

The *Celebrating 60+ Years* Trainmaster

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CROSSETT WESTERN No. 10

Photo and Text By T. Trent Stetz



The Crossett Western Co. No.10 shown at the Yacolt Station of the Chelatchie Prairie Railroad

The Fall Conference of the NRHS was held in Portland on October 14 and 15th. One of the conference events was an excursion on the Chelatchie Prairie Railroad, pulled by the Crossett Western Co. No. 10. This 2-8-2T locomotive was built by American Locomotive Company (ALCO) in 1929, Builders Number 67652, with a working weight of 80 tons. The cylinders are 18 x24 with drivers of 44 inches. The Tractive Effort is 28,500 lbs with a boiler pressure of 190psi. No. 10 was one of twenty-one 2-8-2T oil fired saddle tank engines built by the ALCO. It was designed for use on the tight curves and steep grades of logging railroads. It had a long lumbering history, spending fourteen years in Oregon with the Crossett Western Company and nearly twenty years hauling redwood logs for the Hammond Lumber Company in Samoa (which became part of the giant Georgia Pacific Corporation). In 1964 the engine was acquired by the Fortuna Kiwanis Club for installation at Fortuna's Rohner Park. In 1974 was removed from the park and restoration began. In 2006 it was moved to the Chelatchie Prairie Railroad.

Exploring Washington Steam

Text and Photos By Dave Larsen

Each year, the chapter library/archives volunteers organize a group outing. This year's trip, ably planned by Merrill Hugo, visited three steam operations in Washington, The Northwest Railway Museum in Snoqualmie, The Mt Rainier Railroad and Logging Museum in Elbe and the Chehalis-Centralia Railroad Museum in Chehalis. Each operation has something special to recommend it.

Our first stop was Snoqualmie. This operation is a beautiful partnership between the town and the museum. I believe much of the landscaping done facing the main street including the street lights adds to the integration of the museum into the downtown and presents both with charm. There are interesting places to dine within an easy walk of the station.

The first smart thing we did was sign up for the docent led tour. The ticket costs exactly the same as a straight train ride, \$20 for seniors-12:30 PM only. Our docent was a young woman volunteer, Kay, who carried a book with facts on each piece of equipment. With eight rail geeks in tow, she was always asking us if we had anything to add, which some of us did. We got a private tour of their large indoor storage facility and the restoration shop, which is not open to visitors except on the tour.

"The Railroad Changed Everything" was the consistent theme of everything related on the tour. It was wonderful how Kay weaved numerous subjects beyond the obvious into her historical commentary. It was impressive and all of us at ORHF could learn from it.

The train ride was particularly scenic as it edged out on the cliff overlooking the Snoqualmie Falls area although the best view of the falls is from the Kalish Lodge on the other side of the river. For diehard TV trivia buffs, the lodge was the setting for the show "Twin Peaks" and their gift shop caters to the buff.

The train itself was pulled by the spotless privately owned 0-4-0T former Santa Cruz Portland Cement engine No. 2, which does field trips to other railroads. The museum is anxious to finish their own steam renovation so they are not left without steam. The equipment is former SP&S wooden (Barney and Smith) and steel equipment that used to run on the A Line amongst other places (We have the train consists in the archives). One of the wooden cars is beautifully restored. The museum also has other pieces of equipment strategically placed outdoors. The signage is also well done.



Santa Cruz Portland Cement No. 2

Our first stop on day two was the Mt Rainier Railroad and Logging Museum in Elbe. This operation is now owned by the same company that owns the Durango and Silverton. This end of the line is unremarkable compared to their shops and displays at Mineral up the line. They provide a two class service at \$30-\$40 plus taxes after discounts. They also charge for parking. The first class service is provided in two former Milwaukee Road Olympian Hiawatha "Climate Controlled" cars formerly on the City of Prineville Railway. They provide snacks and the opportunity to purchase beer. We opted for simpler accommodations with open windows and wooden garden benches, except for Bruce Strange who ponied up for a cab ride in their locomotive, former Hammond Lumber Company 2-8-2T No. 17. The engine was spotless and Bruce didn't even get dirty! The trip up to Mineral was woodsy with good Mineral Creek views, some broad curves where you could photograph the front of the train from behind and one really good vista of Mount Rainier on a bridge over Mineral Creek.



The group at the Mt Rainier Railroad in front of Hammond Lumber Co. 2-8-2T No. 17

The best part of the Mt Rainier Railroad and Logging Museum is the logging museum and shops at Mineral. The grounds are well laid out and maintained. They have a number of engine storage sheds and shops filled with beautiful examples of logging engines of many types including a Willamette. They are kept out of the weather and some are operational. Guests are allowed inside the sheds, except for the restoration shop, which are clean and supervised in case someone would decide to climb. The logging museum completes the theme with exhibits on many aspects of the logging experience from bunk rooms to dining halls and exhibits on labor unrest. Much of the logging museum comes from the former Camp Six. There is a plan to have a separate entrance fee for the Mineral portion of the property. This might be a way to enjoy seeing everything that Mineral has to offer and the operating steam at both ends of line without the high cost of parking and train tickets.



The Three-Truck 1929 built Willamette No.2 at Mt. Rainer shops

Our third visit was to the Chehalis and Centralia Railroad Museum. Their train is pulled by the Cowlitz, Chehalis and Cascade No.15 which is celebrating its 100th birthday this year. It is a 2-8-2. With the tender, it was the largest of the locomotives we saw operating. The engine crew got dirty, unlike the other two we saw, which was probably the rule and not the exception on an engine doing grunt work on a logging operation.

Members of the group were most impressed with the pastoral scenic views along the line. For Milwaukee Road fans, the track is all former Milwaukee branch line track. The former Northern Pacific line which runs parallel to parts of the museum right of way has been turned into a hiking trail. The station that the museum owns is the former Milwaukee road depot from Chehalis which was moved to the museum.

The museum does not have equipment on display as do the other two we visited. So, it is basically just a train ride. However, the onboard crew members were very friendly and talkative having recognized us as ORHF volunteers.

Each of the three museums we visited had unique features that merit a visit to our neighboring state for a welcome steam fix.



Cowlitz, Chehalis and Cascade No.15



The NRHS Fall Conference also rode the **Westside Express Service (WES)** and visited their shops in Wilsonville. The Colorado Railcars No. 1002 and 2001 are shown awaiting the trip to Beaverton. (Photo by Trent Stetz)

THE 12TH ANNIVERSARY OF HOLIDAY EXPRESS

PNWC will again be providing Car Hosts for this year's 12th Annual Holiday Express! This year's event will be held for four weekends, including immediately after Thanksgiving, and the first three weekends in December. The dates are Nov. 25-26th, Dec. 3-4th, Dec. 10-11th and Dec. 17-18th. Car hosts are normally scheduled in three run blocks, with each shift taking about 4 hours. There are 72 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 trip scenery 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!



PNW RAIL NEWS

by Arlen L. Sheldrake



On September 25th the Honolulu Authority for Rapid Transportation (HART) hosted a community day for the public to visit and climb aboard Honolulu's first rail transit cars at the HART Rail Operations Center in Pearl City. HART will be the first driver-less rail system in the nation. **HART 9/20/2016 press release.**



The Greenbrier Companies announced September 20th that Jim Cowan has been appointed President, Greenbrier International. Cowan continues to report to William A. Furman, Chairman and CEO and remains as CEO of GBW Railcar Services, a 50/50 railcar repair and refurbishment joint venture with Watco Companies. Ray Pericola, who has served at GBW since its creation in 2014, has been promoted to President reporting to Cowan. In this newly-created role, Cowan's broad experience in manufacturing and the rail industry will support Greenbrier's rapidly-growing international operations. Greenbrier is headquartered in Lake Oswego. **Greenbrier Newswire 9/20/2016.**



Sounder riders should expect delays for Auburn track construction. BNSF crews are adding a 5-mile section of track from the southern boundary of Kent through Auburn. The work, when completed in January, is expected to smooth freight, commuter and Amtrak rail traffic through the Kent Valley. The addition of the third main line will allow commuter trains to access the passenger platforms, just south of West Main Street, while other trains will be able to continue to move down the third track. **The News Tribune 9/26/2016.**



LNG tankers complete historic rail journey. The unloading of a pair of 40-foot cryogenic tankers marked the successful completion of the country's first delivery of liquefied natural gas by rail on September 28th to the Fairbanks Natural Gas Storage Site #2 after a 350 mile journey. The pair of tankers built by Vancouver-based Hitachi High-Tech are on loan to the Alaska Railroad for a demonstration project proving that LNG can safely and efficiently be transported by rail. The tankers are intermodal, meaning they can be loaded onto trucks, trains or barges. The Federal Railroad Administration granted approval earlier this year to the Alaska Railroad to begin transporting LNG. The LNG is chilled to minus 260 degrees F. **The News**



Miner 9/29/2016

The 2010 agreement between Metro and Oregon Pacific Railroad to build more than a half mile of trail alongside the OPR tracks between Southeast Umatilla Street and Southeast 13th Avenue in Sellwood (SE Portland) is now started with the completion of moving the railroad. This new portion of the Springwater Corridor will close one of the major gaps in this trail between downtown Portland and Boring, some 20 miles. **Metro News 9/23/2010.** [This is a rails with trails project.]



Springwater Corridor

One of the many benefits of volunteering at the Oregon Rail Heritage Center is that you get to meet some very interesting people. During the September 30th *Third Angle* concert at ORHC, I struck up a conversation with the sound technician Ron Evenson. Seems Ron came across a 15-minute recording of a radio program that he thought I would be interested in.



Freedom Train, KOIN Radio Program, Northwest Neighbors, April 1, 1948. For sure I was interested and Ron cut me a DVD that is headed to the PNWC archives.

The Wasco County Planning Commission has given its approval September 26th to a rail expansion near Mosier, Oregon. As noted in the October *Trainmaster*, the project begins at rail MP 66.98, east of the Wasco County line, to approximately 2 miles west of the City of Mosier, and ends at MP 72.35, approximately 3 miles east of Mosier. **OPB 9/27/2016.**



The Washington Utilities and Transportation Commission approved the Grade Crossing Protective Fund grant of more than \$250,000 at the request of the city of Millwood. The city requested a total of \$234,333 to complete long-term safety improvements at the Marguerite Street railroad crossing in Millwood. The crossing has been identified by UTC rail safety staff as a priority under-protected crossing along an oil route. The estimated cost of the project is \$445,810. This grant will cover the cost of installing active warning devices with flashing LED lights and gates. The city is contributing \$191,477 to complete a new concrete crossing surface, curb and gutter on both sides of the crossing, and Americans with Disabilities Act compliant sidewalk. **UTC 9/22/2016 press release.**



From the Fall 2016 Oregon Historical Quarterly article *Big Red* by Kelly Cannon-Miller, page 413: A fourth Bend preservation effort between 1990 and 2001 involved the Oregon Trunk Railroad Passenger Depot. The 1911 volcanic tuff stone building, with an exact match in Redmond, Oregon, had once been the arrival and departure point for travel between Bend, Portland and Seattle. Long since abandoned for passenger travel, by the late 1990s it was directly in the path of the rerouted Highway 97 parkway project – construction long overdue given the dramatic increase in traffic that accompanied the population boom. The depot was already identified as a Goal 5 resource at the city and county levels, and the relocation and preservation of the depot was supported by Oregon Department of Transportation funding. The only thing needed was a place and purpose. While many ideas came and went, including moving the depot to the city of Prineville for use with its railroad, it ultimately moved to The Old Mill District in 1999. Carefully marked and taken apart stone by stone, a highlight of the move involved opening the eighty-eight-year old time capsule from the building's cornerstone. [Big Red is the name of the Brooks-Scanlon bright red painted crane shed that dominated Bend's mill district skyline that was illegally demolished in 2004.]



As part of the Prince William and Princess Kate visit to Carcross, Yukon the local government officials requested that the White Pass & Yukon bring in a steam-powered train for the day. Steam operation is typically restricted to the south end of the narrow gauge railroad that operates in Alaska, British Columbia and Yukon Territory. Locomotive No. 73, a 2-8-2 built by the Baldwin Locomotive Works in 1947 – was initially supposed to just be in the background of the royal visit when it caught the attention of Prince William. According to news reports, the couple quickly walked over to the train and then slowly, but surely, walked out on to the bridge it was parked on. Within moments, the Duke and Duchess of Cambridge were in the cab of locomotive No. 73 and blowing the whistle; a totally unscripted moment. **Trains News Wire 9/30/2016.**



Skagit County and the Washington State Department of Ecology are overseeing the preparation of an Environmental Impact Statement (EIS) under the State Environmental Policy Act for a project proposed at the Shell Puget Sound Refinery (PSR). The applicant, Equilon Enterprises, proposes to construct and operate a rail unloading facility at the Shell PSR located near Anacortes, Washington. The proposed project, known as the Shell Anacortes Rail Unloading Facility, includes building a rail spur from the existing adjacent BNSF Railway line onto Shell PSR property to accommodate trains transporting crude oil from the mid-continent area, e.g., the Bakken region of Montana and North Dakota. Each train arriving at the rail unloading facility would carry approximately 60,000 to 70,000 barrels of crude oil. The facility would receive six trains per week, with each train having up to 102 tank cars. The proposed project would not result in a change in the refining capacity of the Shell PSR. The refinery currently receives delivery of crude oil primarily via marine vessel from the Alaska North Slope. Overall production from the North Slope is declining and that trend is expected to continue. The crude oil received at the Shell PSR by rail would be used to replace the declining North Slope supply. In addition to building the rail spur, the project would include installing equipment and facilities to pump oil from rail cars to existing tanks within the refinery, constructing stormwater detention ponds, and installing safety and spill response measures. Shell proposes mitigation for on-site wetland impacts by restoring a portion of a nearby diked and now defunct tree farm adjacent to Padilla Bay. The activities necessary to implement this wetland mitigation are included as part of the proposed project. Online open house: hellraileis.participate.online. **Skagit County and WSDOE 10/4/2016.**



Shell, doing business as Equilon Enterprises, announced last week that it is suspending the permit process of its planned crude-by-rail project in the state of Washington. “When we look at current crude oil supplies, prices and markets globally, and the cost of the project, it just doesn't make economic sense to move forward at this time,” said Shirley Yap, the refinery's general manager. **Progressive Railroading 10/10/2016.**



In admiring the beautiful picture on pages 34-35 of the November 2016 Trains magazine titled *Train Time at Summit* showing the Toledo Hauler on the Toledo branch I am troubled. I am reminded of the October 1st Oregon Department of Transportation “*Play on the Grade*” public celebration and tour showcasing their 5.5 mile Pioneer Mountain to Eddyville Project on U.S. Highway 20 between Corvallis and Newport that will open later this year. The project economic impact per ODOT: “By opening the corridor to most interstate trucks, it allows a major employer in Toledo, Georgia Pacific, a more direct route to the Willamette Valley and the I-5 corridor.” [Note that there is no mention of the impact on the railroad! I worry that this improved truck access will have a significant negative impact on the Toledo Hauler's primary cargo pictured in this Trains issue.] **ODOT US 20 Project-Overview and Benefits 10/5/2016.**



As Ken Vannice and I work on the Port of Cascade Locks task group to develop a recommendation for a new facility to

house/display the Oregon Pony, I found it interesting that the name of the Cascade Locks City Administrator is Gordon Zimmerman. This is a very familiar name to any rail history buff in at least the Pacific Northwest. Curiosity got the best of me and I asked him if he was any relation to the recently deceased Gordon Zimmerman of Yamhill, Oregon. His response: "Thanks for asking, but no. When the Germans handed out surnames, they made you a "Zimmerman" if you had anything to do with wood construction or building, i.e. a carpenter. In Germany, Zimmerman is a lot like Smith in America." [Welcome to Cascade Locks, home of the Oregon Pony.] **Gordon Zimmerman 10/7/2016 email.**



The Port of Longview, Washington, has discharged wind energy blades directly from ship to train, the first port in the United States to do so. The 160-foot blades were moved to flat-bed rail cars next to the vessel with the port's two Liebherr mobile harbor cranes. Each 160-foot long blade takes up two 90-foot rail cars. The turbines are caged inside a frame with a quick-lock mechanism that attaches to the rail cars in a way that allows the cars to easily swivel around corners. The mechanisms are relatively new, and make shipping the blades over longer distance possible. The giant turbine blades, manufactured in China, will be shipped from Longview on rail to wind farms in Illinois and North Dakota. They are the only foreign-made component of Vestas' wind mills. **The Daily News 8/10/2016.**

Amtrak's first national magazine, **The National**, is now available on all their trains. Issue #1, October-November (151 pages), is a new bi-monthly magazine celebrating the art, culture, and industry defining life along America's rails. This magazine is also available from the free materials display rack at the Oregon Rail Heritage Center.

The Chelatchie Prairie Railroad Association celebrated a community car maintenance facility ground breaking ceremony Saturday, October 15. The ground breaking took place just north of the station in Yacolt. Two steam pulled train rides followed the ceremony. A State of Washington Capital Improvement Grant of \$500,000 will help with the construction costs. **The Reflector 10/11/2016.**



The Fall 2016 newsletter, *The Port Quarter*, from the Oregon Maritime Museum (OMM) has a very interesting multi-page article **WISCO's Forgotten Past** on the history of the Willamette Iron & Steel Company. A very interesting read about this 1865-1982 Portland-based company written by Mike Stevens, a steamer Portland volunteer and member of the OMM Board of Trustees.



The Federal Transit Administration has awarded Metro a \$895,000 grant to create an equitable economic development and housing strategy for the Southwest Corridor, where the region's next MAX line could connect Portland State University to Bridgeport Village as soon as 2025. The grant was announced October 11th at the Rail-Volution Conference in San Francisco. The Southwest Corridor Plan is a partnership of Metro, TriMet, the Oregon Department of Transportation, Washington County and the cities of Portland, Beaverton, Tigard, Tualatin, Sherwood, King City and Durham. **Metro News 10/11/2016.**



Amtrak unveiled a Seahawk wrapped train October 12th and launched a safety campaign. The "Hawk" train will run on the Amtrak Cascades line to 18 stations including Vancouver, B.C., Seattle and Portland and Eugene, Oregon. A "Stay Back from the Tracks" blitz is scheduled for January, to prepare people for rail traffic on the new Point Defiance Bypass. Passenger trains will go directly through south Tacoma, Lakewood and DuPont neighborhoods, instead of hugging the more-remote Puget Sound coastline. Train tests on the bypass will begin this spring. **Seattle Times 10/13/2016.**



Union Pacific completed its rail fastening system replacement work throughout the eight miles of curved track in the Columbia River Gorge. The track throughout the curves is secured with a fastening system that includes spikes instead of lag bolts, enhancing defect detectability during inspections. [The 8-mile area is near Mosier, Oregon.] **Union Pacific news release 10/13/2016.**



With the pending construction of the McKenzie interchange threatening to disrupt commuter traffic, mayors from Victoria, View Royal, Esquimalt and Langford, along with representatives of the Bayview and Westhills developments, have been discussing ways to run a commuter train on the tracks between Langford and Victoria on the E&N rail line as an inter-municipal service possibly operated through B.C. Transit. The Island Corridor Foundation, owner of the E&N corridor, endorses the idea. **Times Colonist 10/14/2016.**



Arcadia Publishing has released a new book **Eastern Oregon Shortline Railroads** by Jeff Moore. The book is a paperback, 176 pages with 170 photos of which 113 are in color plus 13 color maps. The retail price for this book is \$32.95, www.arcadiapublishing.com.

The Freedom Train/American Freedom Train web site, www.freedomtrain.org, has lots of information about these and other famous trains. Todd Schannuth, site developer and manager, continues to maintain and update this site...most recently Todd

has posted a lot of information about the recently completed very successful 40th AFT Staff Reunion held here in Portland September 16-18.

Union Pacific Railroad's last remaining SW10 switcher locomotive is headed to the Oregon Rail Heritage Center for display and future operation. The SW10 design was unique to the Union Pacific and was "manufactured" by the UP in their Omaha Shops. SW10 UP96 was built by EMD as SW7 UP1821 in 1950 and rebuilt by the UP into SW10 UP1243 in 1982. It was assigned to Passenger Service as part of the Historical Diesel Fleet in Cheyenne in 1993, and was renumbered to UP96 in 1998. UP96 has been stored out of service for several years. My photo was taken October 20th of the UP96 in the Albina yard. [Expect a press release in the near future.] **Trainorders.com 8/06/2016 posting, etc.**



SW10 UP No. 96

Lighthouse Resources Inc. commenced shipments this month of U.S. Powder River Basin coal to Asia [South Korea] through Westshore Terminals in Vancouver, B.C. As a result of the capability to ship coal through Westshore Terminals in Canada, Lighthouse will exit the Morrow Pacific Project [Port of Morrow] and no longer pursue its appeal of the Oregon Department of State Lands permit opinion that slowed the project in 2014. Lighthouse commenced work on the Morrow Pacific Project in 2011. It was originally intended to be the first project to send Lighthouse coal to Asia. **Lighthouse Resources press release 10/13/2016.**

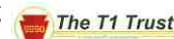
Earlier this year, Lighthouse also gained full ownership of Millennium Bulk Terminals in Longview, Washington which would ship roughly 48.5 million tons of coal. The U.S. Army Corps of Engineers recently issued a draft Environmental Impact Statement of the project, which is expected to generate more than 2,000 direct and indirect jobs. Though Lighthouse has stepped aside from the Morrow Pacific Project, the Port of Morrow will continue to fight to build a new dock according to the Port Commission as they have already invested around \$50million in rail infrastructure to serve the site. **East Oregonian 10/13/2016.**



On October 14th the ORHC MAX Light Rail History exhibit headed to the new Oregon Electric Railway Historical Society building at Antique Powerland Museum in Brooks. The MAX exhibit ran for a year at the Oregon Rail Heritage Center and was replaced in September by the American Freedom Train exhibit now on display through August 2017. The OERHS will display the MAX history exhibit in their SP replica station building at "Hopmere".



The year is 1956, the Pennsylvania Railroad makes a decision to scrap the last surviving T1 Locomotive. Fast forward nearly 60 years, a Trust is born to right this wrong and bring back to life this engineering marvel. The T1 Trust welcomes new Advisory Board member **Doyle McCormack**. Wes Camp is the Director of Operations for The Pennsylvania Railroad T1 Steam Locomotive Trust. **(T1 Trust news 9/19/2016).**



Watco announces plans for Burley rail facility. Watco Companies which purchased the old Keystone RV manufacturing facility west of Burley, Idaho, announced it will establish a short line rail service that will take agricultural and other products to market across the country. The new facility will reduce turnaround time for shipping and loading rail cars. The project has three components – the trans-loading facility, the warehouse facility that will be available for other businesses to use and the development of potential of property that can house other businesses related to rail. The facility has 156,400 square feet of manufacturing and office space and sits on 121 acres. There are three climate controlled potato storage building that were constructed by Max Herbold Company prior to the former owner's occupancy. Watco will start testing in early November and ramp up operations quarterly in 2017. Short line shipping of commodities could increase by five times in the region through the use of the climate-controlled facilities and faster rail loading facilities. The shipping and storage facilities will include operations in Pocatello and the company expects to expand into the Idaho Falls area in the coming months. Watco chose southern Idaho as the starting point for Project Perishable in part because of the thriving potato market and the state's reputation for quality potatoes. Watco operates Eastern Idaho Railroad in southern Idaho. **(MagicValley.com 10/19/2016).**

The CP Holiday Train is running again for its 18th year. Stops in British Columbia begin at Golden on December 13th and the final stop is in Port Coquitlam on December 17th; with familiar name stops including Revelstoke, Kamloops, Ashcroft, and Lytton. The CP Holiday Train's purpose is to raise money, food and awareness for local food banks. **www.cpr.ca**



IN REMEMBRANCE

Gordon Neal Zimmerman

August 10, 1923 – September 30, 2016

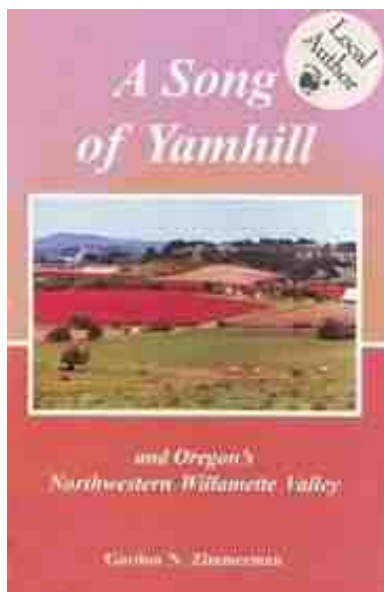
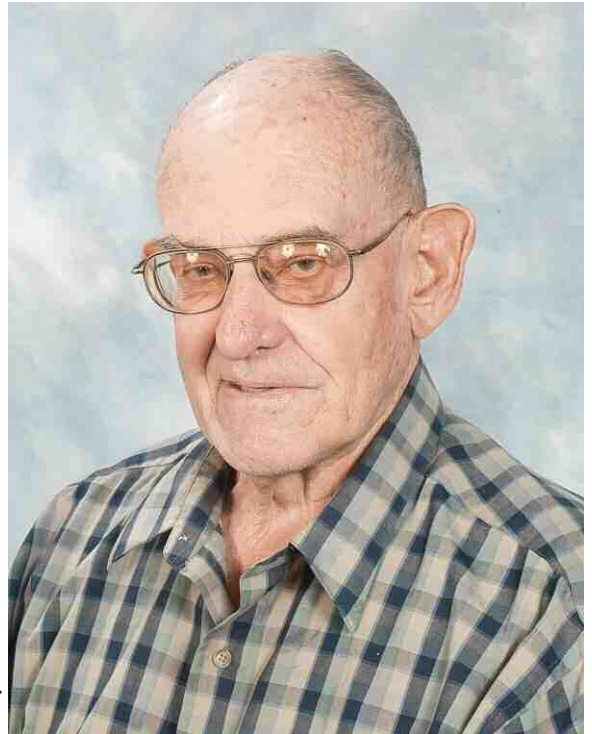
Gordon Neal Zimmerman arrived in this world on August 10, 1923, the youngest and last of four children born to George and Oka Zimmerman. At an early age Gordon became fascinated by trains and was constantly running out to see the trains as they passed by his family's farmhouse.

His parents recognized his beautiful voice and were fully supportive of his classical voice training and Gordon's desire to sing in the opera. During high school Gordon competed in local and regional voice competitions and more often than not he was the best.

Gordon graduated from high school in 1941 and Oregon State College in 1949 with a major in business administration. He also worked at the family grain company. After two years he headed to Portland and continued his voice training. While in Portland, Gordon met his lifelong friend and partner, Barney Kearney. Two years later, Barney moved to San Francisco and Gordon soon followed.

From the time he arrived in San Francisco through the early 1950s, Gordon was in great demand and sang in many musicals as tenor soloist, most notably as the tenor role in the U.S. premier of Carl Orff's *Carmina Burana*. Gordon was employed at the Western MacArthur Co. in San Francisco and upon his retirement he began sharing his time between his home in San Francisco and the family farm in Yamhill.

Gordon spent the remainder of his life as a volunteer and chief souvenir seller on many train trips on SP4449 historic steam engine. For his many years of service, the Friends of the SP4449 honored Gordon by naming the baggage car after him.



in 2005, Gordon wrote *A Song of Yamhill and Oregon's Northwestern Willamette Valley*, a history of Yamhill and Yamhill County. He was assisted in this task by his friends and neighbors, Christine Richardson-Barlow and Christine's husband, Jeffrey Barlow. Their help was invaluable and contributed greatly to the success of Gordon's book. Gordon also produced a CD titled *Gordon Zimmerman Sings Again*. This was a compilation of many of Gordon's songs made from earlier recordings.

In 2007 Barney Kearney passed away and Gordon spent the next two years getting his San Francisco home ready to sell. In 2009, Gordon sold that home and made the family farm in Yamhill his only residence.

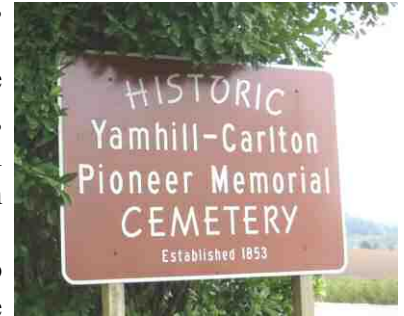
Around this time the Oregon Rail Heritage Foundation (ORHF) was looking for a place to build a much needed facility and museum for ORHF. The budget for this project was in excess of \$5,000,000.00, which hopefully would come from businesses, foundations and leaders of the community. Often times it is necessary to have a lead donor and that role was filled by Gordon. He made two substantial donations that provided the commitment and leverage needed to make the fundraiser successful; Gordon's donations made this success happen.

Gordon's last significant project was the *Rail With Trails* project in Yamhill county. Gordon was a member of the group that was successful in obtaining a state grant to purchase the right-a-way from Union Pacific Railroad.

Gordon is survived by two nephews, Gordon Dromgoole (B.J.) and Paul Dromgoole; great nephew Darren Dromgoole; and three great-great-nephews, Evan Dromgoole, Ethan Dromgoole, and Cooper Dromgoole.

Gordon Neal Zimmerman was loved by and will be missed by family and the many friends he attracted during his long life. He departed this world on Sept. 30, 2016 at the age of 93 years. Memorials can be made to Yamhill County Historical Society and/or Friends of Yamhelas Westsider Trail. These can be made through Macy & Son, Funeral Directors, McMinnville, Oregon.

[The above obituary was published in *The Oregonian* from October 11 to October 14, 2016. Gordon's graveside service was on October 6, 2016 at the Yamhill-Carlton Pioneer Cemetery located south of Yamhill and within sight of Gordon's home. This cemetery was established in 1853; Gordon is buried next to his parents. Rail related friends attending the graveside service included Doyle and Laurie McCormack, Todd Landwehr, George Lavacot and Arlen Sheldrake. The program cover and back included train pictures!]



And from the September 2013 *Trainmaster*:

Gordon celebrated his 90th birthday on August 10th, 2013. Gordon has ridden the rails in all 50 states, 30 countries, and every mile of Oregon's railroads. While Gordon has always been crazy about trains, the SP 4449 has been the focus of his passion for railroading. He is the father of the 4449's successful concessions program, having been involved with the 4449 trips starting in 1981. He helped transform a baggage car into the travelling gift shop that accompanies the 4449.



The Gordon Zimmerman Baggage Car

From the Friends of SP4449 web site: The baggage car was built by American Car & Foundry in April, 1954 for Union Pacific Railroad, this baggage car was originally numbered UP No. 5659. In April, 1969 it was renumbered to UP No. 24427, then in 1975 it [was] reassigned to UP Maintenance-of-Way as No. 904227. The Friends of 4449 purchased the car in July, 1997. It remained in gray colors and wore the name *Better Idea* until was repainted in Daylight colors in August, 2003 and renamed after a dedicated volunteer, *Gordon N. Zimmerman*.

Gordon has been a faithful supporter and longtime member of the Pacific Northwest Chapter of the National Railway Historical Society. [Gordon had been a member of the NRHS since 1967.] As the top donor for ORHF's All Aboard Capital campaign, he was given naming rights for the new building and bestowed that honor on Doyle L. McCormack. The Oregon Rail Heritage Center is a tribute to Gordon's passion for trains and a life from opera houses to enginehouses.

Gordon was an avid reader of *The Trainmaster* and many times would contact this writer about articles and on occasion a correction but always additional information about the article topic. Conversations and visits with Gordon were always enjoyable; he will be sorely missed.

Rest In Peace Gordon!

Article put together and photos by Arlen L. Sheldrake. Additional photo by T. Trent Stetz.

October 2016 Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on October 21, 2016

The October membership meeting was called to order at 7:32pm, by President Keith Fleschner who welcomed the attendees.

One guest was present, Steve Rippeteau. Welcome Steve!

The September meeting minutes were called. Don Klopfenstein made a motion to approve the minutes and Al Baker seconded. The membership voted to approve the minutes.

George Hickok gave the monthly treasurers report and said that all accounts balanced. Mr. Hickok then reported on the NRHS Fall Conference that we helped sponsor. He reported that all went well and the participants were happy. He said several bills were yet to be paid but some profit was made. After the final audit the three chapters will meet to decide what to do with the remaining funds.

President Fleschner reminded the members that it is time for yearly officer elections and opened the floor for nominations for two Director-at-large positions and for the National Director position. Several members have been contacted about filling the positions. There were no nominations from the floor so the option was closed. Candidate statements will be published in the November *Trainmaster* and elections will be held at the annual meeting in December.

Ron McCoy reported that the Board of Directors will sponsor the ham at the annual potluck dinner in December and Jean Hickok will handle the details. Everyone is to bring a food contribution. Also everyone is urged to bring a Train Toys for Tots gift. Catholic Charities will again be in attendance to receive the gifts. Mr. McCoy then said he had the new name badges for those who ordered them and they are nine dollars each. Ron McCoy then awarded the October UNSUNG HERO award to Trent Stetz for his work on the beautiful American Freedom Train exhibit displayed at the Oregon Rail Heritage Center.

Mark Reynolds reported that the Holiday Express is getting close. There are seventy two scheduled runs and volunteers are needed as car hosts. On November 19, 2016 there will be a safety briefing meeting. Also there will be multiple days set up for decorating the cars.

Al Baker reported that the web page is set up for signing up for Holiday Express volunteering. If you have signed up before, please do not submit another application.

David Cautley said volunteers are also needed for many of the Holiday Express ground crew positions.

Al Baker reminded the members that the NRHS National Convention will be on June 24 and 25, 2017 in Nashville, Tennessee. He said the national organization is now operating 'in the black' and that the member database is improving. He said the NRHS prefers if you renew your dues by credit card.

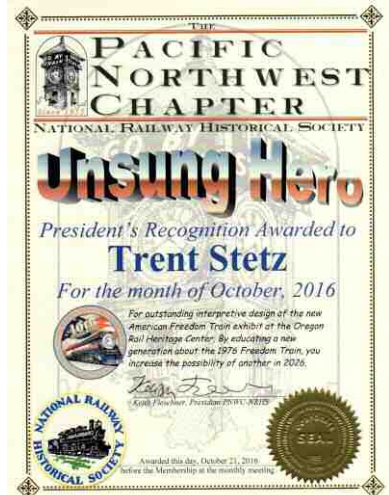
Keith Fleschner reminded the members that Chapter dues bills are now separate. The Chapter will be sending out dues billing and prefers to be paid by check.

John Holloway then reminded members that NRHS RailCamp is for high school age people to learn about railroading. Scholarships are available for the camps. There are typically twenty openings in the East and twelve in the Tacoma, Wa. camp.

The meeting was adjourned at 8:25pm.

Snack time was provided by Bryan Ackler. Thank you Bryan.

The evening program was a video of the Rocky Mountain Express, provided by Ron McCoy and Christopher Bowers. A very entertaining and informative video. Thank You.



Trent Stetz receives the Unsung Hero award from Ron McCoy

Respectfully submitted by
Jim Hokinson, Secretary.

Annual Holiday Potluck
PROVIDED: Ham main dish & potatoes
 BRING: Hot Dishes, Side Dishes, Salads, Pies, Cakes, etc.

❄️ **DECEMBER 16th** ❄️ **6:30PM**

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

**TRAIN
TOY
DRIVE**



The NRHS Fall Conference rode the Westside Express Service (WES). The attendees rode the two TriMet refurbished Budd RDC cars, with No. 1702 shown here after the arrival in Wilsonville. No. 1702 was built in 1953, and is Ex-Alaska Railroad No.702; originally New Haven No.129 (Photo by Trent Stetz)

LENDING LIBRARY will be open Saturday, November 19th afternoon. The Library is also 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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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	2016-2018	503.706.0498
Ken Vannice	2016-2018	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	Dave Larsen (Acting)	
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	Lila Stephens	503.246.2165
Rolling Stock	George Hickok	503.649.5762
	Keith Fleschner	503.516.9272
Chief Mech. Officer	Peter Rodabaugh	503.701.7040
Car Rental Agt.	Bob Jackson	503.231.4808
Safety Officer	Keith Fleschner	503.516.9272
S-2 Restoration	Mark Reynolds	503.638.7411
Webmasters	Jim Long	503.313.7382
	Mark Whitson	503.533.7005

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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.



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PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 652

Membership Meetings: St. Mark's Lutheran Church, 5415 SE Powell Blvd. 7:30 pm
Guests Most Welcome! Chapter Meetings held on the 3rd Friday of each month.

November 18: *While Pass and Yukon, the Facilities and the Ride, 2800 feet in 20 miles* narrated by Ken Vannice.

Nov. 25,26:

Dec. 3,4: **Holiday Express** at Oaks Park, Oregon Pacific Railroad,

Dec. 10,11: www.orhf.org Join Santa and his Elves & the SP4449

Dec. 17,18: Volunteers Needed!



December 16: (at 6:30pm) Holiday Potluck, Annual Meeting & Officer Election, Toy Drive

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

Board of Director's Meetings: Nov. 10, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
Dec. 8, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
(Open to all Chapter Members. Note **New Location** for Chapter Board meetings)

NOTABLE NON-CHAPTER EVENTS:

Every Saturday thru Nov. 19 *Portland Train Rides*, OPR Saturday train runs from ORHC, www.portlandtrainrides.com
Nov. 12-13 *Patriot's Weekend Run*, Chelatchie Prairie Railroad, Yacolt WA, www.bycx.com
Nov. 12 *Patriot's Weekend Wine Run*, Chelatchie Prairie Railroad, Moulton Falls Winery, www.bycx.com
Nov. 26-27, Dec 3-4, 10-11 *Christmas Tree Special Trains*, Chelatchie Prairie RR, Yacolt WA, www.bycx.com
Dec. 3, 4, 10, 11 *Santa Steam Train Ride*, Chehalis - Centralia Railroad & Museum, www.steamtrainride.com
Dec. 3,4,10, 11 *Candy Cane Express*, Oregon Coast Scenic Railroad, Garibaldi OR, www.oregoncoastscenic.org
Dec. 17-18 *Winter Finale (Steam)*, Chelatchie Prairie Railroad, Yacolt WA, www.bycx.com

☆☆☆☆☆☆☆☆☆☆ **Happy New Year 2017!** ☆☆☆☆☆☆☆☆☆☆

Jan. 21 *SP&S Swap Meet*, 9:30 – 2:30, Holiday Inn PDX, 8439 NE Columbia, Portland OR, www.spsps.org
Mar. 18 *Winterail 2017*, Corvallis OR, www.winterail.com
May 6 *Portland Train Day*, Oregon Rail Heritage Center, 10 to 5, Portland OR, www.orhf.org
June 20-24 *NRHS Annual Convention*, Nashville TN, www.nrhs.com
July 15-16 *Clamshell Railroad Days*, Ilwaco, WA, www.columbiapacificheritagemuseum.org
July 26-29 *UP Historical Society 2017 Convention*, Denver CO, www.uphs.org
Sept. 16-20 *GN Railway Historical Society 2017 Convention*, Sioux Falls SD, www.gnrhs.or

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 2016



Election of 2017 Officers

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



Attention & Notice

The 2016 General Meeting and Election of 2017 Officers
will be held on December 16, 2016

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

The Annual Meeting will start at 7:30 PM

Election of 2017 Officers and Directors

Adoption of the 2017 Budget

(The 2017 budget will be available for review at the meeting)

Election Statements from the Candidates

For President for 2017

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? Continuing with our great activities and adding a few new ones. I will continue focus on our relationship with ORHF, with continued participation with the National (NRHS) organization. Beyond that, more of the same. Thank You.

For Vice President for 2017

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, updating the APMA Sound Booth 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 2017

Jim Hokinson (Incumbent)

I have been the chapter Secretary for the last seven 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 2017

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 (2017-2019, 3 year term)

Rolf Shuler

I have been a member of PNWC for about 10 years, and am responding to the call to augment my level of involvement. Having served on other non-profit boards, I look forward to being a part of a board which has a reputation for being ran very well. I hope that my fresh eyes will be beneficial as our chapter continues to move ahead.

For Director-at-Large (2017-2019, 3 year term)

Bruce Strange

I am submitting my name for the position of Director-at-Large in the coming election because I would like to continue my service to the Pacific Northwest Chapter.

I have been involved with the Archives group for the past six years in digitizing the chapters photo collection and having large prints made for sale at the railroad swap meets and other events the Concessions Group attends throughout the year.

I have been involved as a Car Host with the Holiday Express and chapter events for the last five years.

I have been a docent at the Oregon Rail Heritage Center for four years.

I have become a member of the crew of Southern Pacific Daylight 4449.

I had the privilege and enjoyment of being one of the members of the Car Host crew for the 40th Anniversary of the American Freedom Train Convention hosted here in Portland.

For Representative to National Advisory Council for 2017

Al Baker (Incumbent)

I am seeking re-election to the position of National Representative to NRHS. I have served two terms (6 years) as a PNWC Director-at-Large and one year as National Representative. I have been the Meeting Programs Coordinator for the last seven years, and I have served on various committees. For the past year I have been the Volunteer Coordinator at the Oregon Rail Heritage Center, and serve on other ORHF committees.

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 have been a member of NRHS since 2004, and I am willing to continue as National Representative to the NRHS Advisory Council, if you choose to re-elect me.

ABSENTEE BALLOT INFORMATION

If you are unable to attend the December 16th, 2016 business meeting to elect officers for 2017, 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 16th business meeting.
