can work with a chapter member on trips. Sign-up will be available now via ORHF's Volgistics volunteer website. Please contact Al Baker (albaker33@comcast.net) for details on getting setup in the system (if you are not already an active ORHF volunteer) and using the Volgistics website. For more info on car hosting, contact Trent Stetz at Trent.Stetz@yahoo.com or Mark Reynolds at Mark.Reynolds@powereng.com.

Please come and join us for the wonderful holiday event again this year. Thank you in advance for your volunteering and supporting the Pacific Northwest Chapter and the Oregon Rail Heritage Foundation.

THERE IS STILL TIME TO SIGN UP TO BE A CAR HOST!

A Portland Tradition Since 2005!
HOLIDAY EXPRESS

Nov 27-28, Dec 5-6, 12-13, 19-20

Pulled by the beautiful SP 4449

Great Memories!

Free parking!

Railfan Gift Store!

Comfortable Heated Vintage Railcars!

Boarding at Oaks Park

Special Prices Now Available!
Adults from \$16-\$19
Kids \$8-\$9-\$12-\$50
Visit our website or call TicketsWest for details!

For photos, details, ticket prices, times and availability of seats, go to:
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OREGON RAIL HERITAGE FOUNDATION
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Annual Holiday Potluck

PROVIDED: Ham main dish & potatoes
BRING: Hot Dishes, Side Dishes, Salads, Pies, Cakes & Cookies

❄️ **DECEMBER 18th** ❄️ **6:30PM**

St. Mark's Lutheran Church
Toys must be New & unwrapped
Membership meeting & Annual Elections to follow immediately thereafter.

TRAIN TOY DRIVE



PNW SHORT LINES

by Arlen L. Sheldrake



The Washington State Legislature, as part of the 2015-2017 State Capital Budget has funded a 10th round of Heritage Capital Projects, awarding \$10 million for 31 new projects that preserve and interpret Washington's history and heritage. Two of the 31 projects are rail related:

- 17-11: \$400,000 City of Tacoma: Development and implementation of an Historic Interpretation Plan for the Prairie Line Trail Project.
- 17-27: \$199,000 Northwest Railway Museum: Rehabilitation of Two Historic Steam Locomotives.



The Free Online Encyclopedia of Washington State History

This Week Then, HistoryLink 9/24/2015

The Foss Waterway Seaport and City of Tacoma Arts Commission were pleased to reveal a stunning piece of public art at the Foss Waterway Seaport on September 27th at 3:00 pm. The work, “**Shipment to China**,” was created by artist Hai Ying Wu as a tribute to Chinese laborers who built the western terminus of the Northern Pacific Railroad in Tacoma. This piece, made of bronze and resembling boxlike urns, is placed upon railroad [car] trucks cast in 1909 in Tacoma. This display will accompany the Seaport's “**Rails to Sails**” exhibit highlighting the importance of railroads to Tacoma's waterfront development. “Shipment to China” will be on display at the Seaport for many months before eventual permanent location along the Prairie Line Trail in



downtown. **Foss Waterway Seaport 9/23/2015.**

Seattle Streetcar, **Center City Connector:** Seattle is building a modern streetcar that provides new mobility options, supports economic growth, and strengthens connections in the urban core. In late September open houses were held to:

- Review the Preferred Alternative and station locations.
- Learn about potential impacts and mitigation, and how to comment on the Environmental assessment.
- Hear about next steps.



The proposed line along mostly 1st Avenue connects the South Lake Union and First Hill lines. Open house materials are available at www.seattlestreetcar.org/centercity.

Connect Oregon VI applications are due November 20th with awards made in August 2016. \$45 million in grants are available in this round with the application match amount moved from 20 to 30%. Grants are available for non-highway transportation projects (marine, rail, public transit and now bicycle) that promote economic development in Oregon.



The August issue of *The Trainmaster* contained an article about Hermiston's **Maxwell Siding Railroad Museum** so I emailed the Mayor of Hermiston a copy noting that this was one of his community's major assets. I didn't hear a word back so I assumed that this electronic communication either went into a spam filter or was ignored....not so. The August 10th meeting minutes of the Hermiston City Council contains the following statement: “Mayor Drotzmann stated there was a very well written article in a Historical Train Newsletter about Maxwell Siding.” The Maxwell Siding Railroad Museum is open every Saturday from 10 am to 3 pm except during the month of January. Visit soon as the future of this very interesting Museum is not guaranteed. And to follow this advice up, President Fleischner on October 23rd sent letters to both the Hermiston Mayor and Parks Director noting the importance of their many artifacts and Museum with the names of three PNW railroad historians who might help them with future planning.

The Honolulu Authority for Rapid Transportation (HART) achieved another milestone on September 9th with the completion of four miles of the system's elevated guideway. Crews have now constructed more than 170 spans. To date 290 foundations have been completed and 204 columns have been built.



Guideway segments are cast at the project's casting yard in Kapolei. **HART news release 9/9/2015.**

The Port of Royal Slope has decided to contract with Frontier Rail of Burbank, Washington for the operation of the Royal Slope Railroad. Frontier Rail Corporation was founded in 2006 and operates 250 miles of railroad in four states. The Royal Slope Railroad is a short-line rail system in central Washington. It consists of approximately 26 miles of the “Old Milwaukee” main line. It runs westerly from Othello approximately 20 miles then goes north for 6 miles to the two industrial parks close to Royal City. WSDOT purchased the line in 1993. In 2013, the Port of Royal Slope was able to rehabilitate the line with a grant of \$750,000 from the Washington State Department of Transportation, in hopes of getting

rail service. The Port of Royal Slope encouraged the legislators to create a Bill to transfer the title of the Royal Slope Railroad to the Port of Royal Slope. The Bill was signed into legislation on May 18, 2015. The line has not been operated for about 20 years. **The Royal Register 9/28/2015 & Port's RFP.**



With much sadness it is noted that **Chris McLarney** went to end of track on September 30, 2015. Chris had a very long history with railroad history preservation in Portland starting with his teen years working on the SP&S 700 in Oaks Park following the untimely death of Jack Holst and later as the founder of the Pacific Railroad Preservation Association. Chris has not been well for the last few years but has continued working for the supportive Drummac, Inc. organization as their Portland manager. Drummac contracts with Amtrak West to provide car and locomotive inspections at Union Station. Chris has graciously loaned the Oregon Rail Heritage Center his beautifully restored Union Pacific caboose and it is one of the premiere exhibits at ORHC. [Editor's Note: See Remembrance on Page 9]

Many of us remember **Bruce Carswell** and his tenure as President of Portland & Western Railroad. Bruce, formerly with Iowa Pacific Holdings where he was vice president of Permian Basin Logistics, is now Vice President of Operations for The Western Group. Bruce and his wife of 22 years, Lisa reside in Lubbock, Texas. The Western Group includes: Railcar Services, Cimarron Valley Railroad, Southwestern Railroad, Oregon Eastern Railroad, Arizona Central Railroad, Verde Canyon Railroad, and Western Railroad Builders. **The Western Group, Inside Track, Summer 2015.**



On September 2nd the new Rhine-Lafayette Street pedestrian overpass opened in the SE Portland Brooklyn neighborhood. The \$3.9 million bridge replaced a 1943 built bridge that some, [including me], would call rickety; others [including Bob Melbo] called it historic. The cost for the replacement bridge was split between TriMet's Portland-Milwaukie Light Rail Project, which put up \$2.2 million, and Union Pacific, who spent \$1.7 million. The bridge has elevators on both ends, a twelve-foot wide walkway, eight-foot wide stairways, good lighting and bike gutters that make moving bicycles up and down the stairs easier. [The bridge is also a good viewing platform for train action at the north throat of the Brooklyn Intermodal

Yard and the action on the Brooklyn Subdivision.] **The Bee newspaper October 2015.**

During the week of August 17th crews started landslide mitigation work near Mukilteo and Everett to help limit landslides that disrupt passenger train service north of Seattle. The Washington State Department of Transportation is spending \$16.1 million in federal funds on slide management projects to help shore up slopes along rail lines. Six historically slide prone sites were selected for work. Two projects were completed in 2014. This summer and early fall work is taking place at three sites near Mukilteo and one near Everett. These four sites should be completed in October. The type of work includes:

- Retaining walls to catch debris before it hits tracks with the ability for BNSF to clean out behind the walls as they fill with debris.
- Slide detection fences for early landslide warning.
- Slope stabilization/erosion control.
- Improved drainage systems.

WSDOT, Amtrak, BNSF Railway, Sound Transit and other partners formed the Landslide Mitigation Work Group in 2013. The group has researched historical slide locations and causes along coastal bluffs and used that data to identify the six project sites. The group also meets with local governments and citizens about ways landowners can help prevent slides on their property. BNSF is working with homeowners to connect their stormwater down to the BNSF drainage systems. **WSDOT News 8/17/2015.**



On September 22nd BNSF marked their 20th anniversary. BNSF was formed by the merger of the Burlington Northern Railroad and Atchison Topeka and Santa Fe Railway which was consummated on September 22, 1995. BNSF is the result of 390 different rail lines that were merged or acquired over a period exceeding 160 years. The company manages a 32,500 mile network in 28 states and three Canadian provinces, employs 48,000 people and operates more than 100 facilities, including 30 intermodal terminals. **Progressive Railroading 8/2015.**



Cummins Inc. announced October 2, 2015 that the first production 95-liter, 16-cylinder QSK95 engine built to rail specification has been shipped. The engine, rated at 4,400 hp (3,281 kW) will be delivered to the Siemens manufacturing

facility in Sacramento, California, where it will be installed into a Charger locomotive. The Charger – a diesel-electric passenger locomotive – will be put into service for a five-state, 35-unit initial order with the departments of transportation of Illinois, California, Michigan, Missouri and Washington. The Charger locomotives will also power the trainsets for *All Aboard Florida*. Capable of supporting a top locomotive speed of 125 mph (201 kph), the QSK95 achieves the highest output of any 16-cylinder high-speed diesel, Cummins says. The combination of Cummins latest-generation Modular Common Rail Fuel System (MCRS) with quad-turbocharging allows the engine to deliver reduced noise and excellent response in a smaller footprint than medium-speed diesels traditionally used in locomotives. Integrated Selective Catalytic Reduction (SCR) exhaust aftertreatment makes the QSK95 capable of achieving the ultra-low emissions required of the U.S. Environmental Protection Agency Tier 4 standards. **Railway Age 10/2/2015.**



On October 24th the Evergreen Aviation & Space Museum in McMinnville opened their Oregon Medal of Honor Exhibit. This exhibit includes the Medal of Honor citation and photograph of each of the 26 Medal of Honor recipients who have lived (25) and live (1) in Oregon. One of the funders and partners for developing this permanent exhibit is BNSF Railway.



The Port of Pend Oreille's web site, <http://povarr.com>, is one of the most friendly railroad sites that I have found. Their Freight Services page list out the days of operation and the company's served. They even have a Rail Enthusiasts page. Rail fan travelers to eastern Washington and Sandpoint, Idaho would be well advised to check out this operation.

The Friends of SP4449 are not doing a 2016 calendar but an array of railroad related calendars are available at the Oregon Rail Heritage Center gift shop. Many thanks to Chris Fussell for his many years doing 4449 calendars.

The long-awaited completion of the \$13 million Siskiyou Summit Railroad Revitalization project, stretching 60 miles south of Ashland, is going to take a little bit longer – completion is targeted for sometime in the last quarter of the year. An array of track work, tie installation, surfacing and some bridge repairs remain. The Central Oregon & Pacific Railroad short line working the 296-mile stretch of Union Pacific-owned track between Eugene and Weed, California has kept busy running between the Rogue and Willamette valleys following line repairs in Josephine and Douglas counties. But it may be a couple of months before Corp's GP38 and SD40 locomotives journey south of Ashland. **Mail Tribune 9/20/2015.**



The November **Trains Magazine** special 75th anniversary issue has a lot of good articles with 38 extra pages. Two articles were of special interest to me. *75 People You Should Know* was quite the list and included our friend Doyle McCormack. The *75 Places You Must See* included three in the Pacific Northwest: Cascade Tunnel, Columbia River Gorge, and Portland's Union Station.



An October 12th Trainorders.com posting by Gary B. Jones included a scan of the Southern Pacific July 1960 publication: **Locomotives Donated and Displayed by Southern Pacific Company**. This impressive list of 41 locomotives donated to 40 communities (two went to El Paso) in 9 states included these in Oregon:

- Klamath Falls, Veterans Memorial Park, SP 2579, Class C-9, 2-8-0, Baldwin built 1906.
- Portland, Transportation Museum Oaks Park, SP 4449, Class GS-4, 4-8-4, Lima built 1941.
- Roseburg, Stewart Park, SP 1229, Class S-11, 0-6-0, Lima built 1915.
- Woodburn, Cleveland & Woodburn Streets, SP 1785, Class M-6, 2-6-0, Baldwin built 1902.



Gary emailed: "The list came from Southern Pacific's Public Relations Department when I wrote them as a teenager in 1960 or 1961. I simply saved it all these years." [I believe all these locomotives still exist in these communities.]

On October 17th the City of Longview held their Shay Day Celebration dedicating their 3249 and the new pavilion on the Public Library grounds in downtown Longview. The Shay was open to public for pictures. The program included opening by the Mayor, restoration and history and ribbon cutting. "Longview may not know it yet, but the Shay locomotive that drowns among the big oaks near the public library is not merely one of the finest sights any city can muster, it has already become a classic sight. Steam railroad logging is now an antiquity. Among all railroad relics the Shay is a prized rarity"...Stewart Holbrook, the Longview Daily News April 3, 1959.



For your holiday shopping, check out the many neat items at the Oregon Rail Heritage Center gift shop. Member Todd Landwehr and his concessions crew have some outstanding new gift items for the rail fan – young or old; and your purchases help keep the ORHC lights on. A couple of the added items:



- West from Omaha, *A Railroader's Odyssey* by Jack A. Pfeifer, published 1990 by Pacific Fast Mail, 208 pages, hardbound, new. Jack was an active member of PNWC in the 1970s.
- OR&N 197 logo t-shirt & jacket (a really neat logo!).



Steam operations return to the Chehalis-Centralia Railroad on November 27th with the first of the Polar Express trains. More information: <http://steamtrainride.com>



Early the week of October 12th Union Pacific track crews completed the new wye connection between the Graham line and the Brooklyn Subdivision. This new south wye leg is reported by Dick Samuels via the tamper operator that the corner is 17 degrees. This new connection will allow intermodal traffic to go directly to and from the Brooklyn Intermodal yard via the Graham line without going through Albina. UP's name for this project is East Portland Connection Project.

The Seattle Department of Transportation announced the operation of the Capital Projects Dashboard, an interactive site designed to offer insight into budget, spending, and timeline information on city transportation projects greater than \$500,000. Project information will be updated monthly, drawing from various sources such as the city's financial management system and SDOT's project management and controls program. <https://capitalprojects.seattle.gov/>



Washington state and Skagit County officials are beginning an environmental review of a proposed oil-by-rail project at the Shell Puget Sound Refinery near Anacortes. Royal Dutch Shell wants to build a rail spur from existing railroad



tracks to handle about 60,000 barrels of crude oil a day, or a maximum of six trains a week. Trains would bring crude oil from the Bakken fields of North Dakota to replace some of the supply Shell currently gets from Alaska's North Slope. **East Oregonian 10/13/2015.**

Congratulations to our friends at the **Oregon Maritime Museum** on their 35th birthday. OMM was established October 1, 1980. PNWC members Ron McCoy, Christopher Bowers, Rita & Arlen Sheldrake were passengers on their October 17th birthday trip with the steam-powered paddle wheeler Portland. This enjoyable 4-hour trip went to the confluence of the Columbia River with a very nice lunch. Watch for their runs in 2016 at: www.oregonmaritimemuseum.org.



Rail projects will speed freight, make more Amtrak trains possible. \$171 million of construction work is underway near Kalama and Kelso that will help make that possible in 2017. Eight miles of a third rail line will be built through Kelso and near Kalama so that freight trains can get out of the way. Driving south on Interstate 5 near Kalama you will notice one part of the rail work. Crews are building a wall of concrete blocks that will separate the highway from one of the new rail lines. The project includes construction of two new railroad sidings, one on each side of the existing lines. A new main line will run for four miles from the Todd Road area to Kalama River Road area to the east of existing tracks. To the west of the existing tracks, a siding near the Temco grain elevator and the Todd Road exit from I-5 will be 7,400 feet long. **The Daily News [Longview] 10/17/2015.**



On October 21st U.S. and Canadian officials and Amtrak Cascades partners celebrated at Pacific Central Station in Vancouver the 20th anniversary of Amtrak Cascades service to Vancouver, British Columbia. The celebration highlighted the economic impact of service to Seattle, Portland, Vancouver and the entire Amtrak Cascades corridor. WSDOT analysis shows that Amtrak Cascades passengers spend \$11 million annually in British Columbia alone – and a combined \$110 million in all the station cities. The successful security partnership between the two countries also laid the groundwork for completing the Preclearance Agreement signed by the U.S. and Canadian officials in March that now awaits approval by the U.S. Congress and Canadian Parliament. Once fully implemented, preclearance will streamline the customs process for travelers entering the U.S. from Canada, while still maintaining strict security. It will also reduce passenger train travel time by eliminating a second customs stop in Blaine after the initial screening in Canada. **WSDOT News 10/19/2015.**



IN REMEMBRANCE

Christopher B. McLarney

April 27, 1959 – September 30, 2015

Chris, a loving son, brother and uncle, passed away peacefully and without pain from complications related to cancer, with his family by his side. Chris, eldest son of Felix J. and Glenda L. McLarney, was a longtime Portland native, attending Laurelhurst Elementary School and graduating from Benson Poly-technic High School in 1977.

Chris was not interested in pursuing further education beyond high school, choosing instead to pursue his lifelong passion, railroading. Chris developed a fascination with railroads at an early age. While in elementary school, he began with scale-model railroad sets, a hobby which he enjoyed, along with aircraft and ship modeling, for his entire life. During his high school years, his attention expanded to include several steam locomotives that were on display at Oaks Park. He began, on his own initiative, to give one particular locomotive, the SP&S 700 cosmetic restoration efforts even before he was old enough to drive. He would ride his bicycle from his Northeast Portland home down to Oaks Park on the weekends, laden with tools and supplies to dress up the appearance of this vintage machine. His efforts drew other volunteers that began to assist in this endeavor. Eventually, Chris formed the non-profit Pacific Railroad Preservation Association with the ultimate goal of restoring the locomotive to its former operational glory.

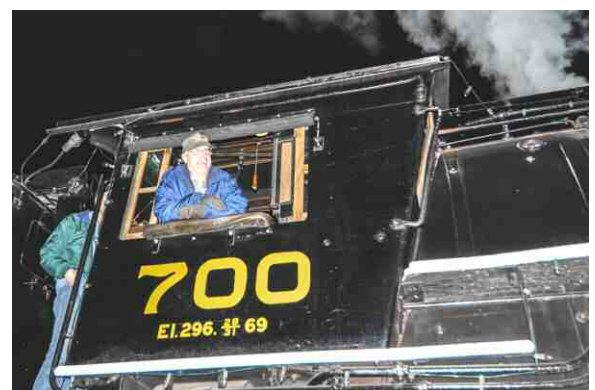
After several years of hard work, these efforts were rewarded with the SP&S 700 one again becoming able to move under its own power, a status which it retains to this day. Chris was also involved in restoring the steam locomotive SP 4449, which pulled the American Freedom Train during the nation's bicentennial celebrations. The SP 4449 was also featured in the Disney movie "Tough Guys." During the filming of this movie, Chris was employed by Disney Studios as one of the handful of crew members hired to operate the train.

In addition to his efforts to restore vintage steam locomotives, on a professional level, Chris was heavily involved with the Amtrak trains that pass through Portland's Union Station. Chris was the certified chief mechanical inspector and supervisor with the contractor that provides the various required services and mechanical inspections needed by Amtrak trains transiting through Portland. His reputation amongst the rail community became nationwide, with many owners of private rail cars contracting his services over the years to provide required safety and mechanical inspections.

He was also an avid collector of railroad equipment and memorabilia, culminating in his acquisition and complete restoration of a vintage caboose once operated by the Union Pacific.

He is survived by his father, Felix; brother, Kelly; niece, Desiree; and nephew, Miles. No services will be held and he will be buried in the Redmen Cemetery in Port Townsend, Washington, on a date yet to be determined. Donations in his name may be made to the Pacific Railroad Preservation Association or the Oregon Rail Heritage Center [Foundation].

[As published in *The Oregonian* October 9 to October 11, 2015. Photos provided by Chris Fussell.]



October Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on October 16, 2015

The October membership meeting was called to order at 7:32pm by President Keith Fleschner. There were no guests present.

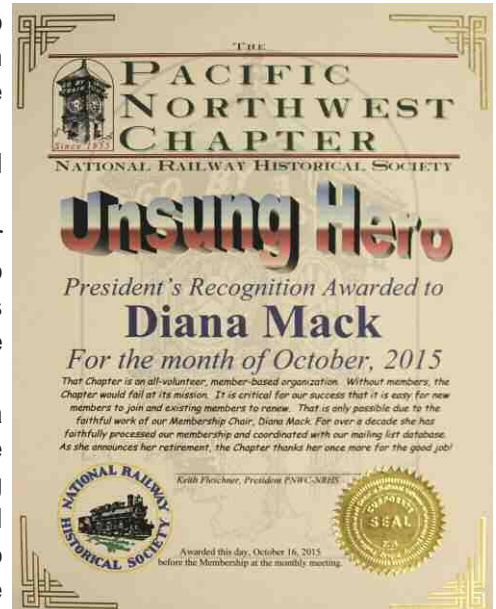
The Minutes of the September meeting were called, Arlen Sheldrake made a motion to approve the minutes and Bryan Ackler seconded. The membership voted to approve the minutes.

George Hickok gave the monthly treasurers report and announced that all accounts balance. He reported that the Brix logging book has made money in sales and so has the Steel Bridge book with over six hundred fifty three copies sold. He also reported that we have so far spent about three eighths of the fund for the S2 restoration. Ed Berntsen made a motion to accept the report and David Cautley seconded. The membership voted to accept the report.

Arlen Sheldrake announced there are new items for sale at the Oregon Rail Heritage Center including a new OR&N 197 shirt.

Ron McCoy reminded everyone of the December 18 annual potluck dinner and to also bring the Train Toys for Tots. He then announced the Unsung Hero award of the month goes to Diana Mack for her many years of service as Membership Committee. He then added that Diana Mack is wanting to retire and urged someone to volunteer to take over the activity.

President Fleschner reported that work on the S2 continues and gave a special thanks to Ron McCoy and Christopher Bowers for their recent help. He reminded everyone of the annual elections to be held at the December meeting and reported that the current board members have consented to run again and he then opened for nominations from the floor. There were no nominations so Ed Berntsen made a motion to close the nominations and Arlen Sheldrake seconded. The membership voted agreement.



The members in Attendance

Vice President Mark Reynolds reported that time is getting close to organize the Holiday Express and urged members to sign up for car hosting duties. He also said there will be a railcar decorating party as soon as our railcars are returned from the Albany & Eastern Railroad right after Halloween.

David Cautley reminded the members that there are other volunteer openings for Holiday Express, such as traffic control, and all types of volunteers are needed.

Jan Zweerts advised that the Willamette Shore Trolley schedule is online and rides are available. He also reported that the Zooliner Diesel has a broken axle so the steam engine will be running.

Ken Vannice reported that the library will be open tomorrow for all members.

The meeting was adjourned at 8:16pm.

Snack time was again provided by Jean Hickok. Thanks again Jean.

The program of the evening was presented by Arlen Sheldrake on the Maxwell Siding Railroad Museum in Hermiston, Oregon. It is believed to be the only railroad museum with two rotary snowplows. It is open on Saturdays. Thank you Arlen!



Arlen Sheldrake provided the evening's presentation



Marge Helander and Jean Hickok provided the snacks for the evening

Respectfully submitted by Jim Hokinson, Secretary. Photos by Jim Hokinson and T. Trent Stetz



Willamette Iron & Steel - cn 16

Originally delivered to Long-Bell Lumber Company of Longview, Washington on August 3, 1924 as their No. 701, this locomotive was sold to Rayonier Incorporated of Sekiu, Washington in 1947. In November 1960 the locomotive was donated to the city of Port Angeles, Washington. For some 55 years, this 3-truck, 70-ton Portland manufactured locomotive has been on public outdoor display in Port Angeles. While it is somewhat difficult to photograph, the locomotive can be spotted hiding among a bunch of over grown shrubs in a small park on Lauridsen Blvd. in Port Angeles. Reference: The Willamette Locomotive, Steve Hauff and Jim Gertz, 1977. Article and August 2015 photograph by Arlen L. Sheldrake.

The Chapter Lending Library will be open Saturday, November 21st afternoon. It is open every Monday morning from 10:00 AM to noon. A wealth of material is available for PNWC member check-out.

Bill of Lading

Longview Shay Dedication.....Page 1
 Long-Bell Shay No. 5.....Page 2
 Elk Rock Tunnel.....Page 3
 Holiday Express Car Hosting.....Page 4
 Train Toy Drive and Potluck.....Page 4
 PNW Shortlines.....Page 5
 In Remembrance of Chris McLarney.....Page 9
 Chapter Meeting Minutes.....Page 10
 Chapter Lending Library.....Page 10
 Port Angeles Willamette.....Page 11
 Officers, Committees & Contacts.....Page 11
 CalendarPage 12
 Mission Statement.....Page 12

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.	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

	Keith Fleschner	503.516.9272
Chapter Home	George Hickok	503.649.5762
Elections	Jim Loomis	503.253.3926
Excursions	Vacant	
Flanger Restoration	Phil Barney	503.706.0498
Library	Ken Vannice	503.244.8732
Meeting Programs	Al Baker	503.645.9079
Membership	Diana Mack	503.723.3345
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	503.313.7382
	Mark Whitson	503.533.7005

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PACIFIC NORTHWEST CHAPTER TIMETABLE No. 640

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

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,

Dec. 12,13: www.orhf.org

Dec. 19,20:



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

January 15: *The Last Train to Pittsfield*, this video is apparently the only documentary made in 1971 of the last run of a pre-Amtrak train. It was the last run of the Danbury, CT to Pittsfield, MA Penn Central train and includes aerial photography and professional editing.

February 19: *Japan for the Real Rail Fan* presented by Dick Raub. A presentation about Japan's railroads and the JR Railway Museum in Tokyo.

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

Board of Director's Meetings: November 12, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm
December 10, 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

Nov. 26 *Thanksgiving*, Oregon Rail Heritage Center closed, www.orhf.org

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

Dec. 6 *Oregon Rail Heritage Center* closed for a special event, www.orhf.org

Dec. 7, 9, 11, 16, 18, 19 *Christmas Ships Parade Trolley Rides*, Willamette Shore Trolley, oerhs.org

Dec. 12-13 *Christmas Trains*, Sumpter Valley Railroad, www.sumptervalleyrailroad.org

Dec. 19-20 *Steam Winter Spectacular*, Chelatchie Prairie Railroad, Yacolt WA, www.bycx.com

Dec. 25 *Christmas*, Oregon Rail Heritage Center closed, www.orhf.org

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

Jan. 1 *New Years*, Oregon Rail Heritage Center closed, www.orhf.org

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

July 16-17 *Clamshell Railroad Days*, Ilwaco WA, columbiapacificheritagemuseum.com

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

PNWC – NRHS MISSION

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

November 2015



Election of 2016 Officers

Pacific Northwest Chapter
National Railway Historical Society
Portland, Oregon
www.pnwc-nrhs.org



Attention

The 2015 General Meeting and Election of 2016 Officers
will be held on December 18, 2015

The meeting will be at the monthly meeting location:

St. Marks Lutheran Church, 5415 SE Powell Blvd, Portland, Oregon 97206

The holiday potluck will start at 6:30 PM

This will be our Annual Meeting

Election of 2016 Officers and Directors

Adoption of the 2016 Budget

(The budget will be available for review at the meeting)

Election Statements from the Candidates

For President for 2016

Keith Fleschner (Incumbent)

It has been, and continues to be, a rare honor to work with everyone in the Chapter as President. Much of what I do is let other good folks "do their thing". What does another year look like? Same as last year but a little less, I'm getting tired. I will continue focus on our relationship with ORHF, with more wait and see with the National (NRHS) organization. Beyond that, more of the same. Thank You.

For Vice President for 2016

Mark Reynolds (Incumbent)

I am submitting my name for nomination for Vice President of PNWC-NRHS for the following reasons:

1. I have been a Member of PNWC since 2001, and have been involved in several activities that support the Chapter in increasing roles of responsibility.
2. I have just completed a term as Vice President.
3. I have been an active car host, Car Host manager, Rolling stock repair, and S2 Repainting and Restoration Committee, APMA Board of Governors Representative, and active APMA Member.
4. I have been a past PNWC Board Member.
5. I am an active member of the Union Pacific, Milwaukee and other Historical Societies.

I have the energy and resources to further the goals of the PNWC and would look forward to supporting the organization in the coming year.

For Secretary for 2016

Jim Hokinson (Incumbent)

I have been the chapter Secretary for the last six years and am willing to run for that office again. I also track the volunteer hours of the members that we need to apply for grants for our many projects. I also fill and maintain the chapter photograph album. Thank you for your past support and I look forward to your vote.

Election Statements from the Candidates (Continued)

For Treasurer for 2016

George Hickok (Incumbent)

I am George Hickok, your Chapter Treasurer. I am running for another term, and would appreciate your support. The Treasurer is one of the key roles in the sound management of the Chapter. I believe I have done a great job in years past, and look forward to continuing my volunteer service. Bills have to be paid, the taxes filed, and we have to manage our activities within budget for the year. It's an interesting challenge I look forward to. I am pleased to have the opportunity to work with the Chapter and Board to continue to make forward progress on many different and diverse projects and activities. I hope that you will join with me in supporting the Chapter. I am pleased to be able to help with all of the different areas where I devote my time, and I hope you too can find a rewarding way in which to get involved. I look forward to another successful year. Thank you for your consideration.

For Director-at-Large (2016-2018, 3 year term)

Ken Vannice

I am a product of the Milwaukee Road. I grew up around the railroads of Montana and was not very interested in them except to ride the North Coast Limited. I now find the rails and their history fascinating. I am seeking re-election to continue to support the Chapter in its quest to keep railroad history alive. I am looking forward to continue to promote the organization of the library and other documents; and bring interesting things to the Chapter meetings.

For Director-at-Large (2016-2018, 3 year term)

Phil Barney

I would appreciate your vote to serve the Chapter membership as a Director-at-Large for the next three years. Although a relatively new Chapter member in 2006, I have been active in railroad preservation activities since 1992, with the Cumbres & Toltec Scenic Railroad in Colorado/New Mexico; since 2001 at the Brooklyn Roundhouse, and from the early days onward with the Oregon Rail Heritage Foundation (ORHF). I accepted an appointment to the PNWC Board as a Director at Large in 2013 when our friend and Chapter member Randy Rock passed away. The next three years will bring new and interesting challenges to our organization. I will continue to be active and supportive in Chapter projects to which I can contribute, and try to serve the membership effectively as a Board member. Thank you.

For Representative to National Advisory Council for 2016

Al Baker (Incumbent)

I am seeking re-election to the position of National Representative to NRHS. I have served two terms (a total of 6 years) as a PNWC Director-at-Large and two years as National Representative. I have been the Meeting Programs Coordinator for the last six years. Additionally I have served on various committees, such as the PNWC New Home Committee, and PNWC Inventory. For the past three years I have been the Volunteer Coordinator at the Oregon Rail Heritage Center, and serve on other ORHF committees. Railroading has always been an interest of mine, but I had little time to pursue it until I retired in 2005. I feel NRHS is the foremost organization in preserving railroading history and I want to do my part in supporting it. To me, railroading history needs to be preserved and appreciated for the huge impact that it had on our country and its history. Perhaps most important is that we communicate to younger generations so that they appreciate it. I would like to be the National Representative so that I can do what I can to further NRHS's work in accomplishing these things, and work toward improving NRHS. I am a retired electrical electronics engineer working mostly in computer related industry, most recently for Intel. I am also a retired Officer of the US Air Force and Air National Guard. I have memberships in the following railroad associated organizations: ORHF, PRPA, Pennsylvania Railroad Technical and Historical Society, Railway & Locomotive Historical Society, Train Collectors Association and the National Association of S Gaugers. I am looking forward to continue serving our organization if reelected.

ABSENTEE BALLOT INFORMATION

If you are unable to attend the December 18th, 2015 business meeting to elect officers for 2016, please submit a request for an absentee ballot by December 1st. Send your request in writing to:

Jim Loomis, Election Chair
12440 SE Stephens Street
Portland, OR 97233-1336

You will receive an absentee ballot, secrecy envelope, instructions, and a return envelope. All ballots must be returned prior to the beginning of the December 18th business meeting.



Oregon Passenger Rail Eugene - Portland



CHOOSING A PATH FORWARD

Newsletter - Fall 2015

Project Team Recommends a Preferred Alternative

The Oregon Department of Transportation is studying ways to improve inter-city passenger rail service between the Portland urban area and the Eugene-Springfield urban area. The project's Leadership Council previously recommended two "build" alternatives to analyze in the Tier 1 Draft Environmental Impact Statement, which will also consider a "no action" alternative.

- **Alternative 1** follows the existing Amtrak Cascades passenger rail route with improvements.
- **Alternative 2** is primarily a new route between Springfield and Oregon City located along I-5, an existing freight rail line, and I-205. It would follow the existing alignment north of Oregon City.

The project team has completed an initial analysis of how the alternatives would affect a variety of community and environmental resources. The team also looked at the engineering requirements, transportation impacts, cost, and potential benefits associated with each alternative.

Based on this initial assessment the team is recommending that Alternative 1 be carried forward as the Preferred Alternative in the DEIS. The Leadership Council will consider this recommendation at their meeting in December 2015.

The recommendation is not a final decision - all alternatives will be analyzed in the DEIS before a Final Preferred Alternative is identified.

After the DEIS is published in late 2016, the public will be able to provide feedback during a formal comment period. Public hearings will be held at that time.



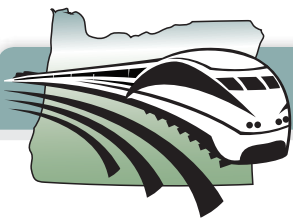
Learn More at the Online Open House!

Visit the online open house to learn more about the recommended Preferred Alternative. This virtual event will feature videos and information that walk participants through the staff's recommendation.

Join us between November 2 - 22

Visit OregonPassengerRail.org

For full descriptions of the alternatives, please visit www.OregonPassengerRail.org



Oregon Passenger Rail - Online Open House November 2-22

Learn About the Preferred Alternative

The Oregon Department of Transportation thanks everyone who has participated in this project to date. The project team is recommending a Preferred Alternative to carry into the Draft Environmental Impact Statement. We invite you to learn more about the Preferred Alternative and the next steps in the process by visiting our online open house November 2 – 22:

OregonPassengerRail.org

Questions and Comments

- » Visit OregonPassengerRail.org
- » Email info@oregonpassengerrail.org
- » Call Jill Pearson, Stakeholder Engagement Strategist, (503) 986-3313

Accommodation Information for People with Disabilities

To obtain this information in an alternate format such as braille, large print, or audio, please call Jill Pearson at (503) 986-3313 or statewide relay 7-1-1.



c/o JLA Public Involvement
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