

# The *Celebrating 60+ Years* Trainmaster

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## OR&N TRAIN WRECK



**Serious Train Wreck - The Dalles Chronicle, February 16, 1901**

*A serious train wreck occurred at 1 o'clock this morning at a point on the O.R. & N. track, about thirteen miles west of The Dalles, when an engine and cabooses that were going west to the scene of a landslide below Bonneville fell through a fill bridge and four of the train men and one Japanese were injured. When the engine and cabooses came to rest the front end of the engine pointed upward, while the back end of the tender pointed upward in the opposite direction and the cabooses lay on top of the tender.*

*The marvel is that a number of the men were not crushed to death. As it is Ed Ruffino, the fireman, was taken from the wreck with his thigh broken and one foot crushed. Sam Winters, the engineer, had his hip crushed or broken, his left arm badly injured, a rib broken and his face scalded by escaping steam. Henderson and Meyer, two brakemen, were bruised about the body but perhaps not seriously. A Japanese laborer had his leg broken.*

*The injured men were brought to The Dalles under the care of Dr. Geisendorffer, who had gone to the scene of the wreck, and as traffic was suspended on account of landslides below Bonneville, they were placed on the Dalles City and taken to St. Vincent's Hospital.*

The Dalles Chronicle article provided by Arthur Babitz. *Wreck at Bridge 146* photo kindly provided for Trainmaster publication by the History Museum of Hood River County from an Earl Conser album and posted on the Museum of Hood River County historic photo web site on January 17, 2017 (<http://historichoodriver.com/index.php?showimage=1449>). Arthur and his crew of fellow volunteers post a new historic photo on the Museum site each weekday; the previously posted photos are searchable.

# THE AMERICAN FREEDOM TRAIN: 25,833 MILES IN THE SPIRIT OF '76

By Todd Schannuth

A special railroad milepost has just arrived at the Oregon Rail Heritage Center. It only took 42 years to get there.

The wooden post is seven feet tall, painted white, and says 25833 MILES in big black letters. It commemorates the end of the line for the American Freedom Train which toured all 48 contiguous states in celebration of America's Bicentennial in 1975-1976. The 25-car steam-powered red-white-and-blue American Freedom Train visited 138 cities and welcomed some 7 million visitors over the course of 21 months from April 1, 1975 to December 31, 1976. The train carried with it over 500 artifacts significant in the nation's history. A moving walkway carried visitors through the train's ten display cars, past the sights of George Washington's copy of the Constitution, the original Louisiana Purchase, Judy Garland's dress from *The Wizard of Oz*, Joe Frazier's boxing trunks, Martin Luther King's pulpit and robes, a rock brought back from the moon, and hundreds of other rarities.

Like a lot of railroad mileposts, the one at the ORHC represents the mileage from a certain point. Though Portland's Union Station and Steel Bridge represent 'milepost zero' for every historic main line that served the city (except the Southern Pacific, where milepost zero was fixed at 3rd and Townsend in San Francisco), this special milepost represents 25,833 miles from Wilmington, Delaware. That's where the American Freedom Train started its epic journey.



Doyle McCormack with the Milepost as it arrived at ORHC



SP 4449 next to the Milepost  
(Photo by S.R. Bush)

To pull the huge train so many miles – further than a trip around the world at the equator – required three enormous steam locomotives. One was an east coast engine for tight eastern clearances. One was a Texas-only behemoth. And one was Portland's own: former Southern Pacific Daylight GS-4 No. 4449, which still operates today.

In 1974, after 18 years on display in Oaks Park, the once-powerful locomotive got the call to be restored to working order to head up the American Freedom Train in the Midwest, West, and South. The Portland locomotive pulled the train for thousands of miles, in the process becoming one of the most photographed locomotives of all time. When the train reached the end of the line in Miami, FL, the 4449 was leading the way.

It was an epic journey for all Americans, but none more so than the crew that called the American Freedom Train their home, many of them barely college age. And it was crewman Frank Donnelly who dreamed up the best way for the staff to commemorate the end of this epic journey. Since the engine crews had kept track of the mileage, why not a special milepost in the tradition of the tall white posts that still dotted the land?

The train arrived in Miami on December 26, 1976 and Donnelly got right to work. Constructing the seven-foot wooden post was not the challenge. Engraving a large metal plaque with the signatures of dozens of crew members in such a short time was the daunting part. But Frank got it done. And in time for everyone to see it standing proudly next to the giant former Daylight locomotive on closing day.



Frank Donnelly stands next to the Milepost (Photo by S.R. Bush)

The journey of a lifetime was over, the train was dismantled, and the crew who had now become like family, said their tearful goodbyes. The artifacts went back to their lenders and the locomotives returned home. Milepost 25,833 began a decades-long, convoluted trip up the east coast, across the continent, and up the west coast, disappearing into archives - and the sun scorched desert – along its way to Oregon.

For the first 20 years the post was archived at the B&O Railroad Museum in Baltimore, MD. The AFT's eastern engine was retired there. But aside from the locomotive, there wasn't enough similarly compelling material to create a proper display. And so, the milepost waited.

In 1996, an effort was begun to track down artifacts from both the 1947 Freedom Train and the 1975-1976 American Freedom Train – and keep them all in one place in Southern California. The

B&O Museum gave the milepost to the fledgling Museum of America's Freedom Trains, who stored it in the high desert of Southern California. The milepost was safe, but the Museum faltered with the dot-com bubble and the rest of the economy. An auction at the storage site almost sent the milepost into oblivion. Fortunately, local resident Keith DeWater realized it was something special, acquired it, and preserved it for the next 9 years.

In 2017, DeWater sold it to Todd and Linda Schannuth. Todd is the webmaster of [freedomtrain.org](http://freedomtrain.org), a tribute website to the two Freedom Trains. DeWater sold it with the hope it would go to a fitting museum. The Schannuths wholeheartedly agreed. When the original creator of the milepost, Vancouver, BC resident Frank Donnelly, heard about it he joined in to help. The afternoon of March 21, 2018 Milepost 25,833 was on a Southwest Airlines jet at John Wayne Airport for a flight to its new home in Portland. The irony was that it was John Wayne himself who in 1969 suggested to future American Freedom Train founder Ross Rowland that there ought to be some sort of special train for the nation's upcoming Bicentennial. But that's another story.

To learn much more about the journey of the American Freedom Train and to see its western locomotive and see the Milepost 25,833 now on display, please visit the Oregon Rail Heritage Center at 2250 SE Water Ave, Portland -- next to the Oregon Museum of Science and Industry. A comprehensive interpretive display on the American Freedom Train awaits you.

[Postscript: For those who don't know the article author, as he notes, one of his major endeavors is the development and maintenance of the Freedom Train web site ([www.freedomtrain.org](http://www.freedomtrain.org)). One of the many things Todd did with the Milepost before shipping it to Portland via Southwest Airlines is the addition of the pictured plaque naming those who helped along the line in preserving this vastly important artifact. Todd and his wife reside in Irvine, California. The Oregon Rail Heritage Center Exhibits Committee under the leadership of Trent Stetz has determined that the ORHC AFT exhibit will remain for the foreseeable future because of the significance of the event to Oregon rail history and welcomed the donation from Frank Donnelly and Todd & Linda Schannuth. Arlen Sheldrake, article facilitator.]



The Milepost as Displayed in the American Freedom train Exhibit at the Oregon Rail Heritage Center

This Milepost was created by Frank Donnelly while in Miami, the 138th and last display city for the American Freedom Train.

Preserved through the efforts of:

The Crew of the American Freedom Train  
 The American Freedom Train Foundation  
 Ross E. Rowland, Jr  
 The Baltimore & Ohio Railroad Museum  
 Larry Wines  
 Mary Jayne & John Z. Rowe  
 The Museum of America's Freedom Trains  
 Keith DeWater  
 Todd & Linda Schannuth  
 Frank Donnelly  
 Arlen Sheldrake  
 Friends of SP 4449

2018 Plaque on the Milepost

# A LITTLE MORE HISTORY

By Robert I. Melbo

The trackage that eventually became the Salem end of the branch line to Geer (the Geer Branch opened for traffic on November 20, 1912) previously existed for 29 years as a spur serving the State Penitentiary. The spur went from the Salem station eastward to the prison.

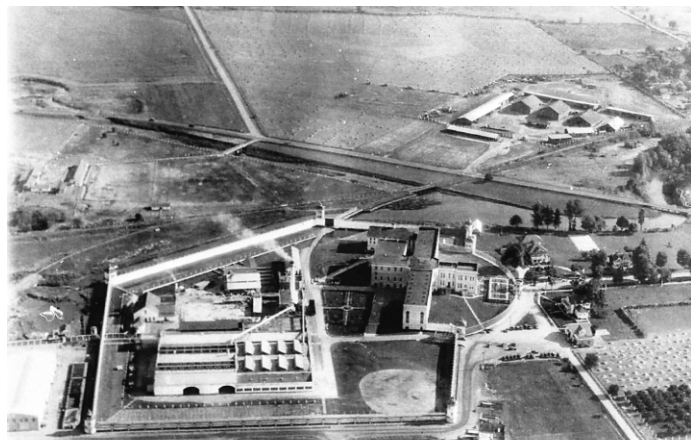
This undated but definitely pre-1909 photo shows that the spur entered the penitentiary through a gate immediately after crossing Mill Creek on a trestle. Right of way maps on file at the Oregon Department of Transportation indicate the right of way parcels comprising the Penitentiary Spur were acquired by the Oregon & California Railroad during June, July and August of 1883, so the spur probably was built shortly thereafter. The spur can be seen on a Sanborn Insurance Co. map of Salem circa 1895. (Portion of Map below).

Under an agreement dated June 6, 1909 between Southern Pacific and the Oregon State Insane Asylum, a second spur was constructed to what we know today as the Oregon State Hospital on Center Street (then called Asylum Avenue), which was north of the penitentiary.

The Oregon State Penitentiary was first established on the existing site in 1866 and is Oregon's only maximum-security prison. In a 1931 aerial photograph, the spur entering the prison through a gate can be seen as well as the Geer Branch mainline headed eastward with the Asylum Spur diverging toward the State Hospital (center of photo to left margin).



Updated Photo (Pre-1909) of the Prison Spur

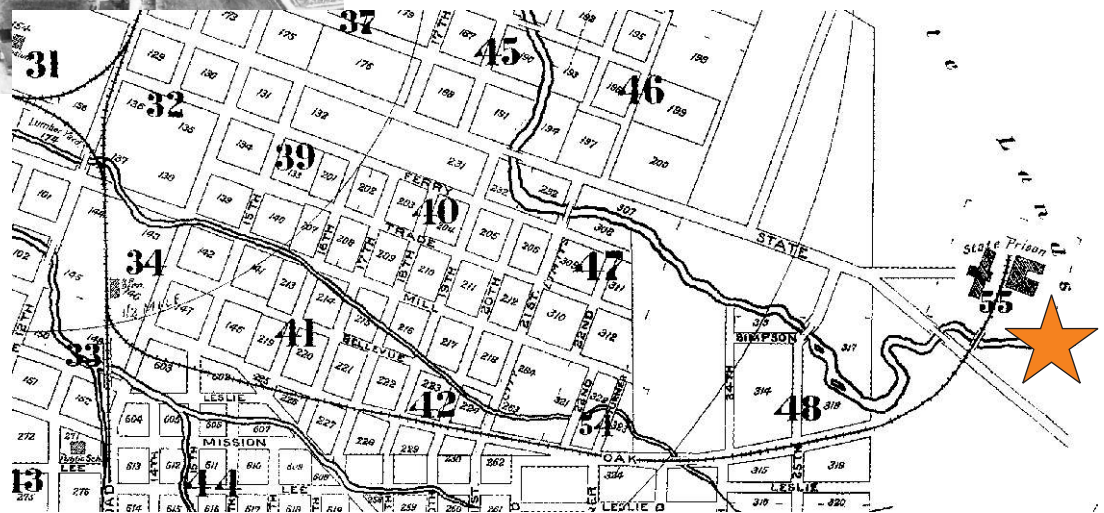


1931 Aerial Photograph - State Hospital is Center of Photo to Left Margin

The cluster of buildings seen south of State Street belonged to the Oregon State Highway Department, which also was served by a spur track.



Asylum Spur Remnant at Salem State Hospital in 2006



Portion of the 1895 Sanborn Map, showing the Spur



# PNW RAIL NEWS

by Arlen L. Sheldrake



One could say that I only think of food; could be true if you add trains.....Tilikum Pizza, opening mid-June, will be a wood fired pizza parlor with some good draft beer. The construction crews of Lorentz Bruun Construction are busy with major seismic, electrical and plumbing upgrades to the Bruun Dock Studios building next to the Oregon Rail Heritage Center. Construction folk tell me that the NP caboose, part of the pizza parlor, will be the party area available for event bookings, dining in the enclosed flat car. From the **Oregon Liquor Control Commission Liquor License Application** dated 3/13/2018: Business Name: Mt. Hood Brewing Company at Tilikum Station; hours of operation: Sunday thru Thursday = 11 am to 9 pm, Friday & Saturday = 11 am to 10pm; seating: restaurant = 51, bar = 6; applicant: R.L.K. and Company incorporated 1955; corporation president: Jeff Kohnstamm.



“The Oaks”, as it was called when it opened two days before the Lewis and Clark Centennial Exposition on May 30 was a “trolley park” – a destination created to give streetcar riders a place to go on the weekends. While most trolley parks in the country have long since become other things, Oaks Park remains. At 113 years old, there aren't any amusement parks in Oregon that are older. In fact, there aren't many that are older in the entire country. “It is the oldest continually operating amusement park in American,” Emily MacKay, spokesperson for Oaks Park said. “There are others that opened earlier than we did but have had periods of closure, where we have opened every season since 1905.” **The Oregonian 3/30/2018.** [An interesting note is that Rick Gustafson, known by many as “Mr. Portland Streetcar” is the current President of the Oaks Park Association Board of Directors.]



The caption for last month's *Trainmaster* cover photo of the SP 4449 as it was delivered to Portland for donation to the city should also have noted that the picture was taken at the Brooklyn Roundhouse, the facility that played a very important part in the locomotive's preservation for so many years. Memories of the Brooklyn Roundhouse remain for many but physically it is but a paved intermodal ramp, without a trace of it's former glory. Thanks to **Martin E. Hansen** for this addition.

Following preliminary assessment of cost, Seattle Mayor Durkan halts the Center City Connector streetcar project. There are too many questions about the true costs of this project and the risks to taxpayers, which is why we must put the brakes on this project according to the Mayor. **Office of the Mayor 3/30/2018 news release.**



## SEATTLE STREETCAR

Second bridge at Sandpoint will relieve congestion, enhance safety. BNSF is proposing to build a second bridge across Lake Pend Oreille adjacent to the existing bridge. The project will also include new bridges over Sand Creek and Bridge Street in Sandpoint. State and federal permits are required and have been submitted for the project. Two public hearings are being hosted by the Idaho Department of Lands on May 23<sup>rd</sup>:



- 8:00 AM Pacific – Ponderay Events Center, Ponderay ID.
- 6:00 PM Pacific – Sandpoint Middle School Gymnasium, Sandpoint ID.

### **BNSF Railway Inside Track March 2018.** (insert bnsflogo)

The PNWC Board approved the following resolution earlier this year for me to put together a task group to work to get the WP&Z Railway back to running to the Rose Garden. This committee has been active since early February and is focusing efforts on Metro, the government responsible for the Oregon Zoo and the WP&Z Railway:

*The Pacific Northwest Chapter, National Railway Historical Society believes that the Metro Council should include funding in the 2018-2019 budget that will get the Washington Park & Zoo Railway track rehabilitated and passenger train operations returned to Washington Park. To this end the PNWC-NRHS will launch and/or join a campaign to convince Metro that Washington Park & Zoo Railway should be running as soon as possible to Washington Park.*

On April 12<sup>th</sup> Dale Birkholz and I, representing the Committee, met with Metro Councilor Craig Dirksen who has been championing the Railway's return to the Rose Garden. This committee will be assisting him with his efforts. A similar support resolution is going to the May Oregon Rail Heritage Foundation board of directors meeting. The Task Group membership includes: Dale Birkholz, Michael Byrnes, Kyle Chappell, Jeff Honeyman, Alfred Mullett, Jan Zweerts, & Arlen Sheldrake.



Port of Walla Walla OKs land sale to Union Pacific. The port sold 38 acres to the railroad for \$18,750 and 22 acres to Railex Wine Services, which also does business as Northwest Wine Services, for \$17,250. The agreements also include

easements allowing Union Pacific to make roadway, fencing and gate improvements and relocate Port-owned tracks and certain waterlines on the properties to make way for its planned facility. The new development, a \$15 million investment, would add to the railroad's existing cold-storage facility to enable Union Pacific and its clients to load cargo from trucks to trains and vice versa. It would be the only such facility in Washington east of the Cascades. The intermodal facility will be located at the Dodd Road industrial plant. **Union-Bulletin 4/4/2018.**



Congratulations to Rick Michaelson for receiving the 2018 George McMath Historic Preservation Award from the University of Oregon School of Architecture & Environment. Among Rick's many achievements in the field of historic preservation is the highly publicized relocation of the 1880 Morris Marks House in October 2017 to the corner of SW Broadway & Sixth Avenue. Rick also serves on the Oregon Rail Heritage Foundation Exhibits Committee. **McMath Award Recipients 4/4/2018.**



Ashland railroad yard cleanup is dead in its tracks. Union Pacific derailed its 2017 railroad cleanup plan months after the years-in-the-making project was approved, citing a new federal study which revised toxicity parameters for one of the main contaminants at the site. Union Pacific has requested a re-evaluation that an Oregon Department of Environmental Quality specialist said might result in either a much smaller cleanup project or no project at all. The Ashland railroad yard, just across the tracks from the city's historic Railroad District, could be a significant addition to the city and downtown if it could be developed, according to city officials. Union Pacific can't sell or develop the property until it satisfies the DEQ's cleanup requirements. The once-vibrant locomotive maintenance facility, surrounded by a passenger station, a hotel, roundhouse and a 3-million-gallon above ground bunker oil tank, operated almost 100 years between 1887 and 1986. Now, the 20-acre site sits vacant and fenced in because of embedded toxic contaminants, including lead, arsenic, petroleum hydrocarbon and polynuclear aromatic hydrocarbons. Union Pacific cited a new study published by the EPA that benzo(a)pyrene – the driving risk at the 20-acre site is less toxic than previously thought. A new work plan will be completed between April and May for DEQ's approval with the goal of a feasibility plan in 2018. The earliest cleanup could start is late 2019. **Mail Tribune 4/2/2018.**

One hundred ten (110) years ago Portland's Union Station was known as Grand Central Station. There were 38 daily trains, 19 arrivals and 19 departures. Southern Pacific accounted for the largest share with 18 trains; Northern Pacific had 6; OR&N (Union Pacific) had 8; and Astoria & Columbia River had 6. I don't count the Canadian Pacific schedules because they were represented by OR&N trains. SP and Oregon Electric Railway schedules for Jefferson Street, near the west bank of the Willamette River just south of downtown, were published also. **Bob Melbo email 4/6/2018.**



Amtrak's first Host Railroad Report Card gives letter grades to six Class 1s based on delays per 10,000 train miles. Specifically, that is defined as the number of minutes of host-responsible delay, divided by the number of Amtrak train miles operated over that host, times 10,000. The first report card covers January through December 2017. Amtrak grades:

- Canadian Pacific = A
- BNSF Railway Co. = B+
- Union Pacific Railroad = B-
- CSX = C
- Norfolk Southern Railway = F
- CN = F



One of Amtrak's comments: More than 57% of passengers arrived late at their destinations on the Coast Starlight service, which operates on UP track. On an average trip on this route, passengers experienced 4 separate instances of delay caused by UP freight trains, accounting for 48 minutes of delay on average. **Rail News 3/23/2018.**

Washington transportation infrastructure receives \$31 million boost from Union Pacific. Key 2018 projects:

- \$10.3 million investment in the rail line between Washtucna and Wallula to replace 18 miles of rail along our Ayer Subdivision.
- \$7.6 million investment in the rail line between Charbonneau Park and Washtucna to replace more than 58,700 railroad ties along the Ayer Subdivision.
- \$4.3 million investment in the rail line between Tukwila and Tacoma to replace more than 30,400 railroad ties along the Seattle Subdivision.



**Union Pacific 4/6/2018 news release.**

Real nice article in the May 2018 Trains magazine **Western Steam Adventures** by David Crosby. Some beautiful pictures of the 4449, Oregon Coast Scenic Railroad, Mount Rainier Scenic Railroad and the Oregon Rail Heritage Center. This issue also has the *Ride this train!* pull out with a nice ORHC listing. 2018 is the year to celebrate **60 (sixty)** years of City of Portland ownership of the OR&N 197 (UP 3203), SP&S 700 and SP 4449. What an amazing history and record!

On April 9<sup>th</sup> Amtrak Cascades 511 was 17 minutes late into Eugene with the following Conductor explanation: "Train congestion at CPS001 caused by the SP 4449 steam engine being moved out of the museum. Control Point, CPS001." The SP4449 was pulled from East Portland Junction by the BNSF 4291 road engine to Vancouver, WA where the 4449 met up with the BNSF business fleet for an IMAX filming in the Columbia River Gorge. **Message from Bob Melbo 4/10/2018.**

The movie project involving the 4449 is being done by the Stephen Low Company ([www.stephenlow.com](http://www.stephenlow.com)). The film's working title, *Train Time*, is a stunning and kinetic rail journey across the North American continent, *Train Time* reveals the hidden inner workings of a modern railroad. Created for giant screens by the director of the celebrated IMAX Experience *Rocky Mountain Express* and his team, *Train Time* is being captured in 15/70mm motion picture film, the world's largest film format. The film is slated for release in IMAX and other giant screen theaters in 2019. **Stephen Low Company web site 2/28/2018.** The April 9<sup>th</sup> Columbian newspaper has an excellent article on this event, *Steam traina-comin'through*. The 4449 was out and about with the BNSF business car fleet between Vancouver and Wishram from 4/9 to returning home on 4/13. The 8 member 4449 crew was pooped but smiling after the event.

May 6 through May 11, TriMet is making MAX track improvements near Providence Park in SW Portland. The project will include the replacement of switches, track and the track bed. MAX Blue and Red lines will have bus bridges around the construction site. **MAX Service Alert 4/9/2018.**



Idaho transportation infrastructure receives \$22.3 million boost from Union Pacific. The company's planned investment covers a range of initiatives, including \$16.1 million to maintain railroad track and \$1.1 million to maintain bridges in the state. Key projects planned this year include:

- \$5.7 million investment in the rail line between Athol and Spokane, Washington, to replace more than 42,000 railroad ties along our Spokane Subdivision.
- \$2.9 million investment in the rail line between Naples and Bonners Ferry to replace old welds, making the track smoother.
- \$2.7 million investment in the rail line between Kemmerer and Pocatello to replace 3 miles of curve rail along our Pocatello Subdivision.

#### **Union Pacific news release 4/11/2018.**

To follow-up the March 2018 *Trainmaster* article **Golf Junction Park**: April 13, 2018 email message from George Lozovoy, Landscape Architect-Project Manager – Design and Construction Services, Portland Parks & Recreation: "You've got some great articles in the newspaper. [I sent him a copy of the March TM.] The funding for the construction of the gap trail is coming from the Federal Highway Administration and is overseen by ODOT. Since Portland Parks doesn't own, operate or maintain Golf Junction, a proposal like placing a sign on someone else's property would be very complicated and costly especially at this point in time. The construction drawings are complete and have been reviewed by ODOT. I am awaiting their final approval before the construction package goes to bid so the project is unable to assist. It sounds like you share a common interest with the neighborhood. You might want to consider reaching out to the SMILE Board President." On March 30<sup>th</sup> the Park got a temporary sign.....the PNWC work begins with SMILE to get a permanent sign before the trail segment opens.



The Alaska Railroad was back in the black in 2017 with a \$22.4 million profit after 2016 saw its first net loss in more than 15 years. The state-owned railroad corporation increased its overall revenue by 13 percent last year while cutting expenses by 3 percent. The stronger 2017 revenue figures were driven by continued growth in the railroad's passenger service – largely attributable to Alaska's burgeoning tourism industry. Ridership hit 506,000 passengers in 2017, which continues a general upward trend since bottoming out at 405,000 passengers in 2010. The declining trend in freight business reflects Alaska's overall economic recession as well as the 2014 closing of the Fairbanks-area Flint Hills Resources oil refinery, which was a major customer of the railroad. Other lines of freight business – the railroad's barge service, petroleum and domestic coal transport – all fell by 8 to 14 percent. The railroad did not haul any coal for export in 2017. Freight accounts for roughly 40 percent of the railroad's revenue. **Alaska Journal of Commerce 4/9/2019.**



Skagway has suspended lease negotiations with White Pass and Yukon Route Railroad after receiving a new proposal from a cruise company. The Holland American Group sent Skagway a letter, proposing an economic partnership. Holland America is suggesting forming a joint venture with the city to lease and manage two of the municipality's docks and their tidelands. The company says it's prepared to fund the partnership with up to \$20 million right away, and revenue would be shared between the joint venture partners. The current lease with the Railroad is up in 2023. A new generation of megaships like the Norwegian Cruise Line 4,000 passenger Norwegian Bliss are one of the main reasons the talks are happening now as Skagway needs to renovate the port to accommodate the larger boats in the coming years. **KHNS News 4/6/2018.**



Cowlitz County has filed a request to submit a “friend-of-the-court” brief in support of a federal lawsuit against Washington Gov. Jay Inslee's administration for blocking Millennium Bulk Terminals' proposed coal terminal in Longview. The lawsuit, brought by Millennium's parent company Lighthouse Resources Inc. contends state regulators have improperly denied key permits needed to construct the \$680 million coal dock on the Columbia River. **The Oregonian 4/14/2018.**



The Albany & Eastern Railroad filed suit April 10<sup>th</sup> against the state of Oregon, charging that a state statute barring the company from receiving grants from the Connect Oregon program is unconstitutional. The suit, which claims the statute caused the railroad to be considered a “class of one,” was filed in the U.S. District Court, Eugene Division. It asks that ORS 824.237 be deemed unconstitutional and no longer enforced. The lawsuit contends the statute was “specifically intended to target and punish the Albany & Eastern Railroad” because it charges annual crossing fees to adjoining property owners. Recently, the Oregon Department of Transportation eliminated Lebanon as a possible site for a \$25 million intermodal transportation facility, because the Albany & Eastern Railroad (AERC) would provide rail service to the proposed site in north Lebanon. The lawsuit contends that ORS 824.237 “interferes with in-state commerce” and that the railroad has “been placed on a competitive disadvantage with all railroads within the state” because it singles out the Albany & Eastern as the only railroad that will not qualify for Connect Oregon monies. The AERC is represented by Martin E. Hansen, a railroad attorney based in Bend. **Albany Democrat-Herald 4/12/2018.**



From a Northwest Railway Museum April 13<sup>th</sup> mailing:



- Interurban No. 523, a Puget Sound Electric Railway interurban car, has been placed on the King County and City of Snoqualmie Landmarks Registers.
- NP Railway parlor car No. 1799, built by Pullman in 1901 for NP, will be extricated from a beach on Whidbey Island and barged to the mainland, then trucked to the NRM for restoration. The car was retired in 1941 and used as a cottage, the car has retained nearly all of its original paneling, lighting, and hardware.
- NP steam locomotive No. 924 continues to be rehabilitated.
- Plymouth No. 463 served the Hanford facility in eastern Washington from 1943 to 1954, then St. Regis Paper Company in Tacoma.



Sound Transit has begun construction of its new Operations and Maintenance Facility East (CMF East), which will service and house light rail vehicles for Link extensions to Northgate, Lynwood, Federal Way and Redmond. Sound Transit selected Hensel Phelps Construction Company and their design build team last May to design, permit and build the new light rail operations and maintenance facility. Beginning in 2019 and continuing through 2023 Sound Transit's light rail vehicle fleet will expand from its current 62 vehicles to 214. The OMF East will accommodate the inspection, service, maintenance, storage and deployment of up to 96 light rail vehicles on top of the 104-vehicle capacity of the existing Operations and Maintenance Facility located on Forest Street in Seattle. The OMF East will begin storing light rail vehicles in 2020, as the Seattle facility reaches capacity. **Sound Transit 4/4/2018 news release.**

April 20<sup>th</sup> marked the grand opening of the McMenamins Kalama Harbor Lodge (www.mcmenamins.com) next to the Port of Kalama office building on the Columbia River waterfront. Now you have two reasons to visit Kalama, WA, the Harbor Lodge and the Museum in the Port office building. The ORHF donated Northern Pacific 1900 Route Map looks right at home in the Museum and helps explain the importance of Kalama to NP's history.....the Port still wants a NP steam locomotive for the Museum's display track.

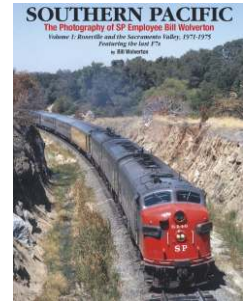




The second meeting of the Freight Rail Dependent Uses Advisory Committee was held April 18<sup>th</sup>. The meeting was the first of four on the schedule during which the group will be tasked with defining what kind of business will be able to develop along the rail line, and exactly how much space on either side of the track is up for grabs. The Chelatchie Prairie line runs for about 33 miles from the Port of Vancouver, stretching northeast across Clark County. The state legislature approved Senate Bill 5517, which opened the way for up to 14 miles of the track to be opened to industrial development for businesses that depend on moving goods by rail. The opening of those lands to development is being done in stages, with about five miles being made available by the end of this year. The goal is to finish the policy process by June, with an open house set for July 11, if everything goes well, the final policy would be finished in October. **Clark County Today.com.**



In the April 2018 *Trainmaster* you read about the ORHC Drop Table at the Oregon Rail Heritage Center. The article author got a lot of help with the history of the Table from Bill Wolverton. I now learn that Bill is the author of a new book released in March, **Southern Pacific**, *The Photography of SP Employee Bill Wolverton*. Volume 1: Roseville and the Sacramento Valley, 1971-1975 featuring the last F7s. From the write-up: Former SP Employee Bill Wolverton has the internal knowledge of where the vanishing F-Units, Alcos, and other “goodies” were lurking and the photographic skills to record them in beautiful action sequences. Available from Morning Sun Books Inc., <https://morningsunbooks.com>, \$59.95 plus shipping.



## BROOKS DEPOT MUSEUM & CABOOSE

The Oregon & California Railroad built a rail line through the land claim of Linus and Eliza Brooks 1870. The construction included a freight depot, office and a post office. The line later became part of the Southern Pacific Railroad, which built this depot in 1900, just a mile from the current location along the main West Coast railroad line, now the Union Pacific Railroad. The Depot building served the Brooks community from 1900 to 1963 with freight, passenger, telegraph and mail service. The depot was of great importance to the community, especially for shipping agricultural produce and manufactured goods. When use of the depot was discontinued in 1963, it was left vacant.

Around 1980 the building was purchased by two Brooks citizens to save it from destruction, but it proved too costly to maintain. It was moved to Keizer where it was put to various uses until it was finally vacated and left to deteriorate. The depot had been added as a second story to a garage when it was first moved in November 1984. It was offered to Brooks Historical Society (BHS), who arranged to move it to its present location on the Antique Powerland Grounds. In order to move the building, the garage had to be dismantled, the depot lowered to ground level, and the garage rebuilt with a new roof, all of which was accomplished by volunteers.

On Sunday, August 20, 1989, a moving crew arrived and began the final process. By the time the depot reached Brooks, the sun was shining and a crowd had gathered to meet it. Fittingly, the moving crew had to halt the progress for a freight train as the depot was ready to cross the railroad tracks in Brooks, which had been its home. When the depot arrived at the Antique Powerland site, it was toasted with apple cider by the jubilant Society members and friends who had followed its journey.



The Oregon Electric Railway Historical Society helped BHS restore the building. Today, Brooks Historical Society uses the museum as its meeting place.

The Brooks Depot Museum is maintained as much as possible as it was when it was a working train depot. The original floors and ceilings and some of the original furnishings add to the ambiance. The freight room is set up with displays of artifacts from days gone by, including farm implements, home furnishings, clothing, toys, and a kitchen scene, as well as a memorial to local men and women who were in the armed forces in World War II. Histories and photos gathered by the Society are available for reference.

In October, 2017, members watched with delight as a red caboose, CBQ waycar (caboose) No. 14411, was lifted from trailers by crane and placed on a prepared track to the east of the museum. The caboose is planned to be an office and meeting space for the society. This will free up current office space in the depot, so that the depot can be restored even more nearly to its original condition. [Information and Photo from website: [www.oregonpioneers.com/marion/Brooks\\_history.htm](http://www.oregonpioneers.com/marion/Brooks_history.htm)]

# April Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on April 20, 2017

The April, 2018 membership meeting was called to order at 7:32pm by President Keith Fleschner.

The minutes of the March meeting were called, Doug Auburg made a motion to approve the minutes, Bruce Strange seconded and the membership voted to approve the minutes.

President Fleschner announced his thanks to Ron McCoy and Christopher McCoy Bowers for their work to put on a very nice annual Chapter banquet held on April 7th.

President Fleschner then called for the vote to elect a person to fill the vacancy on the Board of Directors. By paper ballot, Chuck Fagan won the election by a landslide to complete the term of Ken Vannice. Congratulations Chuck.

Ron McCoy put out a sign-up sheet for people wishing to order new name badges. He then made the presentation of the monthly Unsung Hero award to Jan Zweerts.

President Fleschner then announced that Arlen Sheldrake is Chair for the committee to work on getting the Washington Park and Zoo Railway to again run back to the Rose Garden. A budget has been created for the work. Mr. Sheldrake is working with METRO Council. Jan Zweerts is also involved with the effort to restore service of the WP&Z Ry to the Rose Garden.

Ron McCoy announced that on Saturday, April 28, the chapter website will be down as it is being moved.

Doug Auburg asked about the action being taken on the chapter decrepit equipment. President Fleschner reported that the four railcars along Hwy. 217 are the main issue as all are in bad condition, have been tagged, vandalized and broken into. Two of the cars are full of 'stuff' that needs to be disposed of before we can dispose of the cars. The Davenport engine in Tigard will be moved to ORHC. There is an interested Non-Profit Group for the caboose. The two RDCs are waiting for any potential interested party.

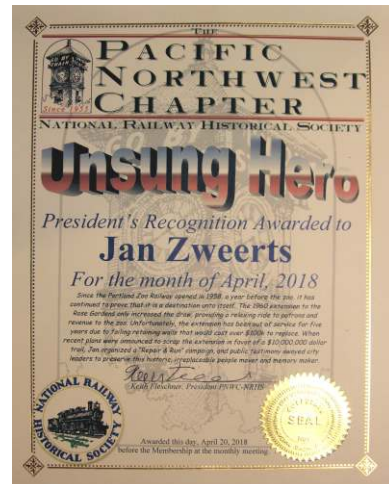
Mark Reynolds announced that on May 19, all of the museums at Powerland Heritage Park will be open and will be open each weekend after that. President Fleschner reminded members that Steam-up coming up soon and we will need some volunteers.

Al Baker announced that the evening video will be on Stevens Pass. He then requested suggestions for future programs.

The meeting was adjourned at 8:22pm.

Snack time was provided by Lila Stevens and Bryan Ackler. Thank you both.

*Respectfully submitted by Jim Hokinson, Secretary*



Jan Zweerts at a Chapter Meeting

## Jack Holst Award Recipient for 2017 - Dave Larsen



Photos by Jim Hokinson

Dave Larsen received the Jack Holst Award for 2017 at the Chapter's Annual Banquet held on April 7th. Congratulations Dave! Dave is active with the Chapter Archives, Concessions and is a frequent docent at ORHC.

Dave Larsen receives the Jack Holst Award from President Keith Fleschner



# SP 4449 LEAVING EAST PORTLAND



BNSF No. 4291 leaving East Portland Junction April 9<sup>th</sup> with the SP 4449, auxiliary tender and the Gordon N. Zimmerman baggage car heading to Vancouver, WA to join up with the BNSF business car fleet for a IMAX filming charter in the Columbia River Gorge. (Photo by Arlen Sheldrake)

**LENDING LIBRARY** will be open Saturday, May 17<sup>th</sup> afternoon. The Library is also open every Monday morning from 10:00 AM to noon. A wealth of material is available for PNWC member check-out.

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### Chapter Officers

President	Keith Fleschner	503.516.9272
Vice President	Mark Reynolds	503.638.7411
Treasurer	George Hickok	503.649.5762
Secretary	Jim Hokinson	503.635.4826
National Rep.	Al Baker	503.645.9079

### Chapter Directors-at-Large

Phil Barney (2nd Term)	2016-2018	503.706.0498
Chuck Fagan (1st Term)	2016-2018	
Bryan Ackler (2nd Term)	2018-2020	503.246.2165
David Cautley (2nd Term)	2018-2020	503.631.7516
Rolf Schuler (1st Term)	2017-2019	503.285.7941
Bruce Strange (1st Term)	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	Bruce Strange	503.901.7815
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. 670**

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

**May 18:** *Indian Railways – British History and Now* by Dick Raub. India is the second most populous country in the world. British presence dates to 1600, actual rule dates to 1847. Because of the need to communicate between cities, the only realistic mode of travel was railway. First commercial journey was 1853. Today there are 67,400 km of routes and 1.3 million people employed. Much of the railway is electrified. The busiest commuter terminal in the world, CST (Mumbai), handles 7.0 million passengers a day. The problem is outdated track and equipment. Estimated upgrading costs are approximately \$140 billion.

**June 15:** *F Units in Action:* This video documents the rise and fall of some of the most successful diesel locomotives in railroad history. These are the machines that convinced the railroads to convert from steam. Hear about the breakthroughs that led to EMD's success and see these pioneering diesels in action.

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Forward program ideas to Al Baker, 503.645.9079 or [albaker33@comcast.net](mailto:albaker33@comcast.net)

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**Board of Director's Meetings:** **May 10**, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm  
**Jun. 07**, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm  
(Open to all Chapter Members. Note **Location** for Chapter Board meetings)

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## **NOTABLE NON-CHAPTER EVENTS:**

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May 5 *Cinco De Mayo Holiday Train*, Eagle Cap Train, Elgin OR, [www.eaglecaptrainrides.com](http://www.eaglecaptrainrides.com)  
May 12 *Light the Fire*, WP Railroad Museum fund raiser, Doyle McCormack & Steve Lee, [www.wplives.org](http://www.wplives.org)  
May 13 *Mother's Day Brunch*, Eagle Cap Train, Elgin OR, [www.eaglecaptrainrides.com](http://www.eaglecaptrainrides.com)  
May 19 *Portland Train Day* at the Oregon Rail Heritage Center, 10am to 6pm, [www.orhf.org](http://www.orhf.org)  
May 26 *Yakima Trolley* 2018 season begins with Sat/Sun/Holiday runs thru Sept. 30, [www.yakimavalleytrolleys.org](http://www.yakimavalleytrolleys.org)  
May 26 *Sumpter Valley Railroad*, first season runs, [www.sumptervalleyrailroad.org](http://www.sumptervalleyrailroad.org)  
May 28 *Oregon Rail Heritage Center*, Open from 1pm to 5pm, [www.orhf.org](http://www.orhf.org)  
Jun. 6-9 *Friends of Burlington Northern Railroad Convention*, Aurora IL, [www.fobnr.org](http://www.fobnr.org)  
Jun. 16 *Trains In The Garden Summer Tour*, Rose City Garden Railway Society, [www.rcgrs.com](http://www.rcgrs.com)  
Jun. 25 – Jul. 1 *Train Mountain Triennial*, Chiloquin OR, [www.trainmtn.org](http://www.trainmtn.org)  
July 14 & 15 *Clamshell Railroad Days*, Ilwaco WA, [www.columbiapacificheritagemuseum.org](http://www.columbiapacificheritagemuseum.org)  
July 18-21 *Union Pacific Historical Society Convention*, Olympia WA, [www.uphs.org](http://www.uphs.org) (joint w/Milwaukee Road)  
July 28-29 *Great Oregon Steam-Up*, Powerland Heritage Park, [www.antiquepowerland.com](http://www.antiquepowerland.com)  
July 29-Aug 5 *RailCamp Northwest*, [www.nrhs.com/program/railcamp](http://www.nrhs.com/program/railcamp)  
Aug 4-5 *Great Oregon Steam-Up*, Powerland Heritage Park, [www.antiquepowerland.com](http://www.antiquepowerland.com)  
Aug 7-12 *NRHS Convention*, Cumberland MD, [www.nrhs.com](http://www.nrhs.com)  
Aug 17-19 *Snoqualmie Railroad Days*, Northwest Railway Museum, [www.railroaddays.com](http://www.railroaddays.com)  
Sept 7-9 *SP&S Historical Society Convention*, Chehalis WA, [www.spsps.org](http://www.spsps.org) (tentative dates)  
Sept. 15-19 *GN Railway Historical Society 2018 Convention*, Bellingham, WA, [www.gnrhs.org](http://www.gnrhs.org)  
Oct 12 *Fall Colors Train*, Sumpter Valley Railroad, [www.sumptervalleyrailroad.org](http://www.sumptervalleyrailroad.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.