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March 2012

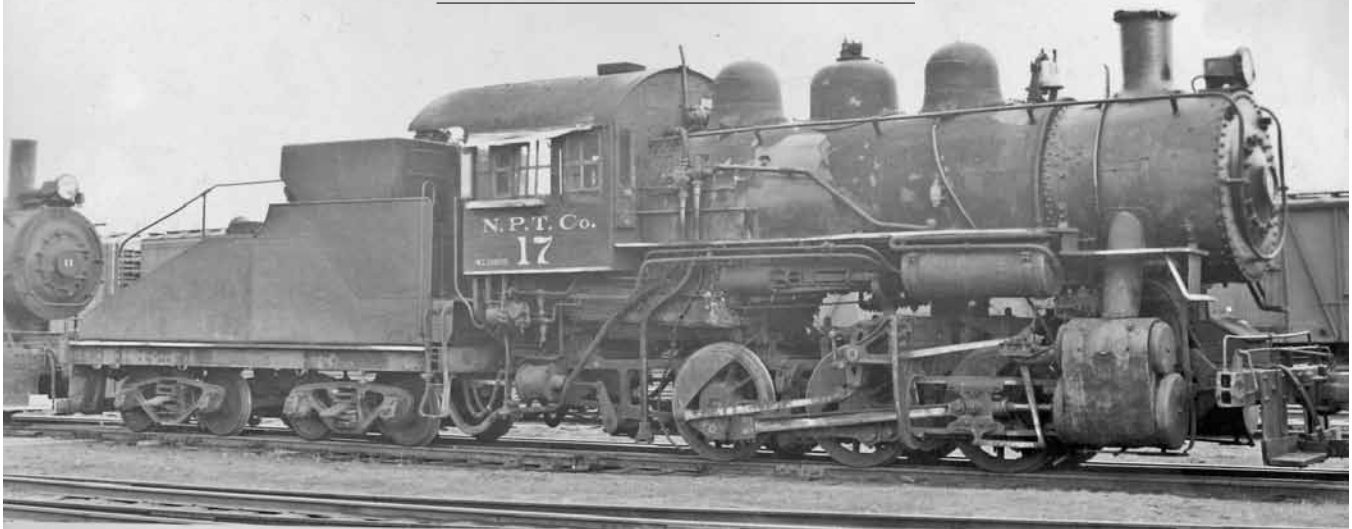


Trainmaster

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HISTORY OF THE NORTHERN PACIFIC TERMINAL COMPANY OF OREGON



**Written by F.B. Gill for and at request of
J.F. Vokoun, I.C.C. Accountant,
October - November 1918**

The Northern Pacific Terminal Company was incorporated on August 28, 1882, under the laws of Oregon, by J.N. Dolph, C.H. Prescott, H. Thielsen, R. Koehler, M.J. Buckley, Henry Failing and C.H. Lewis - - all residents of Portland and except the last two, a banker and a merchant, officers of the Oregon Railway & Navigation Co., the Oregon & California R.R. Co. and the Northern Pacific R.R. Co., . acting for the transportation companies controlled by Henry Villard.

The capital stock was fixed at \$3,000,000. the objects stated for which the corporation was formed were numerous and broad, but the prime intention and the sole object for which the corporation has always existed was the construction, operation and maintenance of a railroad terminal on each side of the Willamette River in the northern portion of the City of Portland for the joint benefit and use of the Northern Pacific R.R. Co., Oregon Railway and Navigation Co., and Oregon & California R.R. Co. The original

plan, somewhat modified as time passed, was to make Albina the freight train and locomotive terminal of the three companies and to locate the Union Passenger station fronting on Hoyt Street just west of Broadway, with the City freight terminals east of Broadway on the side of Couch Lake or where in fact the Passenger Terminal now stands. The Northern Pacific Railroad Co., which had governmental authority so to do, was to construct a railroad bridge across the Willamette at Albina as a part of the terminal plan, and made prepa-

rations for its construction, but the bridge has never been erected.

The Terminal Company was organized on September 7, 1882, but various preliminaries were not completed until the month of December, 1882. On December 14th, 1882, an agreement was executed between the Northern Pacific, Oregon Ry. & Navigation Co., and Oregon & California companies providing for the construction by the Terminal Company of the desired terminals at Portland and the then cities of East Portland and Albina, and the use of these facilities under a 50 year lease by the three companies, providing also for the sale to the Terminal Company of certain property of the O.R. & N. and O. & C. Companies. A 6% mortgage for \$5,000,000 was arranged for \$3,000,000 in par value bonds under this mortgage. Two of the directors and the president of the Terminal Company were chosen purposely outside of the personnel of the Villard lines, the better to inspire confidence in the prospective purchasers of bonds as there was some feeling that Villard had floated too many companies in a short period of time.



An agreement of trust dated February 1, 1883, between the Central Trust Company of New York, The Terminal Company and the three lessees was executed for the purpose of guaranteeing the interest on the bonds and the stocks of the company with the exception of single shares held in the names of the individual directors were turned over to the Trust company by the three lessees in the ratios of 40% each for the Northern Pacific and O.R. & N. and 20% O. & C.

The corporate books of the Terminal Company were opened at Portland in April 1883 at about which time the company acquired actual possession of the uncompleted railroad and terminal property of the O.R. & N. Co., extending from East 2nd Street at Sullivan's Gulch to Albina, which had been deeded to the Terminal Company as of December 14, 1882. At the same time the company acquired certain unimproved west side lands previously purchased on the instructions of Villard and carried in the name of C.H. Prescott, Trustee. There were also acquired by purchase at this time by the Terminal Company, 14 west side blocks originally donated to the Oregon Central R.R. Co. in 1868 for terminals. When the Terminal Company acquired these properties the lands were all unoccupied by railroad facilities except that on the east side the main track from East 2nd Street to Albina and yard; tracks at Albina with a number of temporary buildings had been constructed in 1882 by the O.R. & N. Co. which had been operating its trains in and out of Albina since November 21, 1882. The Northern Pacific R.R. Co., although a joint owner in the Terminal Company had then no track connection with the Terminal Company's property; its road at that time came no nearer Portland than Kalama but the Portland extension from Goble, opposite Kalama, was under way. The Oregon & California with its main line terminus at East Portland adjoining the right-of-way of the NPT Co. and west side branch terminus adjacent to the City terminal grounds of the Terminal Company

continued to use its own facilities and did not utilize the Terminal Company's; until July 1, 1890.

Except that architects were employed in January, 1883, to design a Union Passenger Station, the Terminal Company did not become active until May 1883, when a contract was let for continuing the extensive grading operations for filling the low ground occupied by the Albina terminals. Contracts for the construction of permanent buildings at Albina followed. In the closing months of 1883, a temporary freight station was built by the Terminal Company near Front Street at 6th for the Northern Pacific R.R. Co's Goble-Portland extension then nearing completion. In October, 1883, the Terminal Company undertook the operation of the temporary engine house, store houses, car cleaning, water supply, and the limited locomotive and car repairing facilities and the maintenance of the tracks and structures acquired from the O.R. & N. Co. earlier in the year. The Terminal Company did not operate the Albina Yard, station or wharves, or any other of the facilities than those specifically mentioned.

At the end of 1883, a nation-wide season of financial stringency came on, bringing with it the elimination of Henry Villard as head of the Northern Pacific R.R. and the O.R. & N. Co. All expenditures were sharply curtailed and the construction of the Albina terminals abruptly ceased early in 1884. However, in August 1884, on account of the completion of the Northern Pacific Portland branch the Terminal Company built a temporary Passenger Station 20' X 60', a stock yard, and a 6-stall engine house with .85 mile of short sidings, 8 in number, connected with the Northern Pacific track which terminated at the site of the west approach of the projected Albina bridge, by a main track 1,291 miles long. The operation of these facilities when completed was carried on by the Northern Pacific R.R. Co.

F.W. Gilbert, the second Manager of the Company, following his appointment made an extended report to the president as of November 1, 1884, a copy of which Mr. F.L. Brown has. The report divided up the cost of the west side property according to use as follows:

Used by Northern Pacific	\$177,171.79
Unused (and unimproved)	<u>545,331.50</u>
Total	\$722,503.29

The East side property was segregated as follows:

Used by NPT Co. (for benefit of OR&N Co. principally)	\$108,945. 01
Used by OR&N Co.	702,825.85
Other users	150,872.20
Unused	<u>882,906.28</u>
Total	\$1,845,549.34



The Oregon & California R.R. Co., being unable to meet its obligations, R. Koehler was appointed receiver on January 20, 1885. The Oregon and California portion of the interest payment on NPT Co. bonds due January 1, 1885, was met equally by the NPT Co. and the OR&N Co., and this situation continued until 1890 by which time the Southern Pacific interests had acquired control of the O&C Company.

On December 28, 1885, the directors of the Terminal Company voted to make application to the New York Stock Exchange to list the Company's bonds which had previously been sold directly by the Company's President, E.D. Adams, who was an officer of Winslow, Lanier & Co., New York bankers and brokers. In the application they stated that the Company had at Albina two brick buildings (actually used only for storage of shop machinery and construction material), 22 frame buildings and foundations for a 44 stall engine house, machine shop 128' X 464', boiler shop 80' X 200' and blacksmith and hammer shop 80' X 320' together with the main track from East Portland to Albina, 1,818 miles in length, and siding and other tracks mostly in the Albina yard, aggregating 14.644 miles. Of the 22 frame buildings the Terminal Company operated a 16 stall engine house and blacksmith shop, a car repair shop and 2 or 3 store houses; and the other structures, including wharves, station building, etc., were operated by the OR&N Co.

In 1886, the completion of the Terminal project was decided upon, the original plan being modified in several respects as time went on. The first undertaking was the completion of the Albina Shops, begun in November and completed during 1887. On the completion of the Albina facilities the Terminal Company undertook the principal repair work of the OR&N Co., theretofore performed at the latter company's The Dalles shops.

Early in 1887, with a view to the use of the Terminal Company's west side property for a City terminal, the OR&N Co. began the building of a railroad bridge crossing the Willamette River at East Portland some 500' north of the present bridge, the structure being opened for traffic on July 11th, 1888. The Terminal Company coincidentally with this, constructed tracks and a temporary passenger station 20' x 80' for the OR&N Company's use at a point near Fifth and Irving Streets. Later in the year 1888, the construction of the first permanent improvement on the west side was undertaken - a freight station intended for the OR&N and NP Railway Company's use. Part of this structure remains, though now occupied as a temporary engine house by the Terminal Company. The expense of operation of these passenger and freight stations were borne directly by the Northern Pacific Railway and the OR&N Co. each maintaining its separate organization, though occupying the same freight station.

On June 3, 1890, an agreement was signed, the object of which was the speedy completion of the Terminal project, and the removal of differences which had developed between the three lessee companies. The Northern Pacific Rwy. and the Oregon and California, following the exit of Villard had seen an occasion for their use of the Terminal Company's east side property, as each had provided itself with large shops, the one at South Tacoma, and the other at Brooklyn in southeast Portland, and the Northern Pacific was unable to reach Albina by direct route since the original plan for a bridge crossing the river at Albina had not been carried out. The agreement of June 3, 1890, therefore, provided that the lessee of the OR&N Co., the Oregon Short Line and Utah Northern Rwy. Co., should purchase the entire east side property of the Terminal Company; it further gave the Oregon & California the right to use the OR&N river bridge; The Northern Pacific RR. Co. leased to the Terminal Co. its right of way within the then city limits of Portland and the lessees agreed upon the issuance of \$1,000,000 par value of bonds by means of which to complete the filling of Couch Lake and to build a Union Passenger and two additional freight stations and a roundhouse on the west side with the necessary complement of terminal freight and passenger tracks.

On June 1, 1890, the Terminal Company ceased all operations on the east side, the OR&N Co. as the purchaser of the property taking them over on that date. On July 1, 1890, the Oregon & California, by this time leased to the Southern Pacific Co., began the use of the OR&N bridge and station. On September 17, 1890, the Terminal Company undertook the operation of the switching service for all the lessee companies on the west side, using at first borrowed locomotives, but very early in 1891, with four switching locomotives bought for the purpose. The Terminal Company took charge of the ticket, baggage, and car accounting departments theretofore carried on the payrolls of the individual companies and the forces at the Separate passenger stations were combined at what had been the OR&N Depot.

In the fall of 1890, a beginning was made in the way of construction of the present Union Passenger Station, following modified plans. But little progress had been made when another period of financial stringency was foreseen, and work on the foundation of the Grand Central Station, and the filling of Couch Lake was suspended during much of 1891 and 1892. Work was resumed in 1893 but in that year both the Northern Pacific and OR&N

went into receiver's hands. Nevertheless, though with minimum expenditures, the improvements were continued until completion. The Union Station was opened for traffic on February 14, 1896, thereby completing the Terminal Company's System.

The second permanent freight house, that on Hoyt and West Park Street occupied by the Southern Pacific Company, was built in the fall of 1890, and the last of the trio, that occupied by the Northern Pacific at Hoyt Street and Broadway, was built two years later. On September 5, 1894, the wharves, wheat warehouses and coal bunkers at Albina under contract of sale to the Oregon Short Line and Utah Northern Ry.Co., lessee of the OR&N Co. were burned, but these structures were substantially replaced by the OR&N Co. and its successor, the Oregon R.R. & N. Co., in the years immediately following. The OR&N Co. freight station on Front St., the first of the three constructed, was badly damaged by fire shortly after it had been vacated by the Oregon Washington R.R. & Nav. Co. in the spring of 1911.

On July 22, 1912, the OWR&N Co. opened for traffic a new bridge over the Willamette River at Portland about 500' south from the former structure, and in altering the track system at the south end of the Terminal Passenger Yard to conform with the new crossing of the river, which was done at the expense of the OWR&N Co., the Terminal Company's round house was torn down and the remaining section of the former OWR&N Co. freight station was converted into a temporary locomotive house. The OWR&N Co., since the spring of 1911, has had its own freight station facilities to the East of Front Street on OWR&N ground, but switching for this station has been done by the Terminal Company.

On February 8, 1914, the Southern Pacific Company under arrangement with the Terminal Company, began operation of electric trains into the Union Passenger Station.

Note: Mileage conveyed June 3, 1890 by the NPT Co. to O.S.L. and U.N. Ry. Co.:

Main track	2.54 miles
Sidings	15.18 "
Total	17.71 "

This document was discovered in the archives of the Oregon Maritime Museum on January 26, 2012 by Bob Weaver and Arlen Sheldrake while researching material on the Steel Bridge. Text is verbatim, some typing errors are retained. Photos from the collection of the late Lloyd Graham.

Doyle McCormack Honored by the Southern Pacific Historical & Technical Society

By Doug Auburg

I have known Doyle McCormack since sometime in early 1975 when I volunteered to help with the restoration of the SP4449 in the old SP&S (BN) 9th Street Roundhouse. I wasn't a big contributor in that effort as I could only donate my time on some Saturdays, but I'm proud of the fact that I did add some small measure of help to her original restoration to pull the Bicentennial's American Freedom Train.

In early September of last year, the Southern Pacific Historical & Technical Society (SPH&TS) held its annual convention in Portland. One of the highlights of the convention was a visit to the 4449 in the Brooklyn roundhouse where Doyle and some of the Friends of the 4449 answered questions and allowed visitors to crawl all over the several locomotives in or around the building. Then at the conclusion of the convention the society held their annual banquet where Doyle was the keynote speaker and was later awarded the Guy L. Dunscomb Award.



SPH&TS Portland 2011



As many readers will already know, Guy Dunscomb wrote the definitive book on SP steam locomotives entitled “A Century of Southern Pacific Steam Locomotives” in 1967. His book has become the “must have” book for anyone interested in SP steam locos. Following his death, the SPH&TS board decided to establish an award to honor people who have made significant contributions to preserving the history of the Southern Pacific Railroad to be named in honor of Mr. Dunscomb. In the past, these awards have been made to authors, photographers and a film make.

As the SPH&TS Selection Committee began its deliberations for the 2011 award they realized that there was no one who had preserved a major piece of Southern Pacific history more directly than Portland’s Doyle McCormack for his work in preserving the SP’s most famous locomotive. In 1974 a Freedom Train survey group came to Portland in 1975 to examine the SP4449 as a possible locomotive to pull the Bicentennial’s American

Freedom Train. When the 4449 was selected as the primary locomotive for this honor, Doyle was selected to lead the restoration crew and he came to Portland in early 1975. Doyle took a leave of absence from his job as an engineer for the Norfolk and Western Railroad in Ohio. He then worked as the engineer and maintenance team leader while the Freedom Train made its tour around the US displaying many of America’s historic artifacts. Once the Bicentennial tour was completed, he brought the locomotive back to Portland and returned to his home in Ohio to resume his work with the N&W. But he soon found that the call of the Pacific Northwest and the 4449 was too strong and he obtained a position as an engineer with the SP in Portland in 1978. He worked for the SP until it was acquired by the UP, where he continued until his retirement a few years ago.

He continues to be the leading force behind the maintenance of the 4449 and is currently serving as president of the Oregon Rail Heritage Foundation. ORHF is responsible for leading the effort to find a new home for Portland’s three steam locomotives (SP #4449, SP&S #700 and OR&N #197). Construction began on that new home in December 2011.

GUY L. DUNSCOMB AWARDS

<u>Year</u>	<u>Name</u>	<u>Convention City</u>
2001	Don Olsen	Bakersfield
2002	Wilber Whittaker	Austin
2003	Richard Steinheimer	Sacramento
2004	Arnold Menke	Tempe
2005	Joe Strapac	San Diego
2006	John Signor	Oakland
2007	Joe Dale Morris	Houston
2008	Tom Dill	Bakersfield
2009	Ernie Towler	San Luis Obispo
2010	Dr. Robert Church	Sacramento
2011	Doyle McCormack	Portland

Doug Auburg has been a PNWC member since 1976 and was active in hosting the Southern Pacific Historical & Technical Society 2011 convention in Portland.

PNW SHORT LINES

by Arlen L. Sheldrake

Two new 13-car trainsets, manufactured by *Talgo*, will arrive in Seattle in June. They will undergo testing and employee familiarization trips and then will be available for revenue service in the Fall of 2012. The new trainsets offer seating for 280 passengers. *Amtrak* will furnish the motive power. The two trainsets were purchased by the Oregon Department of Transportation using federal ARRA funds. After these are put into service, there will be seven sets running in the Cascades corridor instead of five. Of the current five, Washington DOT owns three and Amtrak owns two. January 2012 *ODOT Fact Sheet*

Another one of the 70-some *Connect Oregon IV* applications is one from Benton County for \$2 million to purchase 18 miles of the Corvallis – Monroe “Bailey” branch from Union Pacific. Union Pacific is asking \$1.3 million for the branch line including rails, ties, trestles and right-of-way. If the county gets the *Connect Oregon IV* \$2 million grant, the balance will be used toward replacement ties and other repair work. The Surface Transportation Board approved the railroad’s request to permanently abandon the Bailey Branch but the federal agency also put a hold on plans to scrap the line when it approved an application from the county to negotiate its own deal with the Union Pacific. Board of Commissioners Chairwoman Linda Modrell, a longtime rail advocate, acknowledged that the grant is a very big long shot but that the county and the state have an interest in keeping the tracks from being torn up and sold for scrap even if there are no immediate plans to run freight trains on the line. 12/21/2011 *Corvallis Gazette-Times*

On January 10, the Portland to Lake Oswego streetcar project was shelved as a majority of the Lake Oswego City Council voted against the project. Community opposition was cited by Lake Oswego Councilor Bill Tierney, the city’s swing vote in favor of the project, as he announced that he had changed his mind. 01/11/2012 *The Oregonian*

A Facebook posting on the *Willamette Shore Trolley* says that they expect to open their 2012 season May 26-28 with runs between Powers Marine Park and Lake Oswego with a Portland Vintage Trolley (built by Gomaco Trolley Company, Ida Grove, Iowa, 1991-92). Sellwood Bridge construction prohibits running north of the park. The trolley did not operate in 2011.

The *Columbia Pacific Heritage Museum* in Ilwaco, Washington (115 SE Lake Street) has an 1889 Pullman-built narrow gauge wooden passenger coach N10, the *Nahcotta*. A recent paint analysis reported in their Autumn 2011 *Tidings* newsletter states that the original paint on the car was a dark chocolate color. These may be the only paint chips from a Pullman-built car of this era according to the California State Railroad Museum. The *Nahcotta* was in service on the Ilwaco Rail & Navigation Company (IR&N) from 1889-1930. The Museum is housed in the former IR&N Ilwaco freight depot. www.columbiapacificheritagemuseum.org. (PNWC member Tom Smith, a part-time resident of the Long Beach Peninsula, has agreed to write a *Trainmaster* article about this historic line.)

Effective January 1, *CF Rail Services* (www.cfrailservices.com), a wholly-owned subsidiary of Sasser Family Holdings, Inc., assumed the operations of the railcar repair facility located at 205 Douglas Street in Longview, Washington. As part of its partnership with *Patriot Rail Corp.*, CF Rail Services will assume this current railcar repair operation as well as assuming most of its current employees. www.prnewswire.com 01/12/2012

Patriot Rail Corp. owns the *Columbia & Cowlitz Railway* (CLC) and *Patriot Woods Railroad* that connect and operate as one railroad over a total of 37 track miles (and 7 locomotives) in southwest Washington. The CLC interchanges with the *Union Pacific* and *Burlington Northern Santa Fe* through the Longview Switching Company (jointly owned by the UP and BNSF) in Longview, Washington. The Patriot Woods Railroad interchanges directly with the CLC railroad. The CLC owns a locomotive repair facility on the Weyerhaeuser plant site in Longview – the facility has three tracks with an overhead crane. www.patriotrail.com

Good to see the 1986 movie *Tough Guys* getting air time in January on the Showtime channel. The movie stars Burt Lancaster, Kirk Douglas, Doyle McCormack and the 4449.

A January 20 Port of Portland press release announced that the first shipment of Ford vehicles bound for South Korea left port on the M/V Morning Caroline – a ship built like a massive, floating parking garage. This initial shipment marks the first of many at the Auto Warehousing Company (AWC) facility at Terminal 6, in the Rivergate Industrial District. Vehicle exports are welcome business for the Port and AWC, bringing new marine terminal activity and adding value for the backhaul across the Pacific. A recently signed free trade agreement with South Korea could help continue the trend. The Ford vehicles were delivered to Terminal 6 by *BNSF Railway*.

The Port has specialized primarily in imports since it opened Oregon's first auto terminal in the 1950s. Today, Portland facilities handle Hyundai, Honda and Toyota (and now Ford) vehicles. In 2011, 234,048 autos moved over Port of Portland docks. All Ford vehicles shipped to Korea from North America will be shipped through the Port of Portland.

On January 23, *Canadian Pacific Railway* signed a major 10-year potash export contract with Canpotex to haul the majority of the major potash exporter's shipments to a terminal in Vancouver, British Columbia. Under the agreement, CP, in conjunction with *Union Pacific*, will also ship all Canpotex potash loads to Portland, Oregon. CP said it has improved its north mainline and western corridor to better handle the potash loads originating from 10 Saskatchewan mines. CP President and CEO Fred Green said "We are now running potash trains up to 170 railcars in length, further improving service, capacity and efficiency." CN later the same day also announced that it had signed a 10-year agreement with Canpotex, also effective July 1, to haul a portion of Canpotex's export potash via its southern British Columbia line to CN-served Neptune Terminals in North Vancouver, B.C. CN and Canpotex also will continue work on the feasibility of a potential new potash export gateway terminal in Prince Rupert, B.C. Train design would call for distributed power locomotives pulling 170-car trains.

The Oregon State Historic Preservation Office (SHPO) has released several new features for the Oregon Historic Database that will aid government agencies, heritage organizations, and anyone interested in learning more about Oregon's over 56,000 recorded historic places. New features available at www.oregonheritage.org include:

- PDFs of nominations for properties listed in the National Register of Historic Places
- PDFs of inventory forms for nearly 30,000 properties surveyed since the late 1960s
- Links from property records to a GIS that graphically displays the location of the property
- Ability to view a statewide map that graphically displays properties in the database and select one or more properties at a time to view information

On January 25, the Port of St. Helens commissioners approved lease options for two coal terminals at Port Westward near Clatskanie, Oregon. Pacific Transloading LLC, a subsidiary of Australian coal company Ambre Energy, proposes to operate a barge unloading dock that would start exporting 3.5 million tons of coal to Asia and later expand to 8 million tons. The company would take coal via rail from the Powder River Basin in Wyoming and Montana to Port Morrow in Central Oregon, transload the coal to barges, then transfer the coal to ocean going vessels at Port Westward. Kinder Morgan is proposing to build a \$200 million coal export dock to ship about 15 million tons of coal annually to Asia. The coal would be delivered by unit trains to Port Westward. 01/26/2012 The Daily News

Also on January 25, the first contracts for Vancouver's Evergreen Line pre-construction work were awarded. Pre-construction work will include widening roads, relocating utilities, realigning track and removing vacant buildings. The project's total cost is estimated at C\$1.4 billion. Funding will be provided by the province of British Columbia, the Canadian government and TransLink, which will operate the line when it is completed in the summer of 2016. The line goes from Coquitlam to Vancouver via Port Moody and Burnaby. 01/26/2012 Progressive Railroading

The Port of Coos Bay (*Coos Bay Rail Link*) requested bids in January for supplying 50,300 tons of ballast. The bids were due February 14. The material specification: "Railroad ballast shall consist of crushed stone which comprises angular fragments resulting from crushing, by mechanical means, the following types of rocks quarried from undisturbed, consolidated deposits: granite and similar phanero-crystalline igneous rocks, extrusive igneous rocks, or massive metamorphic quartzite or similar rocks. No crushed gravel shall be allowed."

King Street Restoration, Phase IIB, is going to bid and includes: Building seismic upgrades and restoration of interior and exterior historic architectural details, including the waiting room's ornamental plaster work and completion of the distribution upgrades of the building's mechanical and electrical systems. Building access improvements include: reopening of the Jackson Plaza entrance and restoration of the grand staircase. Phase IIB completion is anticipated to be Spring 2013.

An interesting January 22 posting on Railway Preservation News (www.rypn.org) was titled "Missing Locomotives in Washington State." The poster asked about the location of two Henschel & Son (Kassel) 2-foot gauge, 0-4-0T, C/N 22612 (built 1935) and C/N 21835 (built 1934), that were said to have been transported to Leavenworth, Washington in the early 1990s. John Harbeck, Hesston Steam Museum in Indiana, reported that the locomotives were sold by them in 1999 to Robert & Bob Johnson of Leavenworth for a planned steam ride at their

ski resort. The ski resort hasn't happened yet. It was further reported that the locomotives are stored in a tunnel outside of Leavenworth. I would add that this site has some interesting and serious discussions worth viewing.

Eastern Idaho Railroad, a Watco Company, operates on 270 miles of former UP rail serving the agriculturally diverse areas of Idaho Falls and the Snake River from Buhl/Wendell to Minidoka, headquartered in Twin Falls. The EIRR carries a wide variety of products in its near 35,000 annual car load capacity. www.watcocompanies.com

The Port of Seattle handled a record 2.03 million 20-foot equivalent units (TEUs) in 2011, the second straight year that the port's container volume exceeded 2 million TEUs. The Port maintains four container terminals featuring 27 cranes and 11 container berths up to 50 deep, is served by *BNSF Railway Co.* and *Union Pacific Railroad*. 01/27/2012 *Progressive Railroading*

The United States Department of Agriculture's Agricultural Marketing Service generates a weekly publication from the Transportation and Marketing Programs/Transportation Services Division (www.ams.usda.gov/GTR). Lots of information that may be of interest, for instance, the 01/2/2012 tariff for moving a car of wheat in a shuttle train between Great Falls, Montana and Portland is \$3,239 plus \$326 fuel surcharge; or a car of corn from Sioux Falls, South Dakota to Tacoma is \$4,760 plus \$627 fuel surcharge. During the week ending January 14, U.S. railroads originated 21,220 carloads of grain, 1% higher than the 3-year average.

PNWC member and noted railroad historian Jerry Tanquist presented *Railroad Stories along the Deschutes River* on February 11 as part of the Original Courthouse Regional History Forum Series for 2012 in The Dalles.

The January 27 *TRAINS* News Wire reported: BNSF opens new car shop in Minot, North Dakota. The new \$30 million, 24,500 square-foot car shop at Gavin Yard has two 9,200-foot inspection tracks and is the base for BNSF's 40 Minot mechanical department employees. Minot averages 33 trains daily. Previously, car work had to be done outdoors.

RESTORING AN ALCO PA-1

Thanks to the video talents of PNWC member Roger Graeber, you now have the opportunity to own a 60-minute DVD of Doyle McCormack's presentation at the Cascade Rails 2011 NRHS convention in Tacoma. Doyle's presentation includes the entire history of the PA acquisition from Mexico and the extensive restoration work. The viewer learns why Doyle's PA is being restored as Nickel Plate Road #190. Also included on this video is Richard Hie's surprise award to Doyle.

All proceeds from sales of this DVD go to the Oregon Rail Heritage Foundation Capital Campaign to fund the new ORHF facility. Roger is providing these DVDs at no cost.

To order, send your \$25 check made out to ORHF to: ORHF, Attn: Arlen Sheldrake, PO Box 42443, Portland OR 97242. Please note on your check: PA DVD.

Pacific Northwest Chapter - Lending Library OPEN

March 17 (Saturday), 1 to 4 pm & every Monday 10 am to Noon
The Library will be open the Saturday following the membership meeting and every Monday.

Union Station Annex, 503 NW Irving
library@pnwc-nrhs.org 503-226-NRHS

MEETING SNACK SIGN-UPS

All months are available. This is one area where the Chapter really needs your help. To volunteer, please contact Keith at 503.516.9272 or email to: keithfleschner@msn.com.

FEBRUARY MINUTES

Pacific Northwest Chapter – National Railway Historical Society Membership Meeting – February 17, 2012

The February meeting was called to order by President Fleschner at 7:36.

One guest, Mike Hewlett, was in attendance.

The minutes of the January 2012 meeting were presented. Leonard Morgan made a motion to approve the minutes and Ken Vannice seconded. The membership approved the minutes.

George Hickok gave the Treasurers report and told the membership that all accounts balanced to the penny. He then gave the 2011 financial report. Ken Vannice moved to accept the report and Brian Ackler seconded. The membership voted to accept the report.

Keith Fleschner reported on the S-2 locomotive. He gave a short history of the project of restoration. He reported that the present bids from painting contractors are out of our league and members have been checking into doing the project ourselves except for the sandblasting of the lead paint.

President Fleschner announced two new members; Paul Jacobs and Howard Post. Welcome.

President Fleschner then reported a needed change to our policy and rules concerning choosing the color when repainting equipment. The present language needs to be clarified. Ron McCoy made the motion that, the Board shall seek advice from the membership on a color scheme when repainting equipment. Tom Steeves seconded the motion and the motion was carried.

The Chapter librarians were present with a display of civil war era railway books that are available to be borrowed.

Jean Hickok is managing the Chapter banquet which is to be held April 14 at the Stockpot Restaurant. She thanked Trent Stetz for his work on designing the information and registration form.

Jean Hickok provided a valentine themed cake to celebrate any birthdays or other special events in February.

The meeting was adjourned at 8:30.

The meeting snack time was provided by Lila Stephens, Brian Ackler and Ken Vannice. Thank you one again.

The evenings interesting and informative program was given by Diana Harris about her grandfather, a Civil War locomotive engineer. She also had books on the subject for sale.

Respectfully submitted, Jim Hokinson, Secretary.

NOTES FROM A MEETING

Keith Fleschner, President

So many Meetings so little time...

First, ORHF. Construction is well underway, all the piling have been driven and the floor will soon be poured.

Second, our own Chapter. Al Baker continues to do a great job of finding excellent speakers for the membership meetings. Last month was no exception. The presentation on Civil War railroading by Diana Harris was fascinating.

And finally, a one off. Bill Bain set up a one day Oregon Rail Conference at Antique Powerland. Bill knows just about everyone and a lot of folks showed up. There is a lot of work on railroad preservation going on. I went down with George and Jean Hickok. We also had Leonard Morgan, and Ed Berntsen representing the Chapter. My thanks to Bill for putting an informative day together.

HELP WANTED - ORHF is currently planning for its public opening late this summer. Docents (tour guides) will be needed. This is a great opportunity to share your love of railroads with a new generation. Details are still being developed but we'd like to start a list of people who might be interested. The Chapter is also looking for a coordinator to act as the contact with ORHF for this project.

CLEAN OUT YOUR CLOSETS - Our archive staff has discovered some holes in our collection of *Railfan and Railroad*. If you have any issues from 2000 to 2011 we'd like to have them to complete our collection. Please contact me if you have issues you'd like to donate.

PNWC – NRHS MISSION

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

HELP!

STEEL BRIDGE

Several members of our Chapter have volunteered to assemble a booklet to commemorate the July 2012, 100th anniversary of the Steel Bridge over the Willamette River in Portland.

The booklet will be about 50 pages in length, 8 1/2 x 11 format and will be a rather comprehensive history of this unique structure. It will also feature sections on the various rail companies that have used the bridge for freight, passenger, trolley and light-rail operations.

This is a major historical effort for the Chapter and will require the assistance of many organizations and individuals. While we have already located some of the following items, we are trying to make sure that no data is overlooked.

If you have:

- Photos of the trolleys on the bridge
- Photos of rail freight or passenger operations, particularly during the steam era
- Photos of the bridge during significant maritime events
- Photos of MAX on the bridge during the early years
- Maps of the trolley routes that used the bridge
- Maps of the bridge and railroad approaches
- Drawings of the bridge

Please contact Arlen Sheldrake or Bob Weaver at:
steelbridge@pnwc-nrhs.org

HELP!

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 Director	Edward M. Berntsen	253.383.2626

Chapter Directors-at-Large

Randy Rock	2010-2012	360.574.9083
Al Baker	2010-2012	503.645.9079
Ron McCoy	2012-2014	503.310.4811
Christopher Bowers	2012-2014	503.577.0063
Jean Hickok	2011-2013	503.649.5762
Trent Stetz	2011-2013	503.582.6406

Committee Chairs

Activities	Ron McCoy	503.310.4811
Archives	William Hyde	503.666.5530
Auditor	Bob McCoy	360.459.3251
Car Host	Karl Westcott	503.658.4943
Concessions	Al Hall	503.699.5042
Chapter Rep., Oregon Rail Heritage Foundation		
	Keith Fleschner	503.516.9272
Chapter Home	George Hickok	503.649.5762
Elections	Jim Loomis	503.253.3926
Excursions	Jim Long	503.313.7382
Flanger Restoration	Ron McCoy	503.310.4811
Library	Bob Weaver	503.654.4274
Meeting Programs	Al Baker	503.645.9079
Membership	Diana Mack	503.723.3345
Rolling Stock	George Hickok	503.649.5762
	Keith Fleschner	503.516.9272
Chief Mech. Officer	Peter Rodabaugh	503.771.8545
Car Rental Agt	Bob Jackson	503.231.4808
Safety Officer	Keith Fleschner	503.516.9272
S-2 Restoration	Mark Reynolds	503.638.7411
Webmaster	Jim Long	503.313.7382
	Mark Whitson	503.533.7005

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Attn: *The Trainmaster* Editor
PNWC-NRHS, Union Station, 800 NW 6th Ave Rm 1
Portland OR 97209-3794
Voice: 503.226.6747 Fax: 503.230.0572
Chapter email: pnwc@pnwc-nrhs.org
The Trainmaster email: trainmaster@pnwc-nrhs.org

Website: <http://www.pnwc-nrhs.org>

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Editor	Steve Hauff	360.457.8653
Circulation	George Hickok	503.649.5762
Mailing/Distribution	Jean Hickok	503.649.5762
	George Hickok	503.649.5762
TM Liaison	Arlen Sheldrake	503.223.7006

PACIFIC NORTHWEST CHAPTER TIMETABLE #596

Board of Director's meetings: March 8 & April 12, Thursdays, 9320 SW Barbur Blvd Suite 200, 7:30 pm
(Note address for Board meetings; follow instructions posted on the door for entry.)

Membership Meetings: St. Mark's Lutheran Church, 5415 SE Powell Blvd. 7:30 pm:

March 16: Video: *Southern Pacific Vintage West*, 1950-1978, lots of cab forwards, Daylights, steam & diesels.

April 14: Banquet: Stockpot Broiler Restaurant, Beaverton – Program including: 25-year pin presentations, Jack Holst Award winner presentation, Sharon Wood Wortman - Bridge Stories; Stockpot Broiler Restaurant, Beaverton – see insert to sign up.

April 20: *Sumpter Valley Logging Trains*, Alfred Mullett, co-author of the Arcadia book *Sumpter Valley Railway*.

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

NOTABLE NON-CHAPTER EVENTS:

Mar. 10, *34th Winterail*, Railroadiana Show & Sale, Stockton, California, www.winterail.com
April 6, *The Other Washington*, T.O. Repp, White River Valley Museum, Auburn, Washington, www.wrvmuseum.org
May 12, *Amtrak's National Train Day*, www.nationaltrainday.com
May 13, *Mother's Day Brunch Train*, Oregon Coast Scenic Railroad. www.ocsr.net
May 19, *GorgeRail 2012*, Columbia Gorge Discovery Center, The Dalles, Oregon, www.gorgerail.com
May 26, *Memorial Weekend Dinner Train*, Oregon Coast Scenic Railroad, www.ocsr.net
May 26-28, *Willamette Shore Trolley* resumes operation, www.oerhs.org/wst
June, *Locomotives 700, 4449, 197* move into new enginehouse near OMSI, www.orhf.org
June 2-3 & 9-10, *Day Out With Thomas*, West Coast Railway Heritage Park, Squamish, British Columbia, www.wcra.org
June 16, *Father's Day Dinner Train*, Oregon Coast Scenic Railroad, www.ocsr.net
June 28-July 1, *Milwaukee Road Historical Association Convention*, Moscow, Idaho, www.mrha.com
July 6, *Union Pacific 150th Display Train* (E-9 power) in Pocatello, Idaho, www.up150.com
July 7-11, *Great Northern Railway Historical Society Convention*, Klamath Falls, Oregon, www.gnrhs.org
July 8, *Union Pacific 150th Display Train* (E-9 power) in Boise, Idaho, www.up150.com
July 11, *Union Pacific 150th Display Train* (E-9 power) in Spokane, Washington, www.up150.com
July 14, *Union Pacific 150th Display Train* (E-9 power) in Portland, Oregon, www.up150.com
July 14, *First July Dinner Train*, Oregon Coast Scenic Railroad, www.ocsr.net
July 14-15, *Clamshell Railroad Day Festival*, Ilwaco, Washington, www.columbiapacificheritagemuseum.org
July 18-21, *Northern Pacific Railway Historical Association Convention*, Butte, Montana, www.nprha.org
July 21, (1912), *100th Anniversary* of Portland's unique double-lift Steel Bridge opened to rail traffic
July 28, *Second July Dinner Train*, Oregon Coast Scenic Railroad, www.ocsr.net
July 28-29, *Great Oregon Steam-Up*, Antique Powerland Museum, Brooks, Oregon, www.antiquepowerland.com
Aug. 1-4, *Union Pacific Historical Society Convention*, North Platte, Nebraska, www.uphs.org
Aug. 4-5, *Great Oregon Steam-Up*, Antique Powerland Museum, Brooks, Oregon, www.antiquepowerland.com
Aug. 4-5, *Nampa Depotfest*, Nampa, Idaho, www.canyoncountyhistory.com
Aug. 9-11, *SP&S Railway Historical Society Convention*, Vancouver, Washington, www.spsps.org
Aug. 17-19, *Snoqualmie Railroad Days*, Northwest Railway Museum, Snoqualmie, Washington, www.trainmuseum.org
Aug. 18, *August Dinner Train*, Oregon Coast Scenic Railroad, www.ocsr.net
Sept. 1, *Labor Day Dinner Train*, Oregon Coast Scenic Railroad, www.ocsr.net
Sept. 12-15, *32nd Narrow Gauge Convention*, Bellevue Washington, www.seattle2012.com
Sept. 15, *September Dinner Train*, Oregon Coast Scenic Railroad, www.ocsr.net
Sept., *Portland Streetcar Loop* opens to OMSI & ORHF Enginehouse, www.portlandstreetcar.org
Oct. 11-14, *Southern Pacific Historical & Technical Society Annual Convention*, Ventura, California, www.sphts.org
Oct. 13, *October Dinner Train*, Oregon Coast Scenic Railroad, www.ocsr.net
Oct. 27, *10th Autumn Leaf Slide Show*, Fox Theater, Centralia, Washington, www.autumnleafslideshow.blogspot.com
Dec. 1, *December Dinner Train*, Oregon Coast Scenic Railroad, www.ocsr.net
Dec. 1-2 & 8-9, *Polar Express*, West Coast Railway Heritage Park, Squamish, British Columbia, www.wcra.org
June 1, 2013, *SP 4449* 15-year renewal required
Sept. 2015, *Portland-Milwaukie Light Rail* opens with an OMSI/ORHF station