

The *Celebrating 60+ Years* Trainmaster

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UP CABOOSE IN TROUTDALE



The Union Pacific CA-10 Caboose No. 25748 at the Depot Rail Museum in Troutdale, Oregon (Photo by Arlen Sheldrake)

The Union Pacific CA-10 "Standard" Caboose No. 25748 at the Depot Museum in Troutdale, Oregon has recently undergone a exterior restoration. The city of Troutdale and the Troutdale Historical Society restored this vintage Union Pacific Caboose that was donated to the Troutdale Depot Rail Museum back in 1999. Lead paint was stripped off and replaced with fresh paint and decals, and other restorative work took place. The job was carried out by Southern Pride Equipment Painting of Atlanta, Ga. They brought a three-man crew from Atlanta to Troutdale to restore the caboose. The painting took about a week to complete. The caboose was tented with an all weather shelter for the project. [See Additional Pictures on Page 2]

The fifty of the series CA-10 cabooses on the UP were built by International Car Co., of Kenton, Ohio, and were nearly identical. UP No. 25748 was built in October 1975. This caboose was among the newest built for Union Pacific. The wheelbase on the CA-10s were longer than on the earlier cabooses, with truck centers of 23 feet 2 1/2 inches, without any change in the actual caboose body length. The earlier CA-8 class, built in 1964, was the first class to be delivered with roller bearing trucks. During May 1995, seven CA-10s (UP 25704, 25707, 25709, 25719, 25730, 25734, and the 25748) remained in service.

The nearby depot was given to Troutdale by the Union Pacific Railroad in 1976. It was moved from the original site, on the north side of the tracks, to its current location. The caboose was added to the grounds when it was donated by the railroad.



President's Dispatch

by Keith Fleschner



I would like to cover some of the highlights of 2016 and Thank our Chapter members for their considerable participation ... S-2 work at Antique Powerland continued, relationship with ORHF continued to grow with Chapter support of ORHF's: first Train Day, the American Freedom Train 40th anniversary exhibit and event and the 12th annual Holiday Express. Ongoing Chapter activities in the Library and Archives, Concessions & Outreach, while noting our 60th anniversary. The Chapter also hosted the October NRHS National Board Meeting here in Portland. Thanks to outgoing board members.

And plans for 2017.... begin to reduce rolling stock, continued work on S-2, welcome new board members.

I've spoken before about my belief that we need to reduce our Chapter's rolling stock. I won't go into the reasons again here, but I'm always available to talk Chapter! This will be an open process. We will provide notice before any major step is taken. As always your input is appreciated and valued.

Keith F.

UP CABOOSE IN TROUTDALE

Additional Photos by Arlen Sheldrake and Trent Stetz



The Caboose before restoration in October 2013



The Caboose before restoration in September 2016



The all weather protection tent in October 2016



The Caboose during painting in October 2016

HOLIDAY EXPRESS 2016

Wow, we got through 70 train rides on the 12th annual Holiday Express in 2016 spread over four weekends! The volunteers hosted over 13,600 guests and passed out more than 14,000 Candy Canes (and what are those made out of again?). What a holiday accomplishment for our volunteers!!! And there was lots going on at Oaks Park - people were guided safely to & from the parking lot and across streets to the train, passengers were loaded and unloaded, cars cleaned, guests entertained & souvenirs sold in the decorated tent, volunteers fed and trains kept to the scheduled departure times (even with sometimes interesting cold and icy weather!). Many heartfelt thanks to all of the volunteers for giving their time and enthusiasm to Holiday Express 2016. Without their hard work, attention to customer service, and for their smiles, we would not have the SUCCESS we realized again this year.



Erique M.



Mark R.



Bob W.



Valerie D.



Midori S. and Bill M.



Christopher B.



Al and Judy H.



Ray N.



SP 4449



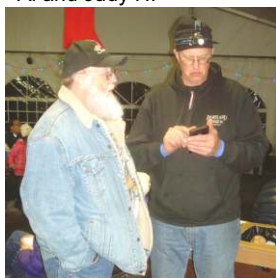
Tree



Jonathan H.
(visitor from NC)



Doug A. and Paul C.



Rick M. and Phil B.



Sheila F. and Darrel M.



Trent S.



David C.



Ken V.



Jim H.



Ken E.



Ken P.



Judy H. and Jacob F.



Ron M.



Emma F.



Al B.

Photos By Judy Hall And Trent Stetz



PNW RAIL NEWS

by Arlen L. Sheldrake



Note to self: *Omaha is not in Wyoming!*....sorry for my error on page 1 of the December issue.

During some rainy days of November I finally finished reading *Empire of Dreams, The Story of the Oregon Pacific, Oregon's Most Controversial Railroad* by Scott M. Gavin. The second edition has 366 pages and contains 237 historical photographs and illustrations and is a very informative and interesting read. The first edition, published in January 2016, sold out in 60 days; the second edition is now on sale. Amazing shenanigans pulled off by these "investors"! This book really gives the reader insight into what all happened with the Oregon Pacific Railroad from 1880 to today and the important role it played in Oregon history. This book is published by and available from the Yaquina Pacific Railroad Historical Society, 100 NW "A" Street, Toledo OR 97391 (www.yaquinapacificrr.org). When you visit the YPRHS museum in Toledo, buy a copy!



The No. 19 2-8-2 Mikado built in 1915 by Baldwin was sold at Siskiyou County Sheriff's October 6th auction to the owner of the Age of Steam Roundhouse in Sugarcreek, Ohio for \$400,000. A number of liens had been placed on the engine over the years in order to recoup various costs, and the auction was held to try to foreclose the most senior lien, placed on the locomotive by the Chelatchie Boiler Works. The starting bid was \$100,000. The other bidder was The Valley Railroad Company of Connecticut. The No. 19 last operated on the Yreka Western in 2008. Crew members will begin work immediately to prepare No. 19 for shipment from California to the Age of Steam Roundhouse facility in Sugarcreek, Ohio. The tender and other components will go via low-boy truck while the engine will go to Ohio via flatcar. More information: www.ageofsteamroundhouse.com. **The Siskiyou Daily News 10-7-2016 & Age of Steam Roundhouse news 10-6-2016.**



The Age of Steam Roundhouse

United States Court of Appeals for the Ninth Circuit, No. 14-35414, Oregon Coast Scenic Railroad v. State of Oregon Department of Lands. Appeal from the United States Court for the District of Oregon. Filed November 23, 2016, opinion by Chief Judge Thomas.

SUMMARY

Surface Transportation Board

Reversing the district court's judgment in favor of the State of Oregon Department of State Lands, which sought to enforce a state environmental law in connection with railroad repair work, the panel held that the federal Surface Transportation Board has exclusive jurisdiction over railroad repair work done at the direction of a federally regulated rail carrier but performed by a contractor rather than the carrier itself.

The plaintiff, a non-profit operator of tourist trains, had entered into an agreement with the Port of Tillamook Bay, a federally regulated railroad, to repair a railroad track. The plaintiff alleged that the Oregon law, known as a "removal-fill" law, was preempted by the Interstate Commerce Commission Termination Act, which governs federal regulation of railroads.

The panel held that the repair work done by the plaintiff under its agreement with the Port fell under the Board's jurisdiction because the work was done under the auspices of a federally regulated rail carrier and was sufficiently related to the provision of transportation over the interstate rail network. The Oregon law therefore was preempted as applied to this work. The panel reversed the district court's judgment and remanded for further proceedings with respect to preliminary and permanent injunctive relief and declaratory relief.

COUNSEL

Martin E. Hansen (argued) and Sarah E. Harlos, Francis Hansen & Martin LLP, Bend, Oregon, for Plaintiff-Appellant.

Robert M. Wilsey (argued), Assistant Attorney General; Anna M. Joyce, Solicitor General; Ellen F. Rosenblum, Attorney General; Oregon Department of Justice, Salem, Oregon; for Defendants-Appellees.

(Information provided by Martin E. Hansen email 11/23/2016)

And information from **Bob Melbo 11/28/2016**: The Federal Court of Appeals for the Ninth Circuit Court gave Oregon Coast Scenic Railroad a Thanksgiving Eve present ruling that federal preemption applies to repairs being made by OCSR in the Salmonberry Canyon. The repair work had been stopped by the State of



Oregon. The case hinged on facts as they were when the state stopped the work. Since then, the Port of Tillamook Bay has moved to abandon operations and the line seems headed for federal rail banking status. But the STB retains jurisdiction over rail-banked lines and since rail-banking implies rails-to-trails-to-RAILS (again used by rail traffic) the preemption prohibiting certain state regulation over roadbed repairs may continue to be operable.

The full opinion: <http://cdn.ca9.uscourts.gov/datastore/opinions/2016/11/23/14-35414.pdf>

Thunder Island Brewery buys WaNaPa property from the Port of Cascade Locks. The brewery is currently located in “incubator” space in a building at the far west end of the Marine Park on Portage Road. The brewery intends to expand operations and build a 7,500 square foot building on the west end of the Cascade Locks business district. While good brews are an essential life ingredient, they are a reach for this column.....but wait there is more. Ken Vannice and I, representing PNWC-NRHS, are serving on the Port's Oregon Pony Building committee along with Port commissioners, city staff, museum and others to develop a recommendation for a new display for the Oregon Pony steam locomotive...the oldest steam locomotive in the Pacific Northwest. The committee is moving toward a final February 2017 recommendation to the Port Commission that would locate the Oregon Pony in a new building about where the current Thunder Island Brewery patio is located and moving the Museum and a new visitor center into the brewery vacated portion of the Port owned building. [The current Oregon Pony building is nearing, some would say past, end of life. A planned pedestrian Union Pacific over crossing from WaNaPa street that would land a bit east of the proposed new Oregon Pony location is very close to being a funded project.] **Hood River News 11/22/2016.**



For nearly a decade the Port of Cascade Locks has sought to improve the safety of the Marine Park entrance for all users. It is not ideal to have pedestrians, bicycles, strollers, vehicles, buses, RVs, and pick-ups towing boat trailers all using the narrow railroad underpass tunnel, with a blind corner and a height limit of 12 feet. Early in the discussion, the Union Pacific Railroad confirmed that they would not allow the current tunnel to be either deepened or widened so the Port had to look at a new overcrossing into the park. The bicycle and pedestrian only facility will start at Overlook Park on WaPaNa street and cross the Union Pacific Railroad with at least a 23.5 foot clearance and land in Marine Park near the Community Center east of the current Thunder Island Brewery facility. The City of Cascade Locks will also be implementing improvements to Overlook Park in 2017. **Port Report October 2016.**



Every year nonprofit Restore Oregon releases a list of places it feels are the “most endangered” in the state – landmarks with historic or cultural importance in need of some restoration and rehabilitation. This year the group named 14 places it's working to save. **No.10 Sumpter Valley Railroad Depot:** Today it's used as the DeWitt Museum in Prairie City, but it once was the Sumpter Valley Railroad Depot, originally built to transport timber out to Baker City and beyond. Today the building is in need of immediate repair. **The Oregonian 11/27/2016.** The Sumpter Valley Railway Passenger Station, commonly known as the Prairie City Depot, was constructed in 1910; it is a two story building of balloon frames construction, cruciform in plan, measuring 60 x 32 feet. The building has shiplap siding, jerkin headed cross-axial gable roofs, and bracketed, wraparound canopies which shelter the ground level doors of the east and west wings which contained freight storage and a passenger waiting room respectively. Passenger service to Prairie City was abandoned in 1933 and the Depot was closed. It was added to the National Register of Historic Places in 1976. The Museum is open May 15 – October 15, Wednesday through Sunday, 10 to 5. **Prairie City web site.**



The West Coast Railway Association will receive \$1 million Canadian dollars from the Canada Cultural Spaces Fund to purchase and improve a railway shop in Squamish, British Columbia. The funding will be used to purchase and renovate a former BC Rail workshop, a three-level office facility on the building's west side and 5 surrounding acres. The West Coast Railway has leased the facility for the past 11 years.



Progressive Railroad 11/28/2016.

The BN Transfer caboos No. 11474, long a part of the West Coast Railway Association collection, is going to get a remake back into its Great Northern Railway colors of bright red with silver accents, and will also be restored to its GN number as X-180. The transfer caboos was (one of four) built in 1964 on the frame of former Baldwin VO 1000 loco No. 137, and served in local service based in New Westminster for many years until it was retired in 1988 and donated to WCRA. **(WCRA News December 2016.)**



Two historic CPR locomotives, recently repainted in the classic CPR paint scheme, moved to Nelson, BC for display in that city as part of a re-vitalization project near the CPR station in downtown, Nelson. The two locomotives, both of Fairbanks Morse design, are like those that served the area in years past as part of the CPR fleet. Both are privately owned and look great in their new paint. They will be on static display by the restored station. **(WCRA News December 2016)** The two locomotives, CP No. 4104 (CPA 16-4) and CP No. 7009 (H16-66), are privately owned but the Chamber of Commerce will be their stewards. The static display is part of a plan that involves more signage, bike racks and landscaping that will lead up to a grand opening of the 1900 built station. The Chamber is also working on final tenancy agreements for the bottom floor of the CPR building, aiming for them to move in sometime in 2017. **(Nelson Star 10/12/2016)**

The Sound Transit Board of Directors today authorized award of a contract to Hoffman Construction Company to build the Roosevelt Station, which will serve Northgate Link Extension trains when light rail service begins in 2021. The \$152 million contract includes constructing civil, structural and architectural finishes for the underground station in the Roosevelt neighborhood, with entrances along 12th Avenue NE at NE 65th Street and at NE 67th Street. It includes elevators and escalators, mechanical and electrical equipment, fire protection and emergency ventilation systems, and surface features and landscaping. Construction to begin in early 2017 for light rail extension opening in 2021. **Sound Transit 11/29/2016 news release.**



Link light rail third-quarter weekday ridership up 71 percent, commuter rail up 5 percent. Link averaged 67,683 riders each weekday from July – September, up from 63,577 weekday riders for April – June. On September 30, Mariners and Husky football games helped generate an estimated 101,000 Link boardings. **Sound Transit 11/29/2016 news release.**

“The next phase for our work involves the creation and establishment of our heritage village, complete with schoolhouse, main street and other community amenities of the era. This next phase of development will take several years, but will provide the full dimension to the story of the railways and their impact on our region and country. Involving and sharing this with future generations is mandatory in order to safeguard all that we have done so far and more.” One paragraph from the November 21, 2016 end of year ask from the **West Coast Railway Association** signed by Don Evans, President Emeritus.

On November 22nd multiple local politicians and USPS officials celebrated the Portland Development Commission's official ownership of the United States Postal Service Processing & Distribution Center site at 715 NW Hoyt Street. While PDC now has ownership of the property, the site will remain a processing and distribution center for the next 18 to 24 months while the USPS constructs its new Colwood facility. When complete, the redevelopment of the Northwest Portland site could include 4000 jobs and 2000 housing units, 700 of those affordable, and 80,000 square feet of public space. The value of the construction could be up to \$800,000,000. [Stay tuned as PDC develops plans for the general area around this facility including Union Station, the current home of PNWC; expect **big** changes. I hope that PNWC finds someone willing to monitor and report about PDC's plans for the historic Union Station.] **PDC news release 11/22/2016.**



Some of us have enjoyed escorted tours and know that our most successful/enjoyable tours are led by highly competent tour leaders who take all the stress out of the tour for the traveler....America By Rail (www.americabyrail.com) has two such leaders that many of us in the rail history/advocacy know: Scott Hurd & Dan McFarling; I wouldn't hesitate to travel with either of them.

The Mayors' Council and TransLink Board of Directors on November 24th approved a plan for C\$2 billion in transit and road improvements to be implemented as Phase One of the 10-Year vision for Metro Vancouver Transit and Transportation, marking the beginning of a multi-year investment in transit and transportation across the region. Phase One of the plan will be funded by a C\$370 million contribution from the Federal Government and C\$246 million from the Provincial Government, with the remaining C\$1.3 billion of capital and operating costs coming from TransLink's existing funding sources, cost savings and efficiencies, as well as new regional revenues including modest property tax and transit fare increases. The transit related improvements in Phase One include:

- 20% increase in rail service following delivery of new rail cars (Expo Line, Millennium Line and Evergreen Extension, Canada Line, West Coast Express).
- Pre-construction and consultation on Broadway subway and Surrey-Langley light rail.

TransLink news release 11/24/2016.



An email obtained by The Columbian revealed that Union Pacific has estimated its costs associated with the June 3rd Mosier derailment at about \$8.9 million. The railroad reported \$1.7 million in equipment damage and \$176,611 in track damage to the Federal Railroad Administration, with the remaining millions carved out as response and remediation costs. **The Columbian 12/1/2016.**



The Oregonian on Sunday December 4th carried a full page advertisement on page B16 from **CycleOregon** hyping the development of the Salmonberry Trail. The advertisement featured a large picture of one of the POTB Railroad bridges with the overlaid text: Sparse cell reception, Very few signs of civilization. You're welcome. The continuing text included that over the last four years Cycle Oregon has donated \$200,000 in a continuing effort to restore a Portland-to-coast adventure trail through the Salmonberry. Included at the bottom were the logos of their Salmonberry Trail partners: Salmonberry Trail, Tillamook Forest Heritage Trust, Oregon Department of Forestry, Washington County, Tillamook County, Oregon State Parks, Port of Tillamook Bay, and Washington County Visitors Association.

[Cycle Oregon is a well-connected organization.] **The Oregonian 12/4/2016.**

As I complete reading the book **Soldiers in the Woods**, *The U.S. Army's Spruce Production Division in World War One* I am completely blown away by all the work that was done in such a short period of time getting spruce for airplane production out of the Pacific Northwest woods. Rod Crossley's exhaustive work outlines in detail the massive amount work that was done in two years near the coasts of Oregon and Washington. The military involvement in the Oregon/Washington timber industry brought many changes to both those working in the camps and the camp management. This 320 page hardbound book with a lot of great pictures was published by Timber Times (www.timbertimes.com) in 2014 and still can be ordered. As we move into two years, 1917-1918 / 2017-2018, of events commemorating the end of World War 1, this is a good and informative read. If you would like more information about one of the key components of the Spruce Production Division, a good read is *The U.S. Army Spruce Production Division at Vancouver Barracks, Washington, 1917-1919*, Vancouver WA; NPS 2013; by Ward A Tonsfeldt. This 214 page 9.78 MB pdf document is available:

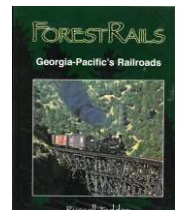


www.nps.gov/fova/learn/historyculture/pearson.htm. A visit to the Pearson Air Museum, 1115 E 5th Street, Vancouver, open Tuesday through Saturday, 9 to 5, will also give you the opportunity to see the excellent and detailed model of the Vancouver Spruce Cut-up Plant. How can PNWC and/or ORHF participate in this WW 1 commemoration?

We estimate the total project cost to be \$1.5 million. We plan to complete the repairs in three phases, as some retaining walls need to be replaced before the train can safely run the lower park route, while others are still sound but will be due for replacement within the next decade. New construction at the Zoo has been funded with the 2008 public bond. We have an annual budget for maintenance and repairs. Over the past two years we have addressed some more significant repairs and maintenance using a loan from Metro. While the train line repairs are on our priority list, we have not yet identified a source of funding. [Response to the question of when the Oregon Zoo Railway will again run to the International Rose Garden.] **Marcia Sinclair, Strategic Communications, Oregon Zoo, email 11/16/2016.**



A new book published by White River Publications, **Forest Rails: Georgia-Pacific's Railroads** by Russel Tedder is available from the Yaquina Pacific Railroad Historical Society in Toledo, Oregon. The price for the 400 page hardbound 13 chapter book is \$79.95 plus \$6.00 shipping and handling; www.yaquinapacificrr.org; PO Box 119, Toledo OR 97391. G-P's rail acquisitions have included 16 common-carrier short line railroads and five major private logging operations. Chapters include Logging the Coast Range, Early West Coast Short Lines and a Locomotive Roster.



The 2017 season for both Railrider locations are May 20 to October 9. The Oregon Coast Railriders (www.ocrailriders.com) trip goes from Bay City to Tillamook, roundtrip, 12 miles. The Joseph Branch Railriders (www.jbrailriders.com) has two trip options: Minam to Wallowa, 26 mile roundtrip; Joseph to Enterprise, 12 miles roundtrip.



In a mammoth task, BP sends almost three million barrels of U.S. oil to Asia. The shipment to customers across Asia pioneers a lengthy and complex operation likely to become more popular after OPEC and Russia last week announced deep production cuts. BP's efforts, involving one of the world's longest sea routes, seven tankers and a series of ship-to-ship transfers, underscore a desire among oil traders to develop new routes to sell swelling supplies of cheap U.S. shale oil

to Asia, the world's biggest consumer region. While exports of U.S. crude have been allowed since a 40-year ban was lifted a year ago, the distance, cost and complexity of shipping to Asia has so far kept the flow to a trickle. Now, using its global shipping and trading network, BP was able to grapple with U.S. port limitations and the need to transfer oil between ships off Malaysia to split cargoes for customers across Asia, according to trade sources and shipping data in Thomson Reuters Elkon. Some of the crude oil traveled 16,000 nautical miles from the Galveston Offshore Lightering Area (GOLA). While BP's operation stands out for size and complexity, more long-haul trades are likely. **REUTERS 12/9/2016.**



As noted in the December 2016 *Trainmaster*, **Stathi Pappas** noted steam locomotive restoration expert departed the Northwest Rail Museum. . . .we now know where he went: The Cumbres and Toltec Scenic Railroad and President John E. Bush are pleased to announce the hiring of Mr. Efstathios (Stathi) I. Pappas who will be assuming the position of Assistant General Manager Trainee and Project Manager on February 1, 2017. Mr. Pappas brings to the Cumbres and Toltec Scenic Railroad a high level of professional experience in museum curation, operations management experience including FRA Compliance, Safety, OSHA Compliance and crew training. He is a seasoned steam locomotive maintenance and restoration expert in the areas of machining, welding, and complete locomotive rebuilding. A portion of the **Cumbres & Toltec Scenic Railroad 12/8/2016 news release.**



The Clark County (WA) manager is seeking three train enthusiasts residing in Clark County to volunteer to serve on an advisory panel. The County's Railroad Advisory Board currently has three open positions for terms beginning January 1 and concluding December 31, 2019. The board advises the county on the Chelatchie Prairie Railroad, a 33-mile stretch of railroad in the northern part of the county. The Board looks into how to use the railroad for economic development, produce returns on investments and address issues raised by stakeholders and constituents. The Board meets at 4 p.m. on the second Monday of each month at the Port of Vancouver. Tom Smith, PNWC member, serves on this Board. **Clark County published 12/9/2016.**



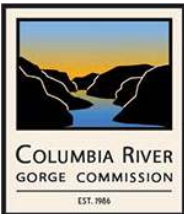
The historic Northern Pacific Railway depot in Cheney, Washington is a big step closer to being moved and saved. The Cheney Depot Society has purchased a residential lot at First and I streets. At the same time, a group of investors has offered adjacent land to the west as a donation. The effort to save the 1929 Spanish mission-style depot dates back at least two years and has been spearhead by community leaders. BNSF Railway, which owns the depot, has been holding onto it to give the community time to come up with a plan. The chosen site for relocation sits right next to the state-owned Palouse River and Coulee City Railroad, which is operated by the private Eastern Washington Gateway Railroad. A donor has offered up to \$500,000 if the society can come up with matching money dollar-for-dollar. More information: www.cheneydepot.com. Tax deductible donations may be sent to: Cheney Depot Society, PO Box 457, Cheney WA 99004. **Spokesman Review 12/7/2016.**



Union Pacific Railroad will keep the lift portion of Portland's Steel Bridge in the down position from January 9-15, 2017 for electrical system maintenance work. UP is replacing the electrical system to improve lift bridge redundancies and simplify electrical system access for bridge maintenance staff. UP owns the 1912 bridge [that is the subject of the Chapter published *Steel Over the Willamette* book available for purchase at the Oregon Rail Heritage Center and Portland's Union Station *Trackside Café*]. **UP news release 12/13/2016.**



Union Pacific will appeal the decision blocking rail expansion in Mosier. Wasco County denied the proposed development on the basis that it would affect the Yakama Nation's tribal treaty rights. The Yakima Nation argued that an increase in rail traffic in the gorge would make it harder for tribal members to access fishing sites and argued that derailments could harm fisheries. The railroad has said the new track would make it easier for trains to pass each other and would reduce the amount of time trains spend idling. UP filed a notice of appeal last week with the Columbia River Gorge Commission. The Commission hears land use appeals for Oregon and Washington counties that are part of the Columbia River Gorge National Scenic Area. **Northwest Public Radio 12/12/2016.**



Sound Transit Board approves 2017 budget with focus on rail system expansions. The Sound Transit Board today approved a \$1.6 billion 2017 budget that provides \$1.2 billion in light rail and other system expansions, including work to begin implementing the additional projects that regional voters approved on November 8. Some specific highlights for 2017 include:

◆ Link light rail:

- \$393.4 million to extend light rail to/from downtown Seattle to downtown Bellevue and the Overlake Transit Center in Redmond.
- \$258.9 million to continue construction of the Northgate Link Extension, including tunnels, station boxes, and station final design.
- \$116.2 million to continue Lynnwood Link Extension final design.
- \$99.8 million for a design-build contract for the East Operations and Maintenance Base Facility.
- \$59.5 million for light rail vehicle procurement activities.
- \$14.2 million to complete preliminary engineering to extend light rail approximately 3.7 miles from Overlake Transit Center to downtown Redmond.
- \$6.1 million to complete the environmental process and preliminary engineering for the Federal Way Link Extension and transition to final design.
- \$9.9 million for final design of the Tacoma Link Extension.



◆ Sounder commuter rail:

- \$38 million to complete Tacoma Trestle construction.
- \$6.9 million to complete construction of the second track for the Point Defiance Bypass Project.
- \$4.7 million to complete Sounder Yard Expansion construction.
- \$4.4 million for Puyallup Station Access improvements design-build work.
- \$3.8 million for nine Sounder train passenger cars.
- \$506 million for Kent Station Access improvements conceptual engineering.
- \$506 million for Auburn Station Access improvements conceptual engineering.

Sound Transit press release 12/15/2015.

The Port of Prince Rupert [British Columbia] and DP World announced that the Fairview Container Terminal Expansion Project has reached 75% completion. The Phase II North container terminal expansion project, launched in 2015, is on schedule to increase annual capacity at Prince Rupert's container terminal to over 1.35 million TEUs (Twenty-Foot Equivalent Unit) by the third quarter of 2017. Fairview Container Terminal anchors one of the west coast's most efficient trade lanes, served by the CN railroad. The expanded terminal will include a second deep-water berth, three additional gantry cranes, and land reclamation to further expand the container yard. On-dock rail capacity will also be expanded by densifying the current track configuration, which will be supported by a rubber-tired gantry crane operation. The next significant milestone for the project is expected in March 2017 with the arrival of three Malacca-max dock gantry cranes to make Prince Rupert big ship ready. Each crane is equipped with a reach of 25 containers wide and is capable of working the largest vessels in the world with a carrying capacity of 20,000-plus TEUs. **Port of Prince Rupert December 12, 2016 news release.** [DP World Limited is incorporated in the Dubai International Financial Centre. In 2006 DP World purchased P&O Group of Companies and maintains the 25,000 items and archives that make up the 180 years represented in P&O Heritage Collection (www.poheritage.com).]



Fraser Grain Terminal LTD. is a joint venture of Parrish and Heimbecker, Limited and Paterson Global Foods Inc. to construct a grain handling facility along the Fraser River in Surrey, British Columbia. The project proposes to build a grain export facility adjacent to the Fraser Surrey Docks on Vancouver Fraser Port Authority land. It will be used to trans-ship bulk grain products including wheat, barley, oil seeds, pulses and other specialty grains with a throughput of 4 million tonnes per annum. This new facility will receive grains by rail and load the agri-products on to cargo vessels. The facility and traveling shiploader will have a modern design that minimizes noise and dust from grain handling operations and will replace an aging and obsolete manufacturing warehouse on vacant port land that has not been used for more than two years. The project includes the construction of 34 above-ground steel storage silos, a traveling ship-loader, semi-loop rail track, container loading facility and storage yard, rail and truck loading facility and other associated terminal infrastructure. Rail connections: CN, CP, BN and SRY (Southern Railway of British Columbia). (www.frasergrainterminal.ca 12/19/2016)



Today it was announced that 28 new SkyTrain cars have been ordered from Bombardier Transportation and are funded 50 percent by the Government of Canada and 33 percent by the Government of B.C. This is part of the \$2 billion Phase

One Plan of the 10-year vision for better transportation infrastructure in Metro Vancouver, recently approved by the Mayors' Council in partnership with federal and provincial governments. The new SkyTrain cars will provide additional service and capacity on the popular Expo and Millennium Lines, including the new Evergreen extension. Scheduled to start arriving in 2018 and entering into service by early 2019, the 28 new cars will increase TransLink's SkyTrain and Canada Line fleet to 314 cars. **TransLink 12/16/2016 news release.**



THE CHAPTER'S LIBRARY

by Arlen Sheldrake and Bob Weaver

The Pacific Northwest Chapter, NRHS maintains a library in rented facilities in the Union Station Annex building in downtown Portland (503 NW Irving Room 1 at the intersection of NW 5th & Irving) immediately south of Union Station. The chapter established its library and archives in 1959 and has been adding to its collections ever since. The library is open the Saturday afternoon following the third Friday evening Chapter membership meetings, and Mondays from 10 a.m. to Noon and also by appointment.

The members of the library committee catalog new items, check out materials, catalog/preserve archive materials, do research and provide on-site access to archive materials for members and researchers. Members spend every Monday working with materials and visitors. Members include Stuart Adams, Ed Berntsen, Hugh Delanty, Keith Fleschner, Al Hall, Merrill Hugo, Dave Larsen, Jim Loomis, Trent Stetz, Bruce Strange, John Tucker, Bob Weaver, Dave Willworth, and John Willworth. Ken Vannice serves as Library Committee Chair and Bill Hyde serves as Archives Committee Chair.

Some interesting statistics:

- **2,285** Books in the chapter library. Of this total 1,635 are available for check out (Lending Library) and 650 are for library use only (Reference and Archives). An updated 218 page book list was recently created in November 2016. Please contact the email address or visit the "Members Only" section of the chapter website to obtain the list. (www.pnwc-nrhs.org/members-only.php)
- **257** Books cataloged and added to the library, 100 of which were donated in 2016.
- **83** Duplicate books transferred to the Concession Committee for sale.
- **38** Books checked out by members in 2014
- **23** Books checked out by members in 2015
- **16** Books checked out by members in 2016 (as of 11/30/2016)



The entrance to the PNWC Library at Union Station



The library is also often used by those who work there. An estimate of two to three dozen visitors have viewed the holdings in the library and archives during 2016.

Lending library books are only available for check-out by Chapter members and may be checked out for two months with the possibility of extension.

Chapter members are encouraged to drop by the library and take a look at the vast and varied collection maintained by your fellow dedicated members. For those driving, metered street parking is usually available nearby. The Union Station Annex is one block from the Yellow/Orange and Green line Union Station MAX light rail stations for very easy and inexpensive access via light rail.

For more information and/or inquiries: library@pnwc-nrhs.org or 503-226-6746 (503-226-NRHS).

The statistics used in this Arlen Sheldrake developed article kindly provided by Bob Weaver.

Books at the PNWC Library

Renew Your National NRHS Membership for 2017

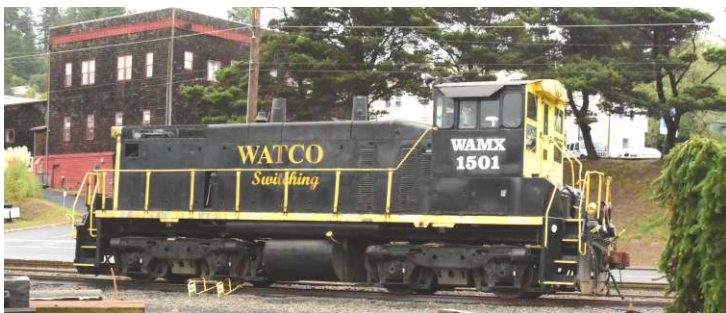
Remember that National NRHS Dues will be collected separately from Local Pacific Northwest Chapter dues for 2017! Stay Tuned for details on renewing your Local Chapter Dues.

To renew your National dues you have three different options.

Option 1: You should have already received an email invite from online software provider "Amilia.com".

Option 2: You may go online and renew via www.nrhs.com/membership/renew via PayPal or your credit card.

Option 3: You mail a check with the form included in the recent mailing.



Watco EMD SW1500 Locomotive No. 1501 at Toledo Oregon in Oct. 2016. Built in 1972 as SP No. 2619 (Photo by T. Trent Stetz)

LENDING LIBRARY will be open Saturday, January 21st 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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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

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Archives	William Hyde	503.666.5530
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Car Host	Mark Reynolds	503.638.7411
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PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 654

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.

January 20: (at 6:30pm) RESCHEDULED Holiday Potluck, Annual Meeting & Officer Election, Toy Drive

January 20: Update of the "Bring The 21 Back to Oregon" Project by OERHS Staff

February 17: *Video: Snow on the Run* – This Southern Pacific produced film is dedicated to its employees who fought the snow on Donner Pass, during the record breaking snows of 1951 and 1952. All of Southern Pacific's snow-fighting equipment is put to use. This film shows all aspects of the tough and dirty work of keeping the lines open, no matter what the weather.

March 17: *SP&S 700 Update* by Steve Sedaker. A progress report from the PRPA on the 700's 15-year inspection effort during the year 2016. Steve will discuss an overview of the rebuild plan, the progress to date (with pictures), and funding successes and plans.

April 21: *Dream Job, They Paid Me To Talk About Trains* by Scott Hurd. My 36-year career with Amtrak was in my blood from my Grandpa Rooks that worked 50 years as a conductor on the Great Northern and my father Jim Hurd that worked 36 years as a conductor on the Southern Pacific. Growing up and working 30 years at Union Station with the former Portland Terminal Railroad guys. Working 6 years in Amtrak Sales & Marketing in San Francisco and Indianapolis. It's been quite a ride.

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

OTHER CHAPTER EVENTS

April 8: *PNWC Annual Banquet* at Hayden's Lakefront Grill, 8187 SW Tualatin-Sherwood Rd., Tualatin

Board of Director's Meetings: **Jan. 12**, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
Feb. 09, 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:

Jan. 21 *SP&S Swap Meet*, 9:30 – 2:30, Holiday Inn PDX, 8439 NE Columbia, Portland OR, www.spsps.org

Feb 1-4 *Portland Winter Light Festival*, around OMSI, Eastbank Esplanade and ORHC, pdxwlf.com

Mar. 4 *Saturday Train Rides Begin*, Oregon Pacific RR, from Oregon Rail Heritage Ctr, www.oregonpacificrr.com

Mar 17 *Pre Winterail Rail Excursion*, AERC, Lebanon-Sweethome RT, trainweb.com/chris/AEtrip.html

Mar. 18 *Winterail 2017*, Corvallis OR, www.winterail.com

Apr 1 – Oct 29 Northwest Railway Museum train trips (weekends), Snoqualmie WA, www.trainmuseum.org

May 6 *Portland Train Day*, Oregon Rail Heritage Center, 10 to 5, Portland OR, www.orhf.org

June 7-10 *Friends of the BN Railroad Convention*, Denver CO, www.fobnr.org

June 20-24 *NRHS Annual Convention*, Nashville TN, www.nrhs.com

June 22-25 *Milwaukee Road Historical Society Convention*, Ames, Iowa, www.mrha.com

June 24-25 *The Cascades Daylight - Celebrating 75 Years of the Southern Pacific 4449*: Steam trip to Bend with an overnight round trip through the historic Columbia River Gorge and Deschutes River Canyon, hosted by the Friends of SP4449, to get on mailing list, send email to: mark@4449.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

PNWC – NRHS MISSION

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