

The *Celebrating 60+ Years* Trainmaster

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Salem Falls City & Western Railroad



Martin E. Hansen Collection

Few people have heard of the Salem Falls City & Western Railroad and even fewer have seen photos of it in operation. This line was based in Polk County and ran between Salem, Oregon and Dallas, Oregon and then to Black Rock, Oregon from 1903-1915. Its initial purpose and primary revenue source was logging. In 1915 the entire line was sold to Southern Pacific and it was designated its Falls City Branch.

The roster of motive power for this line ranged from early 4-4-0's to a pair of 2-truck Shays and everything in between. In this fine view recorded by noted SP engineer and accomplished photographer H.L. Arey in 1911, we see SFC&W's Lima 2-8-0 No. 8 along with McKeen car No. 1 at the shops in Dallas, Oregon.

The kerosene-powered rail cars were known as McKeen cars. These rail cars were nicknamed "The Skunk" because of the smell from the exhaust fumes. These cars were discontinued by 1930.

Built new for the line in 1906, No. 8 is clearly a wood-burner and sports the sunflower stack to prove it. This clearly was an interesting operation for the years that it ran. We just wish there were more good photos like this of it in service.

A 5-mile segment between the former SP Westside line between Gerlinger and Dallas is all that remains of the Falls City branch. The line is owned by Union Pacific and leased and operated by the Portland & Western Railroad as the Dallas District.

Martin E. Hansen *Trainorders* 7/2/2017 posting and other information from en.wikipedia.org/wiki/Salem,_Falls_City_and_Western_Railway . Developed by Arlen L. Sheldrake.

Greenbrier Achieves Milestone: Builds 100,000th Intermodal Double Stack Unit At U.S. Manufacturing Facility

By Arlen L. Sheldrake



The Greenbrier Companies, Inc. proudly announced the production of its 100,000th intermodal double stack unit in January 2017. This milestone achievement began more than 32 years ago at Greenbrier's flagship production and design facility, Gunderson LLC, based in Portland, Oregon.

Gunderson has been a pioneer in railcar design since Greenbrier's 1985 acquisition of this legendary manufacturing facility in operation since 1919.

Gunderson LLC was established in 1919 as a heavy steel fabricator, Gunderson has been a ship and marine barge builder since 1942. It entered the new freight railcar construction market in the early 1960s.

Greenbrier acquired the Gunderson facility from FMC Corporation in 1985. Currently Gunderson employs more than 1,000 workers in highly-skilled manufacturing jobs, global sourcing operations positions as well and engineering and design professionals and other operation support functions. Located on 75 acres along the Willamette River in Portland, Oregon, Gunderson is accessible year-round by ocean-going vessels and two transcontinental railroads, BNSF Railway Company and Union Pacific Railroad.



Double stack technology revolutionized long distance freight transportation by railroads. Using double stack technology, a freight train of a given length can carry roughly twice as many containers, sharply reducing costs per container. These cars are used for nearly 70% of all U.S. intermodal shipments.

Greenbrier has built approximately 50% of all intermodal double stack railcars operating globally. The Greenbrier evolution of containerized freight movement:

- 1984: Twin Stack
- 1988: Maxi-Stack I & II
- 1989: Maxi-Stack II.5 & III
- 1991: Husky Stack 48'
- 1993: All Purpose Husky Stack 48', Husky Stack 2 + 2, Maxi-Stack IV 5 unit
- 1995: Maxi-Stack All Purpose 3 unit 48'
- 1999: Maxi-Stack IV 3 unit
- 2001: All Purpose Husky Stack 53'
- 2003: Husky Stack 53'
- 2017: 100,000th Double stack railcar

Sources: Greenbrier 2/22/2017 press release and *Trains* Magazine October 2017 Greenbrier advertisement (page 21); article developed by Arlen L. Sheldrake.



COOS BAY RAIL LINK LOCOMOTIVE No. 3823

This International Port of Coos Bay locomotive has a spiffy new paint job on CBR No. 3823, a EMD GP 38. This livery, in school district colors, honors the Mapleton School District whose mascot is Sailors. No. 3823 was built in 1967 for the B&O Railroad. Thomas Trent captured this photo on November 8, 2017 in Eugene, Oregon and provided permission to publish his photo.

THE MONTANA RAILROAD ALIAS: THE JAWBONE

by Gordon Russ

I was looking over some of my railroad history books and I came across this poem in a 1998 book by a Don Baker. The book is *The Montana Railroad Alias: the Jawbone*. It was a book about an Helena, Mt. man named Harlow. He figured there was money to be made for a railroad line from Helena, MT into the mining country. It was a tough go. It takes money to build a railroad lots of it as with many railroads the money kept running out. So Harlow would pursue or hound many possible investors in to buying more bonds. He was always talk or "Jawbone" them into investing so the railroad locally was known as the Jawbone. He eventually was able to sell out to the Milwaukee Road and retired to his home in Virginia. Anyway Don Baker the author of the book found this poem in a newspaper and put in the fly of his book. The railroad eventually went to Lewistown, MT. After the Milwaukee purchased the Montana Railroad they put in a yard in Harlowton, named for Harlow, where they would change their steam engines to electric engines for their run across Montana to Tacoma. At Avery, Idaho they went back to Steam then changed again at Othello, WA back to electric. But that is another story. The Milwaukee Line did run from their main line to Lewistown and on to Great Falls where they built one of the most beautiful Depots in the country which is today a very nice office complex.

THE JAWBONE

He rambled to Montana, he went
from town to town;
At last he got aboard the "Jaw-Bone" bound
for Lewistown;
He was three days going to Harlowton and
four days to Ubet;
And that was about a week ago and
he hasn't reached here yet.

CHORUS

Oh, didn't he ramble, ramble
He rambled all around, in and out of
the town.
Oh, didn't he ramble ramble,
He rambled til the snowdrift cut him down.

There was a man in Lewistown who
worked upon the grade.
Contracted all the summer long and many
miles he made.
His work was all completed, he was
ready to go home.
But he had to wait a week or two upon the
old Jawbone.

He rambled to the station here, he
wanted to leave the town;
He asked the agent for the train, - his
face began to frown;
The agent says, "I am sorry, but I do not
know;
No doubt a few miles out from here it is
buried in the snow."

The old stage that done the work for
twenty years or more,
Delivered mail in Lewistown right at the
office door.
But when the Jawbone took its
place, it had to take a back seat;
But the people now are well aware that
the old coach couldn't be beat.

She rambled through the hills and
lanes and in the snow so deep;
But when her time was up in Lewis-
town she surely in would creep

There certainly was an awful time
when Christmas, it was here,
And those who got their Christmas mail
for the old coach they must cheer.

The superintendent, he's all right, but
he don't own the road,
And if he could to tell the truth, I
don't think he would.
He travels up and down the road telling
those he meets
That by and by the old Jawbone will
sure be hard to beat.

You've got to be a Rambler and know
a thing or two
When you go aboard the Jawbone
with Lewistown in view,
You may be ditched, - in other words,
delayed a week or two,
For the engines old can't stand the cold
like they could when they were new.

The old Jawbone has been making
time - the fact we can't deny-
Was running pretty regular, and at
times she tried to fly;
But the same old thing occurred again,
and there's no use to buck,
For somewhere out along the line in a
snow bank she is stuck.

The Jawbone is a Rambler that rambles
everywhere,
The way it gets to Lewistown would make
a Christian swear.
It rambles into a snowdrift some place
along the line,
So - the chances are that she'll get here this
time.

From the Lewiston *New Argus*
(author unknown)



The Montana Railroad was indeed a Montana original. The logo above was one of the first corporate logos used in Montana railroading. The "cowshead" logo appeared first in the Lewistown, Montana Fergus County Argus on December 15, 1897. (Information from www.railroads-of-montana.com/Research_MontanaRR_Lombard.htm by Dale Jones)

Joseph Hyzer Writes to the Jacksonville Sentinel

By Gordon Russ



In the September 2017 addition of *The Trainmaster*, Arlen L. Sheldrake had an interesting article on the preservation of a 1909 O & C Caboose. It got me thinking about an article I did for the Josephine Historical Society. They ask if I might put together a walking tour of a local Cemetery, Croxton. It had not been maintained for a number and in much disrepair. The remaining tomb stones were picked up and placed in a memorial wall and the grounds turned into a park. The Josephine County Historical Society ask if I might find something out about these people.

One man, Joseph Hyzer, had a very interesting readable history. He was born in New York, served in the Civil War in both the Navy and Army. Rejoined the Army and served in the Indian wars on the California/Oregon Border. In 1869 settled in Jacksonville, Oregon and became a clerk in several businesses and was very active in various lodges including the Ashland chapter of the Grand Army of the Republic. He also served with the Oregon Reserves in the Modoc War.

In 1882, he went to work for the contractors building the O & C Railroad from Roseburg to Ashland. During that time, he wrote several letters to the Jacksonville Sentinel newspaper about some of his experiences.

Railroad News - Oregon Sentinel - July 15 1882

J. H Hyzer, who is now employed as boss of a China crew on the railroad, sends us the following from Roseburg under date of the 11th:

I rode 14 miles out from Roseburg towards Myrtle creek on the construction train this morning and I predict that passenger trains will not run to that point for two months. There is not any extension either leveled up or ballasted, and you can therefore judge that the ride was very rough. I went out after a case of picks for my crew, which I took charge of to-day, to the number of 53. The further extension of the track will be delayed some time as they have exhausted the supply of straps and bolts necessary to connect the rails, and which have to be machine made. The whole line from Graves creek down present a very animated appearance, there being now about 4,000 men employed besides many teams, and with the exception of two or three of our crew, who remain to level and ballast, a general move is being made to the front of all varieties of force and material.

Two men were seriously burned by a premature and careless explosion of powder two days ago near Myrtle creek; caused by spooning out an unexploded blast and throwing the powder loosely among the rocks.

People of Roseburg are busily engaged reaping the benefits of a cause which is slowly slipping through their grasp, but which they have enjoyed for years, and bitterly do they regret and feel the anticipations of its effects, and will be truly sad to contemplate the experience.

There is yet room for more men, in almost any of the several capacities.

Railroad News - Oregon Sentinel Jacksonville - August 19, 1882

Editor Sentinel: Dear Sir: On last Saturday the first passenger train ran out to Myrtle creek in the evening. Trains will leave that place at 3:30 A. M. daily, arriving at Roseburg at 5, and thence to Portland on the usual time, so that the time through will not be materially changed.

All building material is now unloaded at Myrtle creek excepting that for the intermediate stations, of which there will be three, namely Greenville, Dillard's and Oak Grove.

Several more car loads of Chinamen have arrived and gone forward, perhaps 400, and I understand more are on the way. They will gradually drift along up to Jackson county to the number of about 5,000 by the time the road is finished, and the country will be stripped as though visited by an army of locusts. Have all your granaries full and supplies ready as they have hardly left chickens enough in this country for seed

The paymaster is now out on his monthly visit, and will leave upwards of \$200,000 on this trip for wages alone, and some of it will certainly sent broadcast and even Jackson county will feel the tide. Half a month's wages is always held in reserve as a contingent for possibilities and responsibilities. This makes by first installment, rather limited, but I believe it is a good rule and for the better in the end, as it always leaves a small reserve fund which would acceptable in case of accident.

A son of Mr. David Alexander was quite seriously wounded last Sunday by a pistol becoming dislodged from a shelf by slamming of a door. It fell to the floor and exploded, the ball striking the boy in the shoulder breaking the bone. He is not supposed to be fatally wounded.

Sunday afternoon about four o'clock a very exciting tragedy occurred on the principal street of Roseburg, just below Marks' store, to which I was partly an active eye witness. I was near the Metropolitan Hotel when the first shot was fired by T. S. Roadman who had his victim, J. S. Downey, by the shoulders and holding his revolver around in front of him trying to shoot while Downey was endeavoring to seize the pistol and turn the muzzle away, he being unarmed. During the fearful struggle for life four shots were fired the last one taking effect in the mouth of Downey ranging band and upward in the neck. I think the pistol must have been self cocking as the four shots were fired while I ran about 100 feet and seized Roadman by the arm and tried to raise it so as hold the pistol up, but some other person had him by the wrist hold it down and tried to take it away. He finally surrendered it to Sheriff Purdom who also took him in charge. Downey died about one o'clock P. M. Tuesday. A coroner's inquest was had on Wednesday which rendered a verdict of justifiable homicide. The remains will be interred by Philaterian Lodge, I.O.O.F. of Roseburg on Thursday at 2 o'clock P. M. of which he was a member in good standing. Deceased leaves a wife and one child to mourn his loss. It is said the cause of this unfortunate affray originated with cards. The amination before the Justice of the Peace will proceed today, Thursday. Roadman is under bonds to the amount of \$1,500.

Joseph H. Hyzer



PNW RAIL NEWS

by Arlen L. Sheldrake



Still going strong as an Engineer for BNSF Railway, is Greg Kamholz, the last SP&S employee still active on the BNSF roster. Greg, in addition to his BNSF duties, is also one of the primary engineers for the SP&S 700 and serves on the PRPA Board of Directors in the position of Secretary.



Union Pacific Cold Connect is expanding train service to five days per week. Departure days on all eastbound California and Washington trains, effective October 31, 2017 are being implemented. Cold Connect terminals are located at Delano, California and Wallula, Washington. Trains depart Tuesday through Saturday, departing at 9:00 PDT, with 7th and 8th day availability in the Northeast. Schedules on westbound Cold Connect trains departing Rotterdam, New York, are not impacted by this newly expanded service. **Perishable News.com 10/20/2017.**

The November 2017 issue of *RAILFAN & RAILROAD* magazine has good 6-page article *Vancouver Railfan Guide* by Robert W. Scott. I sure agree that the Vancouver, Washington Amtrak depot, owned by the city of Vancouver, is a great train viewing spot. It would have been a good addition to his article however to hype the nice Clark County Historical Museum SP&S exhibit designed by Ed Austin that resides in the depot.



CLARK COUNTY
HISTORICAL MUSEUM

October 23, 2017 ICC Finance Docket No. FD 31676

JOINT NOTICE OF INTERIM TRAIL USE / RAIL BANKING AGREEMENT BETWEEN PORT OF TILLAMOOK BAY AND SALMONBERRY TRAIL INTERGOVERNMENTAL AGENCY IN ACCORDANCE WITH 49 C.F.R. 1152.29(h)

The Port of Tillamook Bay (“POTB”) and the Salmonberry Trail Interagency Authority (“STIA”) hereby jointly notify the Board that they have entered into a trail use/rail banking agreement (the “Trail Use Agreement”) covering the rail line from milepost 775.01, near Banks, Washington County, Oregon, to milepost 856.08, near Tillamook, Tillamook County, Oregon, for a total distance of 81.07 miles. In accordance with the requirements of 49 C.F.R. requiring the trail sponsor, STIA, to fulfill the responsibilities described at 49 C.F.R 1152.29(a)(2). A copy of STIA's Statement of Willingness to Assume Financial Responsibility under the Train Use Agreement is attached hereto as Exhibit B and is hereby made a part hereof. Extracted from this document: In order to establish interim trail use and rail banking under section 8(d) of the National Trails Systems Act, 16 U.S.C. 1247(d), and 49 C.F.R. 1152.29, the Salmonberry Train Intergovernmental Agency is willing to assume full responsibility for management of, for any legal liability arising out of the transfer or use of (unless the user is immune from liability, in which case it need only indemnify the railroad against any potential liability), and for the payment of any and all taxes that may be levied or assessed against the right-of-way owned and operated by the Port of Tillamook Bay. The Salmonberry Trail Intergovernmental Agency acknowledges that use of the right-of-way is subject to the user's continuing to meet its responsibilities described above and subject to possible future reconstruction and reactivation of the right-of-way for rail services. **Bob Melbo 10/29/2017 email.**



SalmonberryTrail

The new McMenamin's, Kalama Harbor Lodge, in Kalama continues building toward a March 2018 opening. Port of Kalama Executive Director Mark Wilson reports that as the building shell is completed, McMenamin's contractors take over for the rest of the interior work. During the week of November 6th, the Port's sheet rock contractor will finish level 1 and move to level 2 with 3 to follow. Along with the nearby Museum in the Port office building and the over track pedestrian bridge and some 60 trains per day, I expect Kalama to become a rail fan magnet. On October 31st a framed Northern Pacific Railway 1900 national route map donated by the Oregon Rail Heritage Foundation was delivered to the Port and will become part of their Museum highlighting Kalama's important role in NP history.



Update on the cleanup efforts at Goble, Oregon: Since the lessees vacated the site on June 1, several phases of the cleanup have been in process or completed:

- On June 1, the U.S. Coast Guard entered the site and removed more than 39,000 gallons of oil and oily water from the seven vessels that remained. PCBs were found in more than 8,000 gallons of the oil. Removal included antifreeze,

paint, animal poisons, solvents and cleaners.

- The Coast Guard wrapped up their work by mid-June, and the Department of State Lands (DSL) entered the site. In July the contractor began the asbestos removal process on the River Queen [S.S. Shasta], Multnomah and Amazon. This work was completed in late September, 140 tons of asbestos and asbestos-contaminated material was removed.
- In late August, DSL's cleanup contractor began assessment, cleanup and removal activities at the site. It was determined that all vessels except the Multnomah were floating and could be towed to a facility in Troutdale for breakdown.
- To date, the contractor has removed 91,000 pounds of garbage (logs, trailers, old docks, etc.); dismantled and removed the Lego barge; and towed the 25 barge and Pancake barge to the Troutdale facility.
- Future cleanup actions include: 1) removing sunken vessels for disposal; removing beached sailboat for disposal; submitting tow plans to the Coast Guard to remove the River Queen, Amazon, Multnomah and Manzanillo to the Troutdale facility; removing pilings; and completing the final cleanup activities. We are on schedule to complete the cleanup by the end of the year.



Oregon Department of State Lands, October 27, 2017 memo from Northern Operations Manager; picture supplied by DSL.

Update from the PNWC Mailing/Distribution Team: The November issue of the *Trainmaster* went to the Post Office 10/31 afternoon. There were no issues and the mailing was released. We continue to enjoy good service from the Post Office with our mailings being accepted with a minimum of uproar. And with our continued emphasis on quality, the Post Office continues to waive the \$250/year permit fee for our non-profit bulk mail permit. We mailed **332** pieces, 1.76 ounces/each (total 36.452 pounds) in three trays. Total postage cost = **\$44.66** (231 local @ **\$0.12** and 101 out-of-area @ **\$0.171**). If mailed First Class @ \$0.70/each, the First Class cost would have been \$232.40. Clearly these non-profit rates are a good deal for PNWC. **George Hickok 11/1/2017 email.** [Note: the USPS non-profit rate requires a significant amount of mailing preparation work along with a rigid address verification process.]

BNSF and its contractors hosted north Idaho first responders in September to conduct drills on local waterways, demonstrating how to position containment booms and deploy other spill countermeasures. Attendees practiced setting up boom at Dover Bay, off Lake Pend Oreille, and on the Clark Fork River. Thousands of feet of spill deflection boom was towed in large segments, fitted together and stretched across water in accordance with pre-training planning for various spill scenarios. Crews also deployed the NOFI Current Buster 2, a V-shaped array of lengthy inflatable pontoons which can be used to collect spilled material on the surface of the water. www.bnsfnorthwest.com posted 10/24/2017.

On October 24 the Port of Everett Commission authorized staff to solicit construction bids for the Port's South Terminal Modernization project. This capital improvement project, combined with the double rail siding that is currently under construction, will ensure the Port's facilities are ready to support the next generation of over-dimensional cargo, including aerospace parts for the new 777X coming on line in late-2018. Upon project completion, the dock will be able to accommodate two 100-foot gauge rail-mounted container cranes and provide vaults for shorepower. Construction is anticipated to begin in April 2018 and last thru September 2019. The Port is served by BNSF. **Port of Everett 10/26/2017 press release.**



Engine 557, an S160 class 2-8-0 consolidation steam locomotive, has come a long way since it first arrived in Alaska in December 1944. The steam locomotive served in the U.S. Army Transportation Corps during World War II and later with the Alaska Railroad. It was then sold to a scrap dealer in Moses Lake, Washington. The steam locomotive was returned to Alaska in 2012 and is about two years and \$180,000 away from being completely restored by volunteers to produce steam again. "We are in the fifth year of a two-year project. The project can only move forward as funding becomes available," Pat Durand, Engine 557 Restoration Co. president said Thursday. For more information, visit www.557.alaskarails.org. **Alaska Dispatch News 11/3/2017.**



The Port of Kalama is really serious about acquiring a steam locomotive for display in their Port building museum. How serious you ask? Well the Port office building was designed (see picture in the November *Trainmaster*) to display the SP&S No. 539 including an exterior wall/window section that can be removed to roll it in. Yes, a 2-8-2 sized locomotive. The 539 locomotive was on display in the



Vancouver Washington Esther Short Park for some years and now is on display at the Grand Canyon Railway in Williams, Arizona. The Port has indicated that they will try again to acquire this locomotive.



It is the season of lights in downtown Caldwell, Idaho. The Street Department is currently putting up hundreds of thousands of lights to illuminate downtown for the Christmas season. But sadly, some of the brightest lights downtown were torn down this fall. The Union Pacific Railroad required the city to remove a series of new lights and landscaping along the railroad track. The 25-foot “clear zone” will extend to 12th Avenue and includes future parking for the Reel Theatre now under construction. Eventually Union Pacific will require the city to demolish the decorative fence and 3 feet of concrete behind the depot. Fortunately, the 111-year-old train depot will be exempt from the 25-foot threshold. **Idaho Press**

Tribune 11/3/2017.

On November 7, 1885 the eastern and western portions of the Canadian Pacific Railway met at Craigellachie, British Columbia where the last spike was driven. An extensive history of the CPR is available: www.cpconnectingcanada.ca.



After 100 years of transporting logs by train on northern Vancouver Island, Western Forest Products is shutting down the Englewood Line. The logs will now be sent to company mills and customers by truck. Western Forest Products said it will work with communities and governments in northern Vancouver Island to determine how to honor the train's long history dating back to 1917. The line has remained closed after a major derailment and loss of life in Woss in April 2017. Woss is about 75 kilometres southeast of Port McNeil, B.C. [It is believed that this WFP logging line was the last one existing in North America.] **CHEK 11/07/2017.**

Correction: Thanks to Kenn Lantz on 11/5 for noting my error in last month's *Trainmaster* that the S.S. Shasta, aka River Queen, was a sternwheeler ferry. While steam powered, the River Queen was propeller screw driven.

Reminder, if you would like to also receive a color copy of *The Trainmaster* each month, shoot me an email message (asheldrake@comcast.net) so stating. For expense reasons, the printed copy of *The Trainmaster* is done in black/white but the electronic version that is on the PNWC web site and can be emailed is in color. Some of the pictures really pop in color. Some 42 exchange newsletter organizations and members are currently on the email list.

As rumored in last month's column, the Willis Enterprises, Inc. log chipping operation in Bonner, Montana is in fact shipping wood chips via Montana Rail Link to the Longview Kraft Paper Mill. Multiple MRL loaded chip cars were recently spotted in the Kelso/Longview rail yard.



SO Rail The Mayor of Butte Falls, Oregon has sent a letter to Weyerhaeuser to set-up a meeting in Seattle to gain approval for a railroad right-of-way. **Southern Oregon Railway Historical Society Board of Directors meeting minutes 10/10/2017.** And from www.soc-nrhs.org: Goal is to restore a portion of the Medford Corporation logging railroad for tourist excursions using MEDCO No. 4, a Willamette, and MEDCO No. 8, a Baldwin S-8.

The Port of Portland will once again be in the container service business beginning in January 2018. Swire Shipping will begin offering a mix of general, non-containerized cargo and container service starting in January 2018. The ship call at Terminal 6 is likely to be monthly and includes export shipments of Western Star trucks to Australia, export containers to Australia/New Zealand, and import containers from Asia. The trucks are manufactured by Daimler Trucks North America at their Swan Island plant in Portland. This is a critical first step toward restarting container service at Terminal 6 and will aid in efforts to attract an additional service in the future. **Governor Kate Brown 11/13/2017 news release.**



Nice to see the *Move of the steamboat Klamath documented in Oregon* article (*The Trainmaster*, September 2017 issue) in the November issue of NRHS News. Editor, Charles Williams, receives an electronic copy of *The Trainmaster*; it is a pleasure to work with Charles.



With the change in routing for all Amtrak trains beginning December 18th, Rita and I did a Portland-Seattle day roundtrip on November 17th. Amtrak *Cascades* 500 north from Portland at 8:20 AM, arrival noonish, and Amtrak *Cascades* 507 South back to Portland at 2:10 PM arriving in Portland a bit before 6 PM. Enough time in Seattle to do some walking and lunch. Effective December 18th, all Amtrak trains will be running on the Point Defiance by-pass route along the I-5 freeway – no more beach front running. The new route will certainly be different, maybe less scenic but certainly different but with a nice new Tacoma station.



The night of November 23rd saw the first Coast Starlight test run on the Lakewood sub. On the headend were AMTK 191 & 192 with 13 Superliners, 60 axles. The train went to Olympia and returned to Seattle. No reported problems pulling the 2.85% grade south out of Tacoma. **Steve Carter, Trainorders 11/23/2017.**

Talgo train returns to Milwaukee for repairs. A convoy of trucks carrying all 14 pieces of the Mt. Jefferson Talgo train set damaged in a derailment this summer went to the Talgo plant in Milwaukee, Wisconsin. The Series 8 trainset, one of the two owned by the Oregon Department of Transportation, derailed July 2 when Amtrak Cascades train 502 went through a derail after passing a lift bridge stop signal south of Tacoma, Washington. In addition to repair work on the few damaged cars, other work includes installation of positive train control and bistro car retrofits. After the work is completed, Talgo officials expect the trainset will return to the Pacific Northwest on its own wheels. **Train Industry Newsletter 11/15/2017.**

Morning Oregonian February 2, 1907: **Digging the Big Ditch**

The contractors who are digging the big ditch across the Peninsula for the Portland & Seattle Railway Company have secured a powerful steam shovel to be used at the North end of the cut. They landed the big shovel and a locomotive in St. Johns, and are moving them slowly [yes, this word used in the article] up the hill to the Willamette boulevard. A moveable track is being laid in front of the locomotive. A track has been laid along the right-of-way across the Peninsula and when the steam shovel is in operation, rapid progress will be made. From the Willamette River end the trench is being cut by means of a powerful stream of water driven into the bank. [University of Oregon Libraries via Bob Melbo.]

The Oregon Rail Heritage Foundation received the Volunteer Organization of the Year Award from the Oregon Recreation & Park Association at their annual conference November 14th. ORHF was nominated for the award by Portland Parks & Recreation.



They're here! New Amtrak Cascades locomotives now riding the rails. Starting this week the new state-of-the-art Amtrak Cascades locomotives are rolling on the tracks from Vancouver, British Columbia to Eugene, Oregon. The eight Siemens Charger locomotives are significant upgrades from our existing machines. They meet the strictest

Environmental Protection Agency emission standards and are lighter and quieter. They also provide greater rates of acceleration and top speeds even though they'll only be traveling up to 79 mph on our route. In addition, the locomotives include computerized on-board positive train control safety equipment, which will automatically stop the train when there are dangerous situations on the rails, once the system is activated corridor-wide next year. The locomotives, which boast 16-cylinder, 4,400 horsepower Cummins engines, also will be more reliable than the existing aging fleet and will be used on all routes. They will be phased in to all Amtrak Cascades routes during the next few weeks. **WSDOT BLOG 11/20/2017**

With appreciation to Scott Gordon and the Oregon Coast Scenic Railroad for locating John M. (Jack) Holst's daughter Suzan, the Friends of SP 4449 have invited Suzan and her family to a Holiday Express 4449 cab ride and viewing of the plaque in the cab honoring her father. Since restoration for the American Freedom Train in 1975 the 4449 cab has had a plaque honoring Jack for his years in caring for the 4449 during her years stored near Oaks Amusement Park in SE Portland. Back this summer on the 4th of July, a man came up to OCSR engineer Scott Gordon and asked if he knew of Jack Holst as he was married to Jack's daughter. Up to this time, no one knew how to contact Jack's daughter. Like someone said, the rest is history; many thanks to Scott! As Chapter members know, our annual outstanding member award, awarded since 1982, is named the Jack Holst Memorial Award in his honor. Scott, besides working for Tacoma Rail, is an active Friends of SP4449 volunteer. Expect to hear more.

As a note in conjunction with the World War 1 Oregon's Spruce Division Railroads exhibit at the Oregon Rail Heritage Center, a group in Bowling Green, Kentucky, Saving Liberty DH4, is restoring the first war plane built in America, the Dayton-Wright DH4, JN4 #38262. Once restored, it will be the only plane of its kind flying in North America. More information: www.friendsofjenny.org. From www.worldwar1centennial.org and **Bowling Green Daily News 11/18/2017.**



New DVD at the Oregon Rail Heritage Center: **Rail History of Oregon, It Changed Everything** by Darrell Jabin, "Oregon's Traveling Historian". This 30-minute video quickly covers the important dates in Oregon's development and Oregon's railroad history. Some noted railroad historians are featured including the Chapter's Ron McCoy with background video shots at the ORHC. Jabin was the featured speaker at the standing room only November 14th Lake Theater & Café in Lake Oswego presentation; one of the Clackamas County Historical Society's Pints from the Past series of events. This fast-paced video is an excellent reminder of Oregon's extensive rail history for the rail historian and is an excellent primer for those new to Oregon's rail history.


Doyle McCormack's Nickel Plate Road No. 324, one of the two remaining RSD-5 locomotives, has been retired as the shop switcher at the Oregon Rail Heritage Center. The 324 has been replaced by the former UP 96 SW10 as it runs well, has good visibility and faster response.


The Crook County History Center's A.R. Bowman Museum has launched a fundraising campaign to cosmetically restore City of Prineville Railway (COP) caboose No. 201. The caboose was built for the Lehigh Valley Railroad in 1945 and acquired by COP in the 1960s or 1970s. The caboose display is next to the Museum at 246 North Main Street in downtown Prineville. They are soliciting tax-deductible donations to help with the cosmetic restorations, interpretive signage and site preparation. More information: www.crookcountyhistorycenter.org.



The Winter 2017 issue of Classic Trains has nice article (page 88), **The Repatriated PAs** by David Lustig. The one-page article describes the current state of the two restoration projects, Doyle McCormack's and the Museum of the American Railroad. These Portland, Oregon and Frisco, Texas projects continue move forward to preserve the last two PAs in the USA.







Amtrak  **CASCADES[®]**

Celebrating

a new era of train travel in the Pacific Northwest




Friday, Dec 15, 2017 - 2:00 – 3:00 pm

- Opening the new Tacoma Dome station and Tacoma Trestle
- Adding two more Amtrak Cascades daily roundtrips between Seattle and Portland
- Rerouting trains to the Point Defiance Bypass to decrease delays
- Launching new environmentally-friendly locomotives
- Completing \$800 million in rail improvements throughout Western Washington







Join us in the new Amtrak Cascades station
at Freighthouse Square – 422 E 25th Street, Tacoma

Questions? Janet Matkin, WSDOT Rail Communications
360-705-7966 or MatkinJ@wsdot.wa.gov

RSVP with "December 15 event" in the subject line, to: Dopital@wsdot.wa.gov

November Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on November 17, 2017

The November membership meeting was called to order by President Keith Fleschner at 7:35pm.

The minutes of the October meeting were called, Doug Auburg made a motion to approve the minutes with a name correction for the "Chelatchie" Prairie Railroad, Al Baker seconded and the membership voted to approve the minutes.

George Hickok gave the monthly treasurers report and said that all accounts did balance. Doug Auburg made a motion to accept the treasurer's report, Bryan Ackler seconded and the membership voted to accept the report. Mr. Hickok said that chapter dues renewal notices will be sent in the near future. He reminded the members that National dues are paid separately, to National.

President Fleschner said that last month the election reminder was made in error, only the terms of Directors David Cautley and Bryan Ackler are up for election and both have agreed to run for a second term.

Ron McCoy reminded members that the annual potluck will be held at the December meeting, beginning at 6:30pm. Train Toys for Tots will be accepted at this time. Again this year the toys will be donated to the local Catholic Charities organization.

Mark Reynolds reported that only about sixty percent of the car host volunteer positions have been filled for Holiday Express, please sign up. He said the final railcar decorating party will be tomorrow.

David Cautley reported that so far we have over nine thousand passengers bought tickets for Holiday Express 2017.

President Fleschner added that we still need more volunteers for Holiday Express ground crew.

John Holloway announced that there is planning underway for a "thank you" item for Holiday Express volunteers. See him for sign-up.

Al Baker reported that he has small cards, the size of 'business cards', for the Oregon Rail Heritage Center that members may hand out to give interested people information, including how to sign up for volunteering. See him for the cards.

George Hickok reported that he and others has been working on the Holiday Express trainset; including putting in floor heat in the 6200, making gauges for measuring the steam getting to the cars, and removing the Plum Creek windows, cleaning and sealing them and reinstalling. He said new brake shoes have been ordered to replace when necessary.

The meeting was adjourned at 8:18pm

Snack time was provided through the efforts of Lila Stephens, Bryan Ackler and Marge Helander. Thank You!

The program for the evening was given by Keith Fleschner on making the required Communications Line connection between Amtrak "certified" railcars.

Respectfully submitted by Jim Hokinson, Secretary



Mark Reynolds discussed Holiday Express Car Hosting



Keith Fleschner gave a presentation on installing Amtrak Communication Lines on the Gordon Zimmerman Baggage Car



Changes coming December 18th to the Amtrak Cascades trains serving Oregon

The state of Washington is adding two new round trips (for 12 trains per day) on the Amtrak Cascades train route between Portland and Seattle, and these additions are prompting schedule updates that will allow Oregon trains to meet the new arrivals and departures. Part of this change means the Monday – Friday morning southbound train from Portland will now leave at 9:45 a.m. instead of 6:00 a.m.

Schedule change for southbound train from Portland:

The 6:00 a.m. train departure will move to a 9:45 a.m. departure to line up with Washington trains (Mon-Fri); Sat-Sun- Holidays will change from 9:35 a.m. departure to 12:30 p.m. departure.

Schedule change for northbound train from Eugene:

The 4 p.m. train departure will move to a 4:30 p.m. departure to line up with Washington trains (all days).



THE MOUNT HOOD

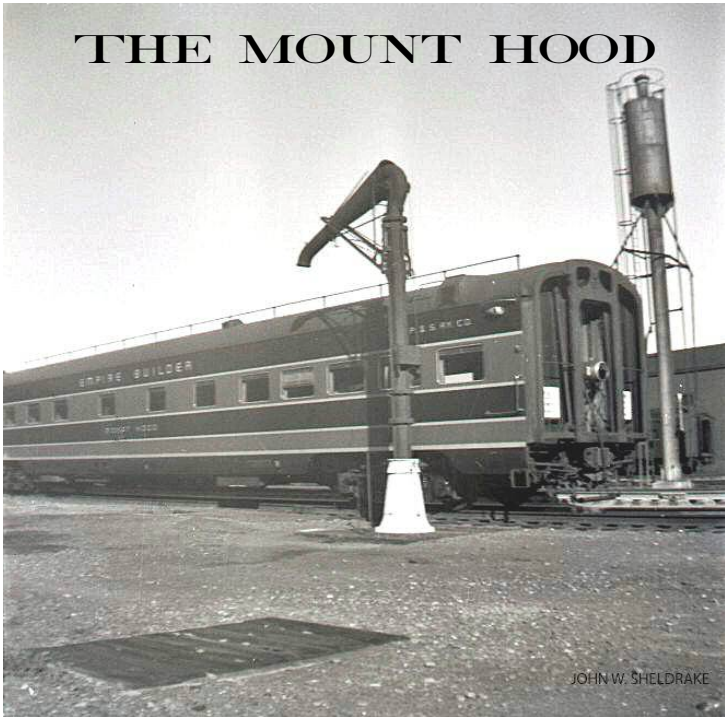


Photo of the Mount Hood near a water column and sand tower at Wishram WA. Photo taken by John Wilbur Sheldrake (Brother of Arlen Sheldrake) in the late 1950s. Collection of his son, John Dean Sheldrake. Built by Pullman Standard Manufacturing Co. of Chicago as a sleeper/lounge for the Spokane, Portland & Seattle portion of the *Empire Builder* service. Built as: lot 6829; plan 4163; ordered September 1946, delivered February 1950 and re-furbished in 1968. It was the last car overhauled by Pullman Corporation before leaving the sleeping car business.

LENDING LIBRARY will be open Saturday, December 16th 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

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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 |
| Rolf Schuler | 2017-2019 | 503.285.7941 |
| Bruce Strange | 2017-2019 | 503.901.7815 |

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 Rep. Powerland | Mark Reynolds | 503.638.7411 |
| 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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PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 665

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.

Nov. 24,25:

Dec. 2,3: **Holiday Express** at Oaks Park, Oregon Pacific Railroad,

Dec. 9,10: www.orhf.org Join Santa and his Elves & the SP4449

Dec. 16,17: Volunteers Needed!



December 15: (Starts at 6:30pm)
Annual Holiday Potluck,
Officer Election,
2018 Budget Review,
Toy Drive for Catholic Charities



January 19: *British Railway Post Office.* Vintage Movie to be shown from 16mm Film.

April 7, 2018: Annual Chapter Banquet – Hayden's Lakefront Grill, Tualatin. Mark your calendars!

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

Board of Director's Meetings: **Dec. 07,** Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
Jan. 11, 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:

Nov 24 – Dec 17 *Polar Express*, Chehalis-Centralia Railroad, www.steamtrainride.com
Dec 2-3 & 9-10 *Santa Steam Train*, Chehalis-Centralia Railroad, www.steamtrainride.com
Dec 2-23 *Candy Cane Express*, Santiam Excursion Trains, Lebanon OR, www.santiamexcursiontrains.com
Dec 2-17 *Candy Cane Express*, Oregon Coast Scenic Railway, Garibaldi OR, www.oregoncoastscenic.org
Dec 6-20 *Christmas Ships Trolley Excursions*, Willamette Shore Trolley, www.wst.oregonrolley.com
Dec 15 *Amtrak Cascades 2017 Rollout*, 2 to 3 pm, Amtrak Cascades station Tacoma, www.wsdot.wa.gov
Dec 22 - Jan 1 Washington State Trainfest, www.washingtonhistory.org/visit/wshm/eventsprograms/trainfest/
Dec. 24 *Oregon Rail Heritage Center*, closed, Christmas Eve, www.orhf.org

☆ ☆ ☆ ☆ ☆ ☆ ☆ **2018** ☆ ☆ ☆ ☆ ☆ ☆ ☆

Feb 1-3 *Portland Winter Light Festival*, SE Portland waterfront & ORHC, www.pdxwlf.com
Feb. 17 *SP&S Railway Historical Society Swap Meet*, 9:30-2:30, 100 Columbia, Vancouver WA, www.spshts.org
Mar. 17 *Winterail*, 40th Anniversary, Corvallis High School, Corvallis OR, www.winterail.com
May 19 *Portland Train Day* at the Oregon Rail Heritage Center, www.orhf.org
June 6-9 *Friends of Burlington Northern Railroad Convention*, Aurora IL, www.fobnr.org
Jun. 25 – Jul. 1 *Train Mountain Triennial*, Chiloquin OR, www.trainmtn.org
July 14 & 15 *Clamshell Railroad Days*, Ilwaco WA, www.columbiapacificheritagemuseum.org
July 18-21 *Union Pacific Historical Society Convention*, Olympia WA, www.uphs.org (joint w/Milwaukee Road)

PNWC – NRHS MISSION

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



SIEMENS CHARGER

Clean Diesel-Electric Locomotives for Better Reliability and Efficiency

States across the U.S. to rely on the new Charger locomotives to power the next generation of clean, efficient and high-performance rail travel

90% emissions reduction compared to Tier 0 locomotives

16% improvement in fuel efficiency over existing fleet in California and Washington

>3x less fuel consumption

Manufactured at Siemens U.S. plant, powered by up to 80% renewable energy

STATE-OF-THE-ART FEATURES

Power

The Charger locomotive is powered by a **high-performance**, environmentally friendly, 4,400 horsepower-rated Cummins QSK95 diesel engine. Designed to operate at **speeds up to 125 miles per hour**, the locomotives are the **first high-speed passenger locomotive to receive Tier 4 emissions certification** from the Environmental Protection Agency (EPA).

Smart Technology

A state-of-the-art microprocessor control system installed in the locomotive performs **continued monitoring**, takes self-corrective action and provides clear operating instructions to the locomotive engineer to ensure the most efficient on-time performance.

Rider Experience

The powerful diesel-electric operation allows for better acceleration, cleaner emissions, and low noise levels while on-board and waiting at the platform. The Chargers also feature an attractive streamlined design and smoother traction control which results in **better ride quality** for passengers.

Maintenance

The lighter weight of these locomotives ensures the ability to safely operate the locomotives at speeds of up to 125 mph more efficiently, **requiring less maintenance** for both the locomotive and the infrastructure. All wiring, cabling and piping is located under the middle aisle within the locomotive machine room for easy maintenance access and protection from external elements.

Safety

The locomotives meet the latest federal rail safety regulations, including enhanced carbody structure safety with **crash energy management** components like a locomotive cab safety cage and push-back couplers.

Redundancy

Siemens Charger diesel-electric locomotives are specifically designed for North America relying on the experience of its proven Vectron platform, currently pulling some 1,600 passenger and freight cars throughout Europe. The locomotive includes **redundant systems** to keep primary systems such as traction, communications, heating and cooling systems working. The electric version of this locomotive was rolled out by Amtrak and is currently in service along its highly-traveled Northeast Corridor.



SIEMENS CHARGER Clean Diesel-Electric Locomotives for Better Reliability and Efficiency

CLEANER RAIL TRAVEL

Fuel and Energy Efficiency

The Charger locomotives are equipped with electronically-controlled regenerative braking systems that use energy from the traction motors during braking to feed the auxiliary and head-end power systems to minimize fuel consumption. With a fuel capacity of 2,200 gallons, the locomotive consumes **more than three times less fuel** than comparable gallons per passenger for two-person car travel.

Also, the new Charger locomotives, using the QSK95 Cummins engine, provide a **16% improvement in fuel efficiency** over the non-Tier 4 certified locomotives that the Charger will replace in Washington and California.

Emission Reduction

The new locomotives are among the cleanest in the nation and will result in dramatic **emission reduction of approximately 90 percent** compared to trains powered by currently operating Tier 0 locomotives.

Reliability

The new locomotives are equipped with single-axle control located in the drive system which allows the train to better adhere to the rails in difficult conditions like rain and snow.

The locomotive consumes more than three times less fuel than comparable gallons per passenger for two-person car travel.

CUSTOMERS

Siemens is building the Charger locomotives for transportation agencies across the U.S. as part of a multi-state procurement project. The states include California (Caltrans), Illinois (IDOT), Washington (WSDOT) and Maryland (MTA). Additional states served by the procurement are Oregon, Wisconsin, Missouri, Michigan and Iowa. The Charger locomotives will also power new trainsets for Brightline, a passenger rail service that will connect South and Central Florida.

SUPPLY CHAIN

The Buy America-compliant Charger locomotives are being and built at **Siemens nearly 1,000-person Sacramento, Calif. rail manufacturing plant** which is powered by up to 80 percent renewable energy. All main components of the new locomotive are produced in Siemens plants in the United States – including traction motors and gearboxes in Norwood, Ohio and propulsion containers in Alpharetta, GA. The diesel engines are manufactured by Cummins in its Seymour, Indiana plant.

Siemens has established a robust and diverse base of U.S. suppliers across the country to support production of the Charger locomotives. Transformers and alternators are supplied out of Florida, brake components out of Maryland, diesel engines from Indiana, HVAC systems out of Nebraska, and steel and fabrication parts out of California and Oregon.

TESTING

The locomotives are undergoing a comprehensive and rigorous testing program and the U.S. Department of Transportation's (DOT) Transportation Technology Center (TTC). This includes testing maximum speed runs, acceleration and braking, and the overall performance capabilities of the locomotive.

PRODUCTION SCHEDULE

Siemens will complete and ship a Charger locomotive as part of the first trainset for Brightline this fall. The Illinois Department of Transportation will receive their first Charger locomotive later this year, with additional customers to follow throughout 2017.

CONTRACT DETAILS

In March 2014, Siemens was awarded a \$225 million contract to build 32 diesel-electric Charger locomotives for a multi-state passenger rail locomotive procurement led by the Illinois Department of Transportation. The procurement was done on behalf of transportation agencies from five states including Illinois, California, Michigan, Washington and Missouri. Siemens received an order for 34 additional Charger locomotives under this procurement to now include the Maryland Transit Administration (MTA). Siemens was awarded the Brightline trainset contract in September 2014.