

The *Celebrating 60+ Years* Trainmaster

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STEAM LOCOMOTIVES COULD POWER MORE THAN THEMSELVES

By Martin E. Hansen



SP 4-4-0 No. 1476 Supplying Steam for the Piledriver (Photo by H. L. Arey)

When the boilers of steam locomotives were designed to power the drive wheels for each engine, it was quickly learned that the same steam power could be tapped to power other railroad equipment when needed. In this photograph, we see an early example of this principle employed by the crew of Southern Pacific 4-4-0 No. 1476. The crew of No. 1476 has been assigned to perform some trestle repairs between Cook and Newberg, Oregon. For this duty, they have been given a steam powered piledriver that has been cleverly plumbed off the steam dome of No. 1476. The small size of the steam line that fed steam from the locomotive to the pile driver is testament to the enormous power that even a small amount of steam can produce. H. L. Arey was on hand with his camera to record this fine scene.

Information from a March 25, 2017 Trainorders.com posting by Martin E. Hansen.

NRHS NATIONAL CONVENTION IN NASHVILLE, TN

by Al Baker

The 2017 NRHS Annual Convention was held in Nashville, TN on June 21st – 24th. The fun activities included: A train trip behind double headed steam locomotives Southern Railroad Nos. 4501 (2-8-2) and 630 (2-8-0); A visit to the railroad museum at Chattanooga, TN; A dinner train pulled by two FP7A locomotives; A tour of Andrew Jackson's home; And a train ride pulled by an E9A and E9B locomotives. Then of course, most people spent some time touring Nashville with its many sites and activities.

Meetings of the NRHS Advisory Council and Board of Directors were also conducted. Notes from those meetings are as follows:

NRHS Finances: NRHS is comfortably operating in the black! That doesn't mean that they are rich, but they are paying all our bills and doing ok. This has been further helped by NRHS receiving a rather large donation of \$192,000 from an estate. The 2016 Denver Convention made almost \$7000 profit.

Membership: Currently approximately 8700. Membership records currently on a database called *Amelia*. This will be converted and put on a database called *NEON*, as it is believed that *NEON* will be more compatible with NRHS National needs.

Railcamp: Both East and West camps are full with campers. The programs are operating well and in the black financially.

Heritage Grants: A total of \$20,000 was dispersed to eight projects. Largest grant was \$3000. Efforts are made to raise even more money for next year's grants.

NRHS Bulletins: The next issue will be in August/September followed by one in November/December. Goal is for four issues per year. Articles are solicited. Very old issues are being scanned for preservation.

Membership Brochures: New version has been distributed.

Future Conferences: October 19 thru 21, 2017 Kansas City; Other Conferences in 2018 are TBD.

Future Conventions: 2018 in Cumberland, MD; 2019 in Utah (for the 150th Anniversary of the "Gold Spike")



Picture of the Double Header provided by Doug Scott, Cape Cod Chapter, NRHS

HISTORIC OREGON TRUNK TIMETABLE

OREGON TRUNK RY.					
Read down			Read up		
APRIL 23, 1911					
No. 6 Oregon Passen- ger Daily	No. 2 Inland Empire Express Daily	Miles	Spokane, Portland & Seattle Ry.		
No. 1 Inland Empire Express Daily	No. 7 Oregon Passen- ger Daily				
8 20	9 55	0.0	Lv.	Portland†	Ar.
8 43	f 10 20	7.0	.....	St. Johnst	f 7 20
8 56	10 30	10.0	.....	Vancouver†	f 7 11
9 25	.....	24.4	.....	Camast†	.....
9 32	.....	27.6	.....	Washougal†	.....
10 36	.....	53.8	.....	Stevenson†	f 6 07
11 21	.....	72.6	.....	Underwood	.....
11 30	12 21	75.6	.....	White Salmon†	6 05
11 53	12 37	85.3	.....	Lyle†	4 47
12 15	f 12 53	94.0	.....	Granddalliest	f 4 31
12 45	f 1 13	106.1	Ar.	Fallbridge†	Lv.
			Oregon Trunk Ry.		
No. 102 Daily					No. 101 Daily
1 15	106.1	Lv.	Fallbridge†	Ar.	4 06
2 15	111.3	.....	Moody†	.....	3 06
f 2 42	117.0	.....	Kloan	.....	f 2 42
f 2 59	123.6	.....	Lockit	.....	f 2 24
f 3 20	131.1	.....	Dyke	.....	f 2 03
f 3 31	136.0	.....	Sinamox†	.....	f 1 52
f 3 55	145.5	.....	Oakbrook	.....	f 1 28
f 4 15	153.2	.....	Sherar	.....	f 1 09
f 4 23	156.4	.....	Tuskan	.....	f 1 00
4 35	161.0	.....	Maupint	.....	12 48
f 4 57	169.4	.....	Nena	.....	f 12 26
f 5 07	173.1	.....	Frieda	.....	f 12 17
f 5 25	179.2	Ar.	Nathan	Lv.	f 12 00
f 5 45	179.2	Lv.	Nathan	Ar.	f 11 40
f 5 50	181.0	.....	North Junction†	.....	11 32
f 6 05	185.8	.....	Kaskela	.....	f 11 17
f 6 17	189.6	.....	Uren	.....	f 11 05
f 6 23	191.4	.....	South Junction†	.....	10 59
f 6 33	194.3	.....	Coleman	.....	f 10 50
6 55	201.4	.....	Meccat	.....	10 26
f 7 11	206.3	.....	Vanora	.....	f 10 10
f 7 26	210.5	.....	Pelton	.....	f 9 54
7 50	216.7	.....	Madrast	.....	9 30
8 05	220.8	.....	Metolius†	.....	9 10
f 8 23	225.6	.....	Culver	.....	f 8 50
8 50	232.5	Ar.	Opal City†	Lv.	8 30
Under construction	240.2	.....	Hillman	.....	Will be opened Summer, 1911
	245.5	.....	Redmond	.....
	254.7	.....	Wesley	.....
	262.2	.....	Bend	.....

Light faced figures denote A. M. time. Dark faced figures denote P. M. time. f Stop on signal. †Meals. †Telegraph.

EQUIPMENT

Between Portland and Fallbridge trains Nos. 1 and 2 carry observation parlor cars, dining cars, first class coaches and smoking cars; Nos. 6 and 7 first class coaches and smoking cars.
Between Fallbridge and Metolius trains Nos. 101 and 102 carry parlor cars, first class coaches and smoking cars.;

STAGES TO INTERIOR POINTS

Automobile and horse stages leave Madras at 7:00 a. m. and Metolius 7:30 a. m. and after the arrival of the evening train for the points and charge the passenger fares shown below.
This information is from direct sources, but the Railway Company is not responsible for deviation therefrom.
The fares shown are from Metolius; from Madras they are 25 cents higher by horse stage, and the same by automobile.

DESTINATION	Horse Stage	Automobile
Lamonta	\$1.25	
Hillman	\$2.50	4.50
Prineville	2.25	5.00
Redmond	2.75	6.00
Laidlaw	4.75	8.00
Bend	4.75	8.00
Post	4.75	
La Pine	7.25	
Paulina	10.25	
Fife	10.25	
Riley	10.50	
Fremont	11.25	
Ft. Rock	11.25	
Silver Lake	12.25	
Burns	12.25	

One of the last railroad wars to occur, happened right here in the state of Oregon. In the end, the dispute was settled, but not until after men died and property was damaged. Today, one line lays abandoned and the other is still in use. These two railroads were the Des Chutes Railroad and its remains, as well as the in use and abandoned sections of the original Oregon Trunk.

The oldest known Oregon Trunk schedule was in the collection of railfan Miln Gillespie, dated April 23, 1911. Notice that it shows "Under Construction" beyond Opal City. To complete the trip to Bend, an additional cost of \$4.75 if taking horse stage and an additional \$8 by auto.

The Sept 27th, 1911 edition of the Bend Bulletin announced the freight rates effective with the opening of the railroad: lumber, potatoes, hay and onions, in carload lots, 24¢ a hundred pounds; grain, flour, and millfeed 22¢; cattle, hogs and sheep, per carload \$68.

The golden spike honoring the completion of the Oregon Trunk was driven in Bend on Oct. 5th, 1911.

From the SP&S Dope Bucket - Oregon Trunk Gold Spike Issue of 1961 which commemorated the 50th anniversary of the Oregon Trunk to Bend.

Today, the Des Chutes Railroad and Oregon Trunk Railway names are no longer used; instead the line is jointly operated by Union Pacific, who owned the Des Chutes Railroad and Burlington Northern Sante Fe, who owned the Oregon Trunk Railroad. The line is owned by and maintained by both companies.

TACOMA AMTRAK DEPOT AND MILWAUKEE TRESTLE REPLACEMENT

Text and Photos provided by Gordon Russ

I was told there were a couple plaques removed from the old bridge with “Milwaukee” and a year printed on them. I was in contact with the City of Tacoma Historic Preservation Office. The City was not aware of any plaques, but did have pictures of a logo on the old Steel bridge shortly before it was taken down.

Below are the pictures of the Milwaukee logo that was on the trestle bridge over E. 26th St. The good news is a new Milwaukee logo will be placed on the bridge once construction is completed.

Also shown below is the progress of the new bridge near Freighthouse Square and the new Tacoma Amtrak station.



The Milwaukee Road logo on the Bridge (Provided by City of Tacoma)



The Milwaukee Road logo on the Bridge (Provided by City of Tacoma)



Progress on the new Amtrak Station (Photo by Gordon Russ)



Progress on the new Bridge (Photo by Gordon Russ)



Passenger trains, including Amtrak Cascades, must slow down due to curves and single-track tunnels on the BNSF Railway main line tracks (green line) near Point Defiance and along southern Puget Sound. This project will reroute passenger trains to a bypass rail line along I-5 (orange line).

The proposed route of this WSDOT project is the same that Sound Transit uses for Sounder commuter rail service to Lakewood.

How can I get more information? Contact:

WSDOT Rail Division
PO Box 47407
Olympia, WA 98504-7407
E-mail: rail@wsdot.wa.gov



PNW RAIL NEWS

by Arlen L. Sheldrake



In today's world, international travel involves lots of decisions now including whether or not to take one's laptop. Seems the security folk are still discussing the possibility of banning laptop computers in the cabin of European flights....don't know about you but putting my laptop in checked baggage is NOT what I want to do. Anyway, off to Amsterdam and a Holland America cruise north out of Rotterdam, hopefully my laptop will come home with me in the Amsterdam-Portland Delta cabin.

After two nice days touring Amsterdam, we took a train to Utrecht to visit the Spoorweg Museum...just our luck it was a *Thomas Weekend* with lots of kids and kid activities. While we aren't "quite" the *Thomas* target age, it was worth the stop. This train museum is really well done....lots of rolling stock and other exhibits. The main building is in a former train station built in 1874.

Added rail capacity: More cargo can make its way around the South Harbor, thanks to the installation of two 7,000-foot intermodal tracks. The east end of the North Lead Rail Improvement Project, a joint effort with short-line provider Tacoma Rail, was completed ahead of schedule at the end of the year. Construction began last summer on the project, which along with adding cargo capacity, reconfigures the rail yards to allow for simultaneous movement of trains and improved access to all tracks. Reconfiguring the west end of the yard is expected to be finished in June. Tacoma Rail is contributing \$2 million toward the \$18 million cost, with additional funding from a \$5 million Washington State Department of Commerce grant and Port of Tacoma support for the remainder. The North Lead Rail plays an important role in the South Harbor's future growth. The new tracks enhance capacity and flexibility, and connect the East Blair Peninsula to the track network, a task identified in the NWSA's strategic plan to increase business. Once completed, the project is forecasted to improve rail efficiency by 34 percent.

The Northwest Seaport Alliance 2016 Annual Report. [Ports of Seattle and Tacoma.]

The Summer 2017 issue of *Classic Trains* magazine dedicated to Special Trains has a nice Kevin P. Keefe two-page article "*When a special train lit up America*". It includes a well written tribute to Ross Rowland, his American Freedom Train project, the SP 4449, and Doyle McCormack.



Planning for Salmonberry Trail Valley segment begins. Thanks to a significant grant from the Washington County Visitors Association detailed planning the valley segment of the future Salmonberry Trail – located between Banks and Reehers Camp Campground in the Tillamook State Forest – is about to begin. The scope of the planning includes the following:

- Analysis to bypass alternatives described in the Concept Plan.
- Pre-engineering assessment of eleven bridges and trestles.
- Detailed assessment of repair needs for Walcott Tunnel.
- Assessment and recommendations for trailhead development at Banks, Manning, the Timber area, and Reehers Camp.
- Development of trail solutions and design recommendations for the entire 20 mile rail corridor from the city of Banks to Reehers Camp in the Tillamook State Forest.
- Recommendations for accommodating equestrian use.
- Development of detailed cost estimates including permitting, design and engineering and construction cost for trail and bridge modifications.
- Multiple workshops to listen to concerns and ideas from landowners.

If you've been through Tillamook lately, you've noticed the construction project near the intersection of Highways 6 and 101. It's a major effort to upgrade a complicated intersection that was never designed to carry the traffic loads it currently does. In the midst of the \$36 million construction project is a trail segment that will connect Tillamook to an eventual alignment of the Salmonberry Trail. The mile-plus paved multi-use trail – set for construction this summer – will utilize an old east-west railroad spur that ran long the south bank of Hoquarton Slough connecting Goodspeed Park east of downtown with the developing Hoquarton waterfront core area. Construction of the Highway 101/Highway 6 traffic improvement project, and particularly the new Hoquarton bridge and a mini-day-use-like area on the northeast side of the bridge just south of the waterway, will provide direct connections to the new trail segment.



Salmonberry Trail

Salmonberry Trail May Newsletter.

The Port of Seattle Commission on May 23rd approved \$595,000 for the South 228th Street upgrade separation project in Kent, Washington. The project, which is slated to cost \$25 million, will eliminate a chokepoint at the Union Pacific Railroad crossing. **Progressive Railroading 5/24/2017.**



Union Pacific is investing approximately \$34.1 million in Idaho infrastructure during 2017. Funds include \$30.2 million to maintain track and \$2.1 million to maintain bridges in the state. Key projects planned this year include:

- \$13.3 million investment in the rail line between Athol and Eastport on an infrastructure project to clean and replace the rock ballast under the rail line.
- \$9.9 million investment in the rail line between Athol and Naples on an infrastructure project to clean and replace the rock ballast under the rail line.
- \$1.8 million investment in the rail line between Athol and Eastport to replace 8,265 railroad ties during a tie replacement project.



Union Pacific 6/5/2017 news release.

OHS launches digital collections. In 2015, the Oregon Historical Society embarked on an ambitious two-year project to build an infrastructure to create, collect, preserve, and provide access to digital materials in its vast historic collections. On May 22, OHS announced a major milestone in this project with the official launch of OHS Digital Collections. This new web site allows online public access to a rich variety of materials from the OHS Research Library, including items from the manuscript, photograph, film, and oral history collections. Behind the scenes, these files are safeguarded by dedicated OHS staff employing a series of digital preservation workflows, systems, and storage processes called the OHS Digital Vault. Featured collections at launch include:



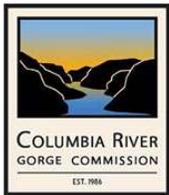
- Photographs from Oregon conservation pioneers William L. Finley, Irene Finley, and Herman Bohlman.
- Newspaper photographs from the Oregon Journal nitrate negative collection.
- Selected oral histories, including interviews from the Gay and Lesbian Archives of the Pacific Northwest.
- Papers of Joel Palmer, 1848-1880, Superintendent of Indian Affairs for the Oregon Territory.

Start exploring the digital collections now at digitalcollections.ohs.org. **OHS publication The Historian Spring/Summer 2017.**

The June issue of **Railfan & Railroad Magazine** has a very informative article *Three Generations on the Siskiyou Line* by Steve Jessup...lots of history of this line that began operations in December 1887 and through many trials still operates today. This 11-page article includes some very good pictures.



On June 13th the Columbia River Gorge Commission (CRGC) rejected UP's appeal, thereby denying the railroad's bid to build an extended railroad siding at Mosier. In a lengthy hearing at the Fort Dalles Readiness Center, multiple attorneys on both sides of the siding issue argued back and forth in what an attorney for Union Pacific referred to as "a merry-go-round." Union Pacific appealed to the gorge commission, claiming that Wasco County erred in blocking the project. The CRGC will issue its written decision on UP's appeal by early September. The decision can be appealed to the Oregon Court of Appeals within 60 days of when the written decision is issued. UP has not yet decided how to proceed. **The Dalles Chronicle 6/16/2017.**



The Trains extra 2017 publication *BIG STEAM is Back* is quite the read. Included is a 8-page article *Daylight Rising* by Justin Franz...a well written history of the SP 4449 with a bunch of excellent pictures. The only error I could find is the wheelbase is a bit more than 80 inches; more like 47' 8". The one picture on page 40 of the ORHC opening by Alexander Craghead looks a bit like one I took and it should; the reason being that Alex and I were both on the MLK Viaduct talking and taking pictures of the same major 2012 ORHC Opening event. Pick up a copy, I think it is well worth the \$9.95 price.



The July issue of *Trains Magazine* includes a Map of the Month, **Rider's Guide to Portland, Ore.**; "An extensive light rail system makes the Rose City easy to explore without a car." The map seems to be pretty accurate.

Representatives of Union Pacific Railroad were in Boundary County, Idaho on June 19th to update the community and all stakeholders on the Meadow Creek Siding Project, north of Moyle Springs. This project will construct a new siding on railroad right-of-way and is slated to begin later this summer. **Bonnors Ferry Herald 6/15/2017.**

Amtrak has announced it will build a \$28 million locomotive service facility in Seattle. This is Amtrak's third major investment in the Seattle facility that provides services for two long-distance trains, the *Empire Builder* and *Coast Starlight*, Amtrak Cascades state-supported corridor service; and maintenance for Sound Transit Sounder trains. The project will include demolition of the site's existing buildings, utilities, tracks, and other structures, as well as construction

of a new 31,000-square-foot locomotive shop. The yard's existing tracks will be reconfigured to allow access to the new facility, which will be equipped with a new 125-ton drop table, funded by the Washington State Department of Transportation and a 55-ton overhead bridge crane. The project is scheduled to begin this month and completed in June 2019 by PCL Construction Services. PCL has also built other structures for Amtrak in Seattle, which includes construction of the Maintenance of Equipment Facility, a Warehouse, Administration, and Health and Welfare building. **Amtrak 6/14/2017 news release.**



As the Friends of SP4449 volunteers ramp up for the *Cascades Daylight 2017* June 24-25 trip to Bend, I am really blown away by all the effort and number of volunteers it takes to organize and get the equipment ready for this two-day trip. Whether it is Mark Kramer, Excursion Manager or Pat Tracy, Friends of SP 4449 President, or Doyle McCormack, 4449 Engineer or David Cautley, Travellers Rest lead (and PNWC President Keith Fleschner working under the Gordon Zimmerman baggage car) and the many dedicated volunteers are putting in lots and lots of hours for many days and weeks. Most all of us ticketed passengers have only a remote idea of what it takes in hours, effort, worry and expertise to put one of



SP 4449 Steamed Up on June 23rd, The day before the trip to Bend

these trips together.

The **Tigard Street Heritage Trail** is moving into a public (residents and trail-users) input on design and trail elements phase. The ¾ mile multi-use trail runs parallel to Tigard Street acquired by the City of Tigard in 2013 and was formerly railroad property. During the development of the 2015 Heritage Trail Concept, rail historians Bob Melbo and Ron McCoy provided a vast amount of information about the extensive rail history on or near this downtown Tigard property. Tigard Street Heritage Trail & Walk events begin at 12345 SW Main Street, Tigard on the following dates:



- Thursday, June 29 – tours at 5 pm and 6 pm.
- Thursday, July 27 – tours at 5 pm and 6 pm.
- Thursday, August 24 – tours at 5 pm and 6 pm

The 37-page Concept plan can be viewed at: tigard-or.gov/community/trails.

Sometimes one should take an aspirin or two before attending a PNWC membership meeting. At the June 16th meeting, Ron McCoy of **Unsung Hero** fame surprised me with the June award...it was quite a surprise...maybe shock is a better word. My thanks to Ron for this recognition...the project of getting the interiors of the Holiday Express rail cars steam cleaned took some time but Stanley Steemer is a good company to work with and I enjoyed the reaction when asking for pricing on cleaning 56 lounge seats (the 6200 has 56 seats). The project of replacing the 30 chairs in the Plum Creek lounge car was also interesting. For some reason seeing all that rip/tear patching black duct tape on the black chairs just triggered a response...THIS HAS TO STOP reaction in my pea brain. Shopping for chairs at Portland Office Furniture, SE Madison was fun and convinced me that if a chair exists they have access to it. In both cases I really appreciated the support from Keith Fleschner, Holiday Express chair, as he agreed to having HE fund both projects. As I noted at the membership meeting, HE is a great ORHF fund raiser but we also need to do more to ensure that the rail cars are attractive to these Santa loving passengers. Things like being able to see out the fogged windows is, in my opinion, one of the next priorities. Again, thanks Ron for the award and doing this Unsung Hero award process.

The Oregon Pacific Railroad is in the process of replacing the Mulino Road Trestle on their Molalla Branch (SP Milepost 749.0, Branch MP 1.47). The rebuild will shorten the wood trestle on the east end by ½ with fill, replacing the remaining trestle up to the existing steel span over the road with two steel bents on concrete footings and replacing the wood stringers with four steel wide flange beams. The shippers on the Molalla Division: RSG Forest Products, Willamette Egg and American Steel. This last winter was not kind to this trestle. **Dick Samuels Altamont Press mid-June postings.**



The Port of Skagway is looking to expand dock facilities to accommodate larger cruise ships expected to begin arriving in 2019. The consulting firm of Moffatt & Nichol is recommending a \$14.5 million ore dock modification that would add a 50-by-175-foot floating dock to the north of the existing ore dock. It would go with a pedestrian drive-down gangway. In order to construct the ore dock modification, the municipality will need White Pass's (White Pass & Yukon Route Railroad) cooperation. Although the municipality owns the facility, it's part of the railroad's lease, which doesn't expire until 2023. Skagway leases much of the



tidelands to the largest tourism attraction in town: the White Pass and Yukon Route Railroad. **KHNS-Haines 6/20/2017.**

The **Waioli Corporation** is one step closer to building an interactive place to teach the history of locomotives on Hawaii. During the last legislative session, Kauai representatives were able to secure a \$550,000 grant-in-aid for the corporation, which is part of Grove Farm Museum, to build a Locomotive Interactive Learning Park. The park will be built on property on Haleko Road, near the original Lihue Plantation, adjacent to the historic Lihue sugar mill. It will boast a plantation-era community shop, restrooms, exhibits and an additional 4,000 feet of railroad. More information: grovefarm.org. **The Garden Island 6/12/2017.**

The railway infrastructure that connects much of the eastern region of the Mid-Willamette Valley is getting some attention, and that could potentially lead to an additional economic feature for places like Stayton and Silverton. Oregon Shipping Group (oregonshippinggroup.com) is discussing with the cities of Silverton and Stayton their earnest interest in seeing the rail return to full working capacity. In addition, Marion County is planning on conducting an analysis of the Willamette Valley Railway as to the economic benefits it could provide should it be restored. The goal is to begin the study in July and wrap it up before the end of this year. **Stayton Mail 6/11/2017.**

In early June one of those real estate signs offering property for lease was spotted on Water Avenue outside the historic former headquarters for the Inman-Poulsen Lumber Company. The sign was from Capacity Commercial Group (www.capacitycommercial.com). The building, located at 403 SE Caruthers Street, has for years been leased by Stacy & Witbeck as their regional office. It was quite the surprise to find them moving. The building is the only thing remaining of giant Inman-Poulsen Lumber Company that dominated this area of SE Portland. On June 22 members of the Chapter's Library/Archives committee toured the building and gathered information about the building and the lease.

The Oregon Public Utility commission shelved its vote on the sale of nine surplus PGE diesel storage tanks to Global Partners at their joint location in Clatskanie, Oregon. Global Partners is looking to expand its on-site storage so it can accept more trains and larger Panamax tankers for their ethanol and crude oil exports. The Commission delayed their vote to consult state lawyers on the scope of its authority and the definition of its public interest standard. PGE told the commission that the increased storage of crude oil or ethanol on the site would not compromise the safety or reliability of PGE's operations. The proceeds of PGE's sale would go to their ratepayers. Environmental groups opposed the sale as it could lead to increased oil shipping. [Port Westward has unit train capability and is owned by the Port of St. Helens; it is served by Portland & Western Railroad.] **The Oregonian 6/14/2017.**



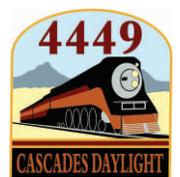
Union Pacific plans to invest \$5.1 million in its Washington State rail infrastructure. The key projects include:

- \$3.5 million investment along the Ayer Subdivision south of Hooper, Washington, on an infrastructure project to clean and replace the rock ballast under the rail line.
- More than \$500 thousand investment in the rail line north of Wallula to replace a section of curve rail.



Union Pacific 6/12/2017 news release.

Expect to see a much more extensive report about the June 24-25 **Cascades Daylight 2017** SP 4449 trip, but this passenger would like to give a **BIG** thank you to all those that put in countless hours to make this terrific trip happen. Many Chapter members provided significant support to make this Friends of SP 4449 excursion a success. The trip guide and lapel pin were among the many excellent features of the two-day adventure.



American consumers can now purchase a DVD version of the 1986 movie **Tough Guys** starring Doyle McCormack, the SP 4449 and a couple of minor actors including Burt Lancaster and Kirk Douglas. In my opinion Eli Wallach did an excellent job as the bad guy. For many years a foreign format version was available and it has been showing on a cable movie channel but now this American Blu-Ray format DVD version is available. [The train that they stole was named the Gold Coast Flyer, one of the train name panels, including fake rivets, from the train along with a movie poster is on display at the Oregon Rail Heritage Center.]



New tourist train operation in NE Washington! The **Scenic Pend Oreille River Train (SPORT)** begins operation on August 12 with 10 weekends and a couple of runs each day. The trips start in Newport, Washington and go to Dalkena, Washington for a 24-mile round trip. This new operation is a partnership between the Newport/Priest River Rotary Club and Pend Oreille Valley Railroad. More information: www.sporttrainrides.com / 877-525-5226.



GENESEE & WYOMING CHARTERS 4449 TRAIN

Text and Photos by Arlen L. Sheldrake

On a beautiful sunny Tuesday, May 9th, the Friends of SP 4449 operated a chartered train in honor of retiring Genesee & Wyoming (G&W) Chairman of the Board of Directors Mortimer B. Fuller III.



The SP 4449 heading up the Special Charter

The chartered train included the SP 4449, Gordon Zimmerman baggage car, Plum Creek lounge, Traveller's Rest No. 498 lounge/dining car, and the James J. Gilmore No. 2955 observation/lounge round end. The charter operated from Milwaukie to Tigard on Portland & Western tracks; reports from the G&W executives indicated the charter was a great success. The charter was staffed by the train crew from the Friends of SP 4449 including Doyle McCormack, engineer and Pat Tracy, fireman and carmen from the Pacific Northwest Chapter, National Railway Historical Society Keith Fleschner. A considerable amount of preparation time was spent by Pete Rodabaugh and George Hickok to get the seldom used passenger car air conditioning units operational for the trip. The carpets and furniture upholstery in the 2955, Traveller's Rest and Plum Creek were cleaned prior to the trip.

Mr. Fuller became the Chief Executive Officer, President and Chairman of G&W in 1977, when he purchased controlling interest in the Company's corporate predecessor, the original Genesee and Wyoming Railroad, which his great grandfather founded in 1899. He has since served as Chief Executive Officer for 30 years and Chairman for 40 years.

Following the Staggers Act deregulation of the U.S. rail industry in 1980, Mr. Fuller led growth by acquisition, through an initial public offering in 1996 and expansion into the Australian and Canadian rail markets in 1977. The Company's disciplined acquisitions continued in those three markets and recently expanded to the UK/Europe.

G&W has grown from a 14-mile short line railroad in upstate New York with 1977 revenues of \$4.4 million to a portfolio of 122 freight railroads worldwide with 2015 revenues of \$2 billion. G&W's eight North American regions serve 41 U.S. states and four Canadian provinces and include 115 short line and regional freight railroads with more than 13,000 track-miles.

The G&W operates Oregon's largest short line railroad, the Portland & Western with 288 miles and passes the Oregon Rail Heritage Center daily with their BNSF contracted Eugene to Vancouver transfer.

One of the charter's highlights was a ceremony naming the Portland & Western yard in Tigard the **Mort & Sue Fuller Yard**. The 4449 was also chartered in June 5, 1999 to pull a special seven car train for Mort's wedding to Sue Langfitt, an Oregonian, with the ceremony performed at a scenic overlook at Rex Hill as the train waited. The wedding train operated from Milwaukie to Gerlinger.

Due to a cantankerous switch, it took an extended amount of time to get from the Oregon Pacific Railroad East Portland yard onto the Union Pacific mainline but once there, Doyle wasted no time in getting to the 45-mph track speed through Brooklyn and to north Milwaukie to pick up the guests for the trip to Tigard.

At the request of G&W, the charter trip was not publicized.

Some information for this article was extracted from the G&W 2/3/2017 press release. Other sources: Keith Fleschner; July & August 1999 *Trainmaster* published by the Pacific Northwest Chapter, NRHS; and Dick Samuels.



The James J. Gilmore No. 2955 on the Tail of the Special Charter

June Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on June 16, 2017

The meeting was called to order at 7:34pm by President Keith Fleschner.

The minutes of the May meeting were called, Doug Auburg made a motion to approve the minutes, Alfred Mullett seconded and the membership voted to approve the minutes.

George Hickok gave the monthly treasurers report, and said all accounts balance. He reported that we have now given the full allowed amount of the line of credit to the Friends of the SP 4449 to cover the Bend Excursion Trip. Doug Auburg made a motion to accept the report, Rolf Schuler seconded and the membership voted to accept the report.

Alfred Mullett invited everyone to Sumpter Valley Railroad rides and especially the August eclipse train.

Doug Auburg invited everyone to ride the Father's Day Steam train on the Chelatchie Prairie Railroad.

Mark Reynolds reminded the membership of camping available at Antique Powerland Heritage Park for the eclipse.

Ron McCoy made the June presentation of the UNSUNG HERO Award to Arlen Sheldrake, on his recent work on assisting with the cleaning and updating the railcars used for Holiday Express.

Doug Auburg reported that the Mt. St. Helens rail car, sister of our Mt. Hood car, is now owned by the Inland Northwest Rail Museum in Reardan, Washington.

President Fleschner said we have not yet received a report on the railcars from Mr. Wayne Yetter.

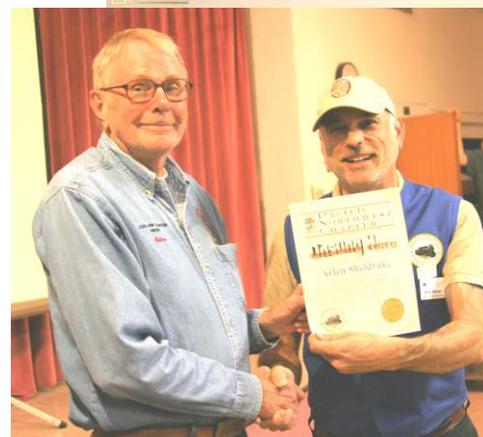
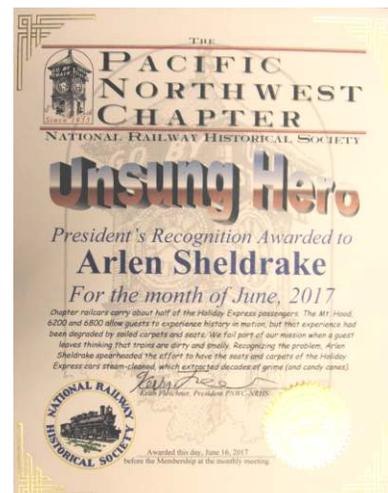
Bruce Strange announced that the Plum Creek car now has thirty new chairs.

Mark Reynolds reported that the Randy Rock Memorial building at Antique Powerland Heritage Park, and adjoining areas at Powerland are receiving new and upgraded power.

The meeting was adjourned at 8:11pm.

Snack time was provided by Lila Stephens. Thank You again Lila!

The evening program was an excellent video on the history of trains used by past U.S. Presidents.



Arlen Receives the Unsung Hero Award from Ron McCoy



The SP 4449 along the Deschutes River on June 24th, pulling Amtrak Locomotive No. 93 and 15 cars as the Cascades Daylight (Photo by T. Trent Stetz)



Recently doanted by the Union Pacific, the UP No. 96 was powered up and used for Oregon Rail Heritage Center (ORHC) switching duty on June 23rd. This including moving the SP 4449 as well as the Traveller's Rest and Gordon Zimmerman cars to be used on the upcoming *Cascades Daylight* trip to Bend. This view shows the Portland Streetcar passing overhead on its way to the OMSI stop nearby. (Photo by T. Trent Stetz)

LENDING LIBRARY will be open Saturday, July 22nd 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.

Bill of Lading

SP No. 1476 Near Newberg.....	Page 1
NRHS National Convention in Nashville, TN....	Page 2
Historic Oregon Trunk Timetable.....	Page 3
Tacoma Station and Depot Update.....	Page 4
PNW Rail News.....	Page 5
G&W Charters the SP 4449.....	Page 9
Chapter Meeting Minutes.....	Page 10
SP 4449 Along the Deschutes.....	Page 10
UP No. 96 Switching at ORHC.....	Page 11
Lending Library Open Hours.....	Page 11
Officers, Committees & Contacts.....	Page 11
Calendar	Page 12
Mission Statement.....	Page 12

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PACIFIC NORTHWEST CHAPTER TIMETABLE No. 660

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.

July 21: *Selected Short Videos:* "Last of Giants" about Big Boys; "Science Rides" about a technical & scientific developments by railroads; "Lifeline of the Nation" about railroads during WWII.

August 18: Do you have a topic you wish to present?

September 15: We would like to hear your special topic!

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

Board of Director's Meetings: **July 13**, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
Aug. 10, 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:

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

July 4 *Mt. Emily Shay runs*, 8 am – 3 pm, City of Prineville Ry, Prineville OR

July 13-15 *SP&S Railway Historical Society 2017 Convention*, The Dalles OR, www.spsrhs.org

July 15-16 *Clamshell Railroad Days*, Ilwaco, WA, www.columbiapacificheritagemuseum.org

July 26-29 *UP Historical Society 2017 Convention*, Denver CO, www.uphs.org

July 29-30 *The Great Oregon Steam-Up*, Powerland Heritage Park, Brooks OR, www.antiquepowerland.com

July 30 – Aug. 6 *NRHS RailCamp Northwest*, Tacoma WA, www.nrhs.com

Aug. 5-6 *The Great Oregon Steam-Up*, Powerland Heritage Park, Brooks OR, www.antiquepowerland.com

Aug. 21 *Eclipse Express*, Sumpter Valley RR solar eclipse trip, McEwen Depot, www.sumptervalleyrailroad.org

Sept. 16-20 *GN Railway Historical Society 2017 Convention*, Sioux Falls SD, www.gnrhs.or

Sept. 24-30 *Rail Safety Week*, Operation Lifesaver, <http://bit.ly/USRSW17>

Oct. 14-15 *Photographers' Fall Foliage Weekend*, Sumpter Valley RR, McEwen, www.sumptervalleyrailroad.org

Oct. 28-29 *Halloween Express*, Sumpter Valley RR, McEwen, www.sumptervalleyrailroad.org

Nov. 8-11 *SP Historical & Technical Society Convention*, Santa Rosa CA, www.sphts.org

☆ ☆ ☆ ☆ ☆ ☆ ☆ **2018** ☆ ☆ ☆ ☆ ☆ ☆ ☆

Mar. 17 *Winterail*, 40th Anniversary, Corvallis High School, Corvallis OR, www.winterail.com

PNWC – NRHS MISSION

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