

The Trainmaster

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Skagit Crew Speeder Heads to Restoration

Material provided By Martin E. Hansen



Skagit Crew Speeder No. 30 before the move (Martin E. Hansen Collection)

A few years ago I put together a deal with my old friend Jim Gertz that would allow the preservation and operation of the former Rayonier Skagit crew speeder #30. The week of June 8th was chosen for the move of the big 10-ton unit. Jim saved this old Skagit back in the early 1960s about the same time he saved Rayonier Willamette #2. The Skagit also had operated out of Rayonier's Sekiu shops up to Hoko Camp. He moved the Skagit to his property in 1965. It was manufactured in 1930s by Skagit Steel & Iron Works of Sedro Woolley, Washington and is a model 6-60. The six denotes it having a 6 cylinder engine; the 60 denotes that it can carry the weight of 60 men.

The week of June 8th, our Oregon Coast Scenic Railroad crews all gathered at Jim's place to get the crew speeder loaded for the trip to our shops at Tillamook to start her restoration back to service.

My friend and Jim's fellow author of their Willamette book, Steve Hauff was nice enough to arrange the loan of a 1934 Cletrac tractor for our use in the move. This hand-cranked piece of equipment proved invaluable and got us loaded out in one day rather than the planned 2 days. The little giant served us well in dragging the Skagit's storage track over so

Skagit Crew Speeder on the Move

it would align with the dropped low-boy trailer. She then had no trouble what so ever in pulling the Skagit up onto the trailer for final tie-down.

Jim had the foresight to not only save the Skagit itself but also extra parts such as extra engines and drive wheels and axle assemblies that will prove invaluable in the restoration of the big Skagit. Those of us today are lucky that there were a few men like Jim Gertz who went to the trouble to save and then preserve these historic pieces of railroad history for the next generation to appreciate and restore back to operation for generations yet to come.



1934 Cletrac Tractor

For more info on the Skagit Steel and Iron Works see:
<http://www.skagitriverjournal.com/sw/business/post1900/ss/skagitsteel01-birthtimeline.html>



The Crew Speeder being Loaded



Ready for Transportation to its New Home

Siemens Chargers Coming to WSDOT

by Arlen L. Sheldrake.

The Washington State Department of Transportation is purchasing eight new Siemens Charger locomotives from Siemens USA. The locomotives will be built in the Siemens Sacramento, California facility.

The Departments of Transportation for the states of Illinois, California, Michigan, Missouri and Washington awarded Siemens in March 2014 a contract for the delivery of 32 diesel-electric locomotives. The contract is valued at approximately \$225 million. It includes a purchase option for another 225 locomotives (75 for regional and 150 for mainline operations) which will be used for regional and mainline trains traveling at speeds of up to 125 mph. The 32 locomotives ordered are scheduled to be delivered between Fall of 2016 and mid-2017.

The contract is currently in the Final Design Review phase which is scheduled to be completed this summer. First locomotive delivery to WSDOT starts Fall 2016 with testing complete in Spring 2017.

The new locomotives will accommodate two additional round trips between Seattle and Portland. The new locomotives will have higher accelerations rates and top speeds, lower emission rates, on-board positive train control and be more reliable.



Photo Courtesy of Siemens
<http://www.siemens.com/press/en/pressrelease>

The primary traction drive, a 4,400 hp-rated diesel engine (QSK95) with 16 cylinders and a cubic capacity of 95 liters, will be manufactured in the U.S. by Cummins Inc. These modern locomotives are powerful and efficient and will deliver a cleaner ride, with better air quality and reduced emission rates ensuring compliance with the Federal Railroad's EPA Tier IV regulation required to be in place in 2015.

These U.S. locomotives are based technically on the Siemens Europrinter, Eurorunner and Vectron locomotive platforms which have been proven through several billion kilometers in both freight and passenger service. The components are procured and manufactured exclusively in the United States.



Washington State is delivering nearly \$800 million in federally funded rail corridor improvements using high speed rail grants from the American Recovery and Reinvestment Act (ARRA) and administered by the Federal Railroad Administration. The purchase of these new locomotives is one of those projects.

Sources: Siemens Press Release 3/18/2014 & WSDOT Rail – Amtrak Cascades New Locomotives 4/14/2015

The Tenders of the SP 4449

Articles Developed by Arlen Sheldrake

4449's Lost Tender Found

On May 29th, the Oregon Rail Heritage Foundation received the following message:

“I have a picture and information on a piece someone found of what looks like a water tender box, with Daylight colors and 4449 on it. I can send a picture and location if you are interested.” Further communication with Armando Soliz developed the following.

“A friend took this picture at an abandon gas station/store in Desert Center, California, 20 miles west of Blythe off the I-10 freeway. Picture taken around May 27th.”

As one might imagine, Doyle McCormack indicates that he never lost a tender so the possibility of this being a real 4449 tender was eliminated. However, Doyle remembers quite well making the movie *Tough Guys* during the spring of 1986 and part of that movie was the building of a replica 4449 and tender; this was the replica that was crashed into Mexico. Following the shooting of the movie, the replica locomotive and tender were sold to private individuals.

Doyle believes this is the movie tender replica that was discovered in Desert Center, California almost 30 years after being built.

The movie train was called the Gold Coast Flyer. Walt Disney Productions leased the 4449 for about 1 ½ months through the cooperation of the Pacific Northwest Chapter, NRHS, the custodian and operator of the SP4449, the City of Portland, owner of the locomotive, Southern Pacific Transportation Company, and the locomotive crew. The movie was released during the fall of 1986 and can occasionally be seen on cable. The Gold Coast Flyer sign that adorned the 4449 and a movie poster are on display at the Oregon Rail Heritage Center.

Article developed by Arlen L. Sheldrake with the assistance of Doyle McCormack. Photo from Armando Soliz.



4449's Auxiliary Tender

4449's auxiliary tender, No. 4219, is used for additional water storage and supply when the locomotive is used for overnight and longer excursions around the state and country. The tender is Amtrak Certified. The capacity of the auxiliary tender is about 30,000 gallons of water.

This tender was originally the tender for SP No. 4219, an AC-10 class 4-8-8-2 cab forward steam locomotive, and had actually been with that locomotive thru its entire life, which was very unusual. Later this tender was used to provide water for the rotary snow plows, as SPMW 7206, and later it went to fire-fighting service duty, as SPMW 4764A, for the SP in Eugene and remote areas of the Cascade Line of the railroad.

SP donated the tender to the Pacific Northwest Chapter, NRHS to support the 4449's Chapter 1984 trip to New Orleans. The tender was acquired by the Friends of SP4449 from the Chapter.

The top corners of the tender were rounded off in order to match the rear portion of 4449's tender, during the conversion to all water, in preparation for the 1984 New Orleans Worlds Fair Daylight trip. The tender is currently stored in the East Portland yard of the Oregon Pacific Railroad just north of ORHC. Photos provided by Arlen Sheldrake.

[Some information for this article was from *Trainorders.com* section titled “Steam & Excursion > SP 4449 auxiliary tender”.]



The Milwaukee Road in Kittitas County

Text and Photos By Ken Vannice

The Milwaukee Road Historical Association recently had their annual convention in Yakima, WA. PNWC VP Mark Reynolds and I attended.

The first day we toured points west. We visited the Snoqualmie Tunnel, tunnel No. 50, an 11,909 foot tunnel under the crest of the Cascade Mountains. We hiked to the tunnel portal and as far inside as we could see which wasn't far. It is now part of the John Wayne Pioneer Trail within the Iron Horse State Park used for hiking and biking. A feature of the Coast Division of the Milwaukee Road was that it was electrified around 1917. We saw where the Hyak substation at mile 2115 had been. (Mile markers are from Union Station, Chicago.) These substations convert the 100,000VAC, 3-phase electrical power from the utility to the 3000VDC power for the trolley wire to the train "motors" (locomotive implies independence). We also learned that the Milwaukee Road had built a ski lodge at Hyak and ran ski excursion trains in the winter. One of the attendees that had worked at this substation explained that when the snow plow blew snow high in the air, the exposed switches on the top of the power poles would not close properly.

We then traveled east to the next power substation at South Cle Elum, mile 2086. This station and the area around it is part of the Iron Horse State Park administered by the State of Washington. The substation structure is intact but the contents had been removed. We were privileged to be the first public group



Tunnel No. 50

allowed to tour the inside of this substation. Parts from this and other substations have slowly been returning with the hope that the interior can be partially re-constructed as a display. The passenger station and beanery has also been restored along with an interpretative trail to view the remnants of other features of this crew change station.



Power Substation

On the return trip to Yakima we toured the next substation east at mile 2054, Kittitas. All that is left is the foundation but the passenger station has been somewhat restored.

In the evenings there were several presentations. Noel Holley, an author and recognized expert on the Milwaukee electrification, narrated a series of slides. Wayne Monger and others from the Cascade Rail Foundation, the people behind the development at South Cle Elum, talked about the bringing home of the Milwaukee 5057, a GE U25B diesel locomotive, from the Western Pacific Railroad Museum in Portola to South Cle Elum for display. Currently this locomotive is offsite being re-painted. The goal is to build an exhibit hall for this locomotive. The hope is to also return the first electric motor, the Milwaukee 10200 GE box cab, to this enclosure from the Lake Superior Railroad Museum in Duluth. Rob Leachman presented a compelling case for the real reason the Milwaukee Road failed.

On the second day we traveled east on I-90 through the Saddle Mountains under the 118 foot high Renslow Trestle separating the right-of-way and trail of the northwest from the southeast. The trestle is fenced off but the trail is accessible on each side. Even though the right-of-way to the southeast now passes through the US Army Yakima Training Center, the trail is available to the public. Since we were bus bound we missed visiting Boylston hill, the steepest grade on the Milwaukee Road, and the next substation, Doris.

We finally arrived at the bridge at mile 2026 across the Columbia River at Beverly. This bridge is 2,100 feet long with a wye at the western end going north to Boylston hill and south to Hanford. The bridge is intact but fenced on each end. All materials to construct this bridge were brought down the river from the Great Northern on the steam-driven sternwheeler St. Paul.

We continued on east to Taunton, the last substation in the Coast Division. We were to visit this substation but the road was not suitable so we viewed it from the highway. It looked well preserved from the outside.

Our final destination for this part of the story was Othello. It is in this town the electric motors would be swapped out for steam and later on, diesel, locomotives for a continued trip to Avery, ID. There is an interpretive Milwaukee caboose and a working signal at this location but most everything has been removed leaving only some foundations.

Mark and I are thinking there might be an excursion here with perhaps a stay at the Iron Horse Inn, a rail crew hotel at South Cle Elum that is a museum in of itself, and perhaps a bike ride on the John Wayne trail, downhill of course.



The Bridge at Beverly



PNW SHORT LINES



by Arlen L. Sheldrake

The Alaska Railroad Corp. has received Silver LEED certification from the U.S. Green Building Council for the railroad's renovation of its 74-year-old Freight Shed. The shed is the first historic building in Alaska renovated to meet the council's stringent standards. **Alaska Railroad News Release 5/21/2015.**



The Maxwell Siding Railroad Museum in Hermiston, Oregon, formed thirty years ago, but the group is facing tough times as the membership has dwindled to two (2) and they are 76 and 81 years old. Of their many artifacts, the two rotary snow plows are pretty unique. One was built in 1910 and the other in 1949, one of four steam powered rotary snowplows built after World War II and the only one still in existence. The museum is open on Saturdays from 10am to 3pm and by appointment. The 2015 *Enhance Hermiston* plan to improve the aesthetic value and livability of Hermiston lists the Museum as one of seven projects to spiff up Hermiston and that the Museum should be acquired by the City, added to Hodge Park, down-sized, and drastically improved. [The Museum is located at 200 W Highland Avenue; sounds like one should not put off a visit.] **East Oregonian 5/23/2015, Hermiston Herald 5/22/2015 & City of Hermiston.**

Visitors to Portland can now “Hop-On Hop-Off” at the Oregon Rail Heritage Center. The 2015 Portland trolley tour now turns around in the ORHC parking lot and includes ORHC as one of their 12 stops. Dates of operation: daily, May 23 to October 11 except May 30 and June 6. More information: www.graylineofportland.com.



Yamhill County received a National Park Service grant to fund a community planner to develop a conceptual outline for the Yamhelas Westsider Trail. The 17-mile trail will replace the former Union Pacific rail line running north from St. Joseph, midway between McMinnville and Lafayette, passing Carlton, Yamhill and Hagg Lake on its way to a terminus near Gaston, Oregon. More information: www.yamhelaswestsidertrail.org. Member Gordon Zimmerman reports he continues to work with this group. **Yamhelas Westsider Trail news 4/13/2015.**

The Payette River Flyer will operate its 2nd season during the summer of 2015 on Saturdays and Sundays. They will be offering a shuttle service and scenic train ride for those visitors to the Valley County area. Rafter and kayakers will be able to load their watercraft on our train in Smiths Ferry for a one way trip just south of Cabarton. We will be operating on the Idaho Northern and Pacific Railroad's subdivision between Smiths Ferry and Cascade, Idaho. This new service will operate with two Budd RDC cars and a raft storage flat car. payetteriverflyer.com [These are the RDC units that ran on the Lewis & Clark Explorer (Linnton to Astoria), then went to Wallowa Union Railroad and are now in Idaho.]



The Washington State Department of Transportation asked the public to vote for their favorite clocktower design from three options. The options were: The Traveler, Trestle Clock, or Ghost Clock. The votes were due by June 8. The clocktower will be one element of the new Tacoma station, which will serve Amtrak passengers beginning in 2017. WSDOT has been developing the station design with input from a subgroup of the Citizen's Advisory Committee, who believe the clocktower could serve as an iconic addition to the Tacoma landscape. It will stand 80 to 90 feet tall and be located on 25th Street, in front of the Freighthouse Square building and across the street from the commuter parking garage. **WSDOTemail 5/26/2015.**



Surface Transportation Board Decision, Docket Number FD_35911_0. Decision Notes (March 31, 2015): Decision granted Portland & Western Railroad, Inc., to acquire and continue to operate approximately 3.5 miles of rail line owned by Port of Tillamook Bay in Oregon without giving employees the advance notice otherwise required under the Board's regulations. The rail line is between milepost 774.0, at Banks, and milepost 770.5, at Schefflin, in Washington County, Oregon. PNWR is the current operator of the Line, subject to trackage rights retained by POTB, pursuant to a lease agreement dated May 9, 1999. Pursuant to a purchase and sale agreement dated January 16, 2015, PNWR would continue to operate the Line, and POTB would discontinue its trackage rights over the Line. **STB Docket Number FD_35911_0.**



Sound Transit reports strong ridership growth during quarter 1 2015:

- Link light rail (Seattle): 31,293 average weekday boardings and 2.4 million boardings for the quarter (7% weekday increase from Q1, 2014).
- Sounder commuter rail: 13,845 average weekday boardings and 892,262 boardings for the quarter (18% weekday increase from Q1 2014)
- Tacoma Link light rail: 3,655 average weekday boardings and 264,546 boardings for the quarter (12% weekday increase from Q1 2014).

The full ridership report can be found here: www.soundtransit.org/ridership.



Sound Transit News Release 5/28/2015.

On May 21st the Skagit County Superior Court dismissed Shell Oil Refinery's appeal of a decision that required an environmental impact statement for their proposed oil-by-rail expansion. This decision follows the Skagit County Hearing Examiner's February 2015 ruling that Shell's proposed project posed a significant risk of harm to people, water and wildlife. The proposed expansion would route six more mile-long oil trains per week through Washington. [Shell's refinery: Puget Sound Refinery, Anacortes, Washington.] **Earthjustice 5/21/2015.**

The Shell Puget Sound Refinery (PSR) proposed to build a rail spur from the existing adjacent Burlington Northern Santa Fe (BNSF) mainline into Shell PSR property with equipment to pump oil from rail cars into the refinery. The crude brought in by rail would replace some supply currently brought in by ship and would serve to maintain current production, not increase capacity. Shell PSR anticipates that it would receive approximately one unit train per day. Each unit train would include approximately four locomotives, and approximately 102 oil tank rail cars containing crude oil. The facility is being designed to receive a maximum of six unit trains per week, for a total of approximately 612 incoming fully loaded oil cars and 612 outgoing empty tank cars on a weekly basis. The rail extension for the crude unloading facility would extend from the existing BNSF rail line and spur (near South March Point Road) in a northwesterly direction approximately 5,500 feet to North Texas Road. The rail facility would consist of approximately 8,000 feet of unloading tracks with a concrete unloading pad, approximately 1,300 feet of track for temporary storage of rail cars that are taken out of service for repair and maintenance, and about 7,200 feet of train-staging track. Shell PSR currently does not have rail access. **Skagit County Planning and Development Services.**

Of special note is the **Snoqualmie Railroad Days**, August 14 thru August 16, at and around the Northwest Railway Museum in Snoqualmie, Washington. Railroad Days is the annual community festival celebrating the spirit and origins as a railroad and logging town, and the home of the Snoqualmie Indian Tribe. Volunteer firemen and their wives organized the first festival in 1938, and the popular event is still going strong. Last year about 10,000 visitors attended the festival. The Northwest Railway Museum is the home of the Santa Cruz and Portland Cement locomotive 2, a 1909-built Porter locomotive. More information: www.railroaddays.com.



Opening May 30, 1905, The Oaks, built by the Oregon Water Power & Railway Company, just celebrated its 110th birthday as it continues to operate in the Sellwood neighborhood in SE Portland. The Oaks opened along with the 1905 Lewis & Clark Exposition bringing thousands of people, most by train, to Portland. Visitors to both venues arrived via streetcar. As our Oregon Rail Heritage Center Docents tell our visitors, our OR&N 197 was purchased specifically to pull passenger trains full of thousands of visitors to Portland. **The Oregonian 5/31/2015.**



The Friends of the Columbia River Gorge joined six other environmental groups filing a lawsuit challenging the U.S. Department of Transportation new crude-by-rail safety rules, calling them too “weak” to prevent fiery derailments. The coalition launched their legal challenge May 15th at the U.S. Court of Appeals for the 9th Circuit in San Francisco. The other six groups: ForestEthics, Sierra Club, Waterkeeper Alliance, Washington Environmental Council, Spokane Riverkeeper and the Center for Biological Diversity. **The Hood River News 5/20/2015.**

Transit on Tap is a fun and informal talk series hosted by a different pub each month. Expert presenters dish on everything transit-related, from service to history to sustainability. This is your chance to join the conversation, ask questions, or just kick back and listen - all while enjoying some world-class beers! Each event is free to attend (and often includes prizes and giveaways!), but you'll be responsible for purchasing your food and beverages. The June 17th talk was about what crews unearthed and even found in the walls of buildings, during construction of the MAX Orange Line. trimet.org/ontap/

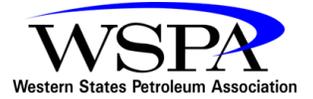


On June 27th the West Coast Railway Museum in Squamish, B.C. celebrated the **Royal Hudson's 75th** birthday with a major gala and fundraising launch as they move to the next step in returning the Royal Hudson to steam. www.wcra.org

A new report from BNSF Railway shows that between eight and 12 trains now haul oil through the Columbia River Gorge each week. That's down from as many as 18 each week in 2014. Oil trains have grown less frequent throughout the Pacific Northwest as oil prices have collapsed. Traffic also dwindled earlier this year along two Oregon routes – through Central Oregon and between Oregon and an oil-barging facility in Clatskanie. BNSF noted that it hasn't moved any oil trains through Central Oregon since February. **The Oregonian 6/4/2015**

A 37% rebound in oil prices will boost crude-by-rail shipments as drillers complete more wells and extract more crude that U.S. pipelines don't have the capacity to handle, BNSF Railway Executive Chairman Matthew K. Rose said June 15th. The production cuts and strong demand from refineries have led prices to rebound to about \$60 a barrel from a six-year low of less than \$44 in March. **Bloomberg News 5/15/2015.**

The Western States Petroleum Association (WSPA) has announced a new Mutual Aid Agreement for Rail Emergency Response between several Washington state refineries and BNSF Railway. The voluntary agreement will establish the sharing of personnel and resources between refiners, railways and their first responders to ensure the highest level of prevention and response in Washington State. The agreement also stipulates procedures for communicating the need for mutual aid assistance and responses from signatory members. Signatory member include BNSF Railway, BP Cherry Point, Phillips 66, Shell Oil Products US, Tesoro Companies, and U.S. Oil Refining Co. **Western States Petroleum Association 6/4/2015.**



On May 30th Sandpoint, Idaho celebrated the grand re-opening of their 1916 former Northern Pacific depot. This marked the completion of a \$1 million project to save and renovate the Gothic-style depot that was a result of community, BNSF Railway and Amtrak efforts that began in 2009. The station and grounds are owned by BNSF; the building was listed on the National Register of Historic Places in 1973 as the Sandpoint Burlington Northern Railway Station. Sandpoint is the only Amtrak Empire Builder stop in Idaho. Currently Amtrak is the only station lessee; additional tenants may be acquired. A soft opening was held on May 1st marking the first time in 6 years that train passengers could again use the station. Preservation Idaho awarded the project an Orchid for Excellence in Historic Preservation. The Orchids and Onions Awards celebrate individuals and organizations that have made positive [or negative] contributions to historic preservation in Idaho. **Coeur d'Alene Press 6/3/2015 & Trains Newswire 6/10/2015.**



The excitement and planning continues to build as the many August and September **MAX Orange Line** and **Portland Streetcar** opening events approach near the Oregon Rail Heritage Center. These events will bring 10s of thousands of visitors to the ORHC neighborhood. Additional volunteers are needed for these special events and regular ORHC service, if interested please contact Al Baker, (orhc.volunteer.coordinator@comcast.net), Volunteer Coordinator. Events include:

- August 8: Providence Bridge Pedal Health & Wellness Expo
- August 9: Tilikum Crossing Bike & Pedestrian Review
- August 23-30: National Model Railroad Association convention.
- September 12: MAX Orange Line Grand Opening.
- September 27: Tilikum Crossing/Sellwood Portland Sunday Parkways.



PNWC members can also receive a color electronic copy of **The Trainmaster** by just sending an email message so stating to me: asheldrake@comcast.net. *Trainmaster* files are a bit over 2MB and the color version is outstanding. I think you will agree that our Editor, T. Trent Stetz does, each and every month, an outstanding layout job.

The Palouse River and Coulee City Rail System 2015 to 2025 Strategic Plan was completed in May 2015 by the Washington State Department of Transportation, Freight Systems Division and is available for viewing at: www.wsdot.wa.gov/freight/pcc. The 73 page plan has identified and prioritized \$58 million in infrastructure projects.

Amtrak's Exhibit Train is visiting Whitefish, Montana August 15-16. No word yet on the re-scheduling of the Salem, Oregon visit.



The Sound Transit Board used public input to update the Long-Range Plan in December 2014. **Sound Transit 3**, the next step toward expanding the regional mass transit system, could be on the ballot for voter consideration as soon as November 2016. To get there, the Sound Transit Board has developed a draft list of possible transit projects for the Puget Sound region. Now it is the public's turn to weigh in on which projects Sound Transit should study for potential inclusion in a regional ballot measure. More information: soundtransit3.org. **SOUND TRANSIT 3**

1970 & 1971 President of PNWC, **Roger W. Phillips**, died earlier this year. Hopefully an obituary will be written that we can share in a future *Trainmaster*.

BNSF Railway on June 9th announced new service schedules for its domestic intermodal customers to and from Chicago and St. Paul, Minn. to the Pacific Northwest. The new schedules are in direct response to marketplace demand



and are a result of BNSF's record capital investments along its Northern Corridor route. The new schedules will take effect September 14th. The new schedules will feature Expedited service seven days a week for westbound traffic and six days a week for eastbound traffic, which is one day more than is currently offered in the

marketplace for this region. BNSF will be the only rail operator to offer Expedited service to and from Seattle. **Business Wire 6/9/2015.**

The City of Prineville Railroad is considering asking the state legislature to approve inland port status for its Prineville Freight Depot to help with the transit nightmare predicted for the I-5 freeway caused by Hanjin pulling out of Portland and shifting operations to Tacoma and Seattle. **Oregon Business 6/9/2015.**

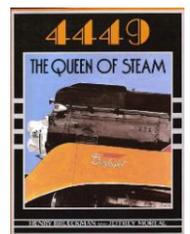


The Washington Department of Transportation submitted an application for a Tiger VII Grant of \$5.2 million for rail repairs on the Palouse and Lewiston Branch Rail Line between the cities of Marshall and McCoy. The project will repair one steel bridge and three timber bridges and replaces 11 timber bridges on the Washington state-owned line. The Port of Whitman County is co-applicant with WSDOT for the grant request. Awards will be made by the end of summer or early fall. **WSDOT press**



release 6/5/2015.

New book at the Oregon Rail Heritage Center store: **4449 – The Queen of Steam** by Henry Brueckman & Jeffrey Moreau, March 1984 by Car barn Press. 64 pages, hardbound, brand new with dust cover and plastic wrap, ISBN 0-934406-01-4, original 1984 price \$23.00, ORHC price = \$23.00; a very nice book for your library.



By the end of June, crews at BP Cherry Point refinery are expected to complete an additional rail loop at the crude oil train unloading facility off Grandview Road. The third loop allows for more room to store empty crude oil tank cars until they can be taken away by BNSF Railway. BP Cherry Point will allow only newer-model train cars at its crude oil terminal. The new loop will not increase the refinery's permitted capacity to get an average of one crude oil "unit" train per day (on an annual basis), loaded with around 100 tank cars. Work on the projected started in April. **The Bellingham Herald 6/10/2015.** The Cherry Point Refinery is located in Blaine, Washington, employs approximately 750 people and the main output is diesel, gasoline and jet fuel. This refinery supplies 20% of Washington and Oregon's auto fuel. **BP web site.**



June 11th, Rita and I were doing a Volkswalk around historic Tacoma, 11K and a lot of great architecture. We decided to take a look inside Tacoma's main post office in downtown as we were walking by and who is in line to buy stamps?, one Ed Berntsen (member of PNWC and Tacoma chapters)Ed lives in Tacoma but what are the odds...talk about your small world. The Volkswalk start point was the Spar Coffee Bar & Café, Tacoma's oldest saloon that has a bunch of neat historic railroad pictures on their walls of Tacoma by Jim Fredrickson. The Spar has some great draft beers, good food, mainline track and bay viewing (a perfect combo!).

For 2015 Union Pacific is making the following investments in their infrastructure:

Washington: \$4 million, including the following key projects:

- \$1.2 million investment in the rail line near Seattle to replace nearly 5 miles of rail.
- \$871,000 investment in the rail line between Spokane and Wallula to replace nearly 1 mile of rail in various curves and repair the surfaces of 7 road crossings.



Oregon: \$81 million, including the following key projects:

- \$12.4 million investment in the rail line between Portland and La Grande to replace 91,521 railroad ties and install 56,681 tons of rack ballast. In addition, crews will repair the surfaces of 40 road crossings.
- \$11 million investment in the rail line between Hermiston and Wallula to replace 22 miles of rail.
- \$7.7 million investment in the rail line between Portland and Salem to replace 62,414 railroad ties and install 25,695 tons of rock ballast.

Union Pacific news releases 6/9/2015.

Oregon's last two remaining **wig-wag** crossing signals on an operating railroad are being replaced as the crossings are upgraded. With thanks to Bob Melbo, ODOT Rail Division, these signals are headed for preservation. The 11th Street Medford signal is headed to the Southern Oregon Railway Historical Society. The Oak Street Ashland signal will come to the Oregon Rail Heritage Center.

Canpotex selected National Steel Car (NSC) to manufacture 700 railcars for potash shipments. Canotex's investment in these additional railcars is valued at \$70 million. NSC is located in Hamilton, Ontario. Since 1999, Canpotex has invested over \$500 million to build over 7,000 railcars with National Steel Car. Canpotex's railcars are custom designed in Canada by National Steel Car in collaboration with Canpotex to conform to the specific properties of potash. Potash is Canada's largest mineral export and Canpotex currently ships in excess of 10 million tonnes per year, representing approximately \$3 billion in annual exports. Once in service, Canpotex's railcars will transport potash from Saskatchewan to Canpotex port facilities in Vancouver, B.C. and the Portland, Oregon, to meet the needs of Canpotex's customers in 36 global markets. **National Steel Car press release 6/18/2015.**



Oregon will continue to foot an increased bill for state-subsidized passenger rail service between Portland and Eugene. But the reprieve for Amtrak, which operates the service that extends to Seattle and beyond, may last just two more years. According to Oregon Senate co-chairwoman of the Legislature's joint budget subcommittee on transportation and economic development, "They have a schedule that does not work for people. We cannot keep up the level of subsidization we are providing per ticket." This key lawmaker said that officials and passenger-rail advocates have two more years to come up with ways to counter declining ridership, increasing costs and a shift from federal subsidies to the two states on the Cascades Corridor. **Portland Tribune 6/19/2015.**



2015 NRHS Convention Report

by Al Baker - PNWC National Representative



The 2015 Convention for NRHS was held June 15 through 22, 2015 in Rutland, Vermont. There was approximately 540 attendees, a very good showing.

Rutland and surrounding area is a very beautiful area in central Vermont, highlighted by the surrounding mountains and forests. With the cooperation of the Vermont Railroad, there were several great excursions to enjoy as well as other tours of the area.

I attended the Advisory Council Meeting, the Board of Director's Meeting, and the Annual Membership Meeting. In general, the report is that things are progressing nicely towards fixing past problems, and making changes to keep NRHS headed down a better pathway. The key here is to realize that we have had some significant problems, which are actively being worked on, but it is going to take a while until we get everything fixed. Everybody doing this work is a volunteer, and many if not most, have full time jobs that have to be maintained.

We have completely severed ties with the company that for several years did much of our administrative work, Fernley and Fernley. This worked good for a while, but in recent years has been the source of many problems. There was some severe financial and accounting problems, and problems with the membership database. We are getting close to having the financial problems figured out, but the membership database needs a lot of work. It was so bad, that we could not even say accurately how many members we had. Family members were not linked together, and in some cases not counted. Some members, maybe some of you, will get renewal notices, when you have already paid. If so, please return them saying that you already paid, or say so in an email to info@nrhs.com. If you haven't renewed, please do so asap as this is a way that you can help NRHS improve. More and more members have provided their email addresses to NRHS, which helps with communication, and with providing the NRHS News. We expect that we now have over 7000 members, possibly more if some respond to the latest round of renewal notices.

Rail Camp will be held both in the east in Delaware, and in the west in Tacoma. Both camps are full and an excellent program has been set up for both. During the meeting the a hat was passed which resulted in collecting over \$4,000 for Rail Camp! Several Grants were announced providing funds to various organizations for projects.

In addition to myself, there were some other PNWC members in attendance. Those include my wife Marianne, Dale Wilken and wife Marilyn, Tom Smith, John Russell and Mike Bergman. Those are the ones I remember, I hope I didn't miss anybody. If so, I apologize.

Next year the convention will be in Denver, July 1924. That's quite a bit closer than Vermont, so maybe you can be there too!

June Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on June 19, 2014

The June, 2015 general membership meeting was called to order at 7:32pm by President Keith Fleschner.

There were no guests present.

The May meeting minutes were called. Dave Larsen made a motion to approve the minutes and Bruce Strange seconded. The membership voted to approve the minutes.

George Hickok gave the monthly treasurers report that all accounts balance. He reported that his previous employer, Intel, pays ten dollars for each volunteer hour made by present and retired employees up to a thousand hours.

Ron McCoy made the monthly presentation of the Unsung Hero award to Arlen Sheldrake for his many hours of work including the "Short Lines" column included in the Trainmaster. Ron also announced that at the end of July is the Bohemian Mining Days Celebration in Cottage Grove, Oregon, and they have asked us (the Chapter) to attend and give presentations during the festival. He is looking for volunteers.

George Hickok reported that the three railcars at the Albany & Eastern Railroad have received much work and the air conditioning works in all three cars. The glass to replace the bad windows in the round end has arrived and work has started in replacing the foam in the seats of the 6800.

Bruce Strange presented the sign-up sheet for volunteers for the Steam-Up at Antique Powerland.

Trent Stetz announced that an re-scheduling of the postponed Amtrak Train Day may be coming.

Arlen Sheldrake announced that August 9 is the Portland Bridge Pedal and September 12 is the opening of the TriMet Orange line.

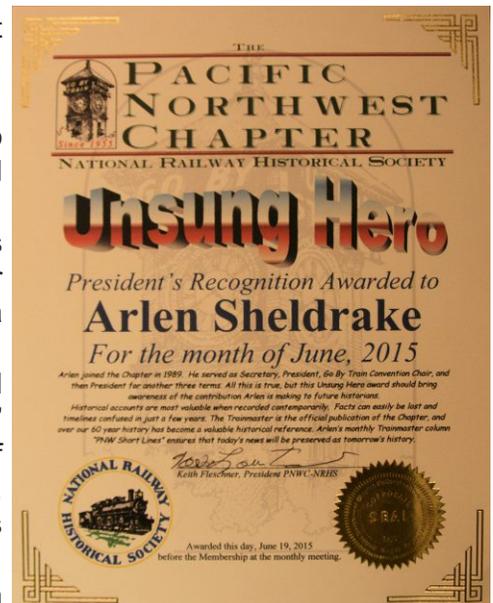
Jan Zweerts reminded the membership that June 20 is the Rose City Garden Train Tour.

The meeting was adjourned at 7:55pm.

Again snack time was provided by Jean Hickok. Thank You Jean.

The program for the evening was a video on the famous F units.

Respectfully submitted
by Jim Hokinson, Secretary.



Arlen Receives the Unsung Hero Award from Ron McCoy

Photos by Jim Hokinson

Albany & Eastern Railroad (AERC) B-40-8 No. 1841

Pictured March 3, 2015 fresh out of the paint shop at Metro East Industries in East St. Louis, Illinois, is Albany & Eastern B-40-8 No. 1841 built by GE in July 1988 as SSW/Cotton Belt No. 8041 to Union Pacific No. 5650 to UP No. 1841, retired and sold at auction in 2013. Photo & caption provided by Mark Mautner, Maryland Heights, Missouri.





PORTLAND TERMINAL RAILROAD LOGO SIGN

The above sign is a railroad company locomotive sign from the 1966-1970's era of the Portland Terminal Railroad Company (PTRC). When most railroads were painting the company logos on the locomotives, the PTRC and its predecessor the Northern Pacific Terminal Company (NPTCo), used a metal plate with the logo applied to it that was then bolted to the cab of the locomotive. The NPTCo was founded in 1884 by the Villard companies, the Northern Pacific, Oregon Rail and Navigation Company and Oregon & California Railway as a terminal switching and service company. The NPTCo was charged with building and operating a Grand Union Station (now known as Union Station) and providing local switching and transfer services for the owner railroads, which by the 1950s consisted of: Great Northern, Northern Pacific, Spokane Portland & Seattle, Oregon Rail & Navigation Company, Union Pacific and Southern Pacific. The Pacific Northwest Chapter of the National Railway Historical Society is restoring NPTCo/PTRC Alco S2 Number 36 and it is on display in Antique Powerland in Brooks, Oregon. [This information is summarized from a new exhibit panel, developed by Alfred Mullett, to accompany the sign on loan at the Oregon Rail Heritage Center. Many thanks to Bob Portwood and family for the loan of the locomotive logo plate.]

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Ken Vannice	2013-2015	503.244.8732
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Jean Hickok	2014-2016	503.649.5762
Trent Stetz	2014-2016	503.643.1494

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PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 636

Membership Meetings: St. Mark's Lutheran Church, 5415 SE Powell Blvd. 7:30 pm
(Guests Most Welcome!)

July 17: *Steaming Along the NP with the SP&S 700 thru the Montana Rockies.* Video narrated by Ken Vannice and Mark Reynolds. This video covers the trip from Missoula Flood & Cabinet Gorge, which might be of special interest to Portlanders, and ends in Livingston, MT. It is an incredible train film and has lots of beautiful scenery.

August 21: *Update on the SP&S 700* by Steve Sedaker, Vice President, Pacific Railroad Preservation Association.

Sept. 18: "*The Last Train to Pittsfield*", A video documentary made in 1971 of the last run of a pre-Amtrak train. It is a Penn Central train going from Danbury, CT to Pittsfield, MA and includes aerial photography and professional editing.

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

Board of Director's Meetings: July 9, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm
August 13, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm

(Open to all Chapter Members. Note address for Board meetings; Follow instructions posted on the door for entry.)

NOTABLE NON-CHAPTER EVENTS:

Jan. – Nov. *Portland Train Rides*, every Sat., Oregon Rail Heritage Center, www.portlandtrainrides.com

May 1 – October 15 *Northern Pacific Railway Museum* open, Toppenish WA, www.nprymuseum.org

July 3 to Sept. 7, *Willamette Shore Trolley* on Fri, Sat & Sun, 10 am, 12, 2 & 4pm, oerhs.org/wst/schedule.htm

July 4 *Fireworks Train*, Santiam Excursion Train, Lebanon OR, www.santiamexcursiontrains.com

July 11 *Sportman's Holiday Fireworks Train*, Santiam Excursion Train, Lebanon OR

July 14-18 *Northern Pacific Railroad Historical Assn. Convention*, Fargo ND, www.nprha.org

July 16-19 *Bohemia Mining Days, By Wing, By Wheel, By Engine of Steel*, Cottage Grove, bohemiaminingdays.org

July 18-19 *Clamshell Railroad Days*, Ilwaco, WA, columbiapacificheritagemuseum.com

July 18-19 *Pacific Northwest Live Steamers Ramble*, Molalla Train Park, www.pnls.org

July 18-22 *Great Northern Railway Historical Society Convention*, Minneapolis MN, www.gnrhs.org

July 24-26 *Steam-Up & Antique Machinery Show*, Albern Valley Heritage Network, www.alberniheritage.com

July 25-26 *Down River Days*, Pend Oreille Valley Railroad, Ione WA, www.lionstrainsrides.com

July 25-26 *Great Oregon Steam-Up*, Antique Powerland, Brooks, OR, www.antiquepowerland.com

July 31-Aug 2 *Sweet Home Jamboree Party Train*, Santiam Excursion Train, Lebanon OR

Aug. 1-2 *Nampa Depot Fest*, Nampa ID, www.canyoncountyhistory.com

Aug. 1-2 *Great Oregon Steam-Up*, Antique Powerland, Brooks, OR, www.antiquepowerland.com

Aug. 2 *Brooklyn Rail Yard exhibit closes*, Oregon Rail Heritage Center, www.orhf.org

Aug. 2-9 *NRHS RailCamp West*, University of Puget Sound, Tacoma, www.nrhs.com

Aug. 6 *MAX History exhibit opens*, Oregon Rail Heritage Center, www.orhf.org

Aug 14-16 *Snoqualmie Railroad Days*, Northwest Railway Museum, www.railroaddays.com

Aug. 23-30 *Portland Daylight Express*, The NMRA annual convention in Portland, www.nmra2015portland.org

Aug. 28-30 *25th Annual National Train Show*, Portland Expo Center, www.nmra2015portland.org

Sept. 5-6 *An Affair on Main Street*, Pend Oreille Valley RR Metaline Falls WA, www.lionstrainsrides.com

Sept. 5-6-7 *Pacific Northwest Live Steamers Founders Birthday*, Molalla Train Park, www.pnls.org

Sept. 5-6-7 *Labor Day Weekend Trains*, Santiam Excursion Train, Lebanon OR, www.santiamexcursiontrains.com

PNWC – NRHS MISSION

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