

The **Trainmaster**

May 2016

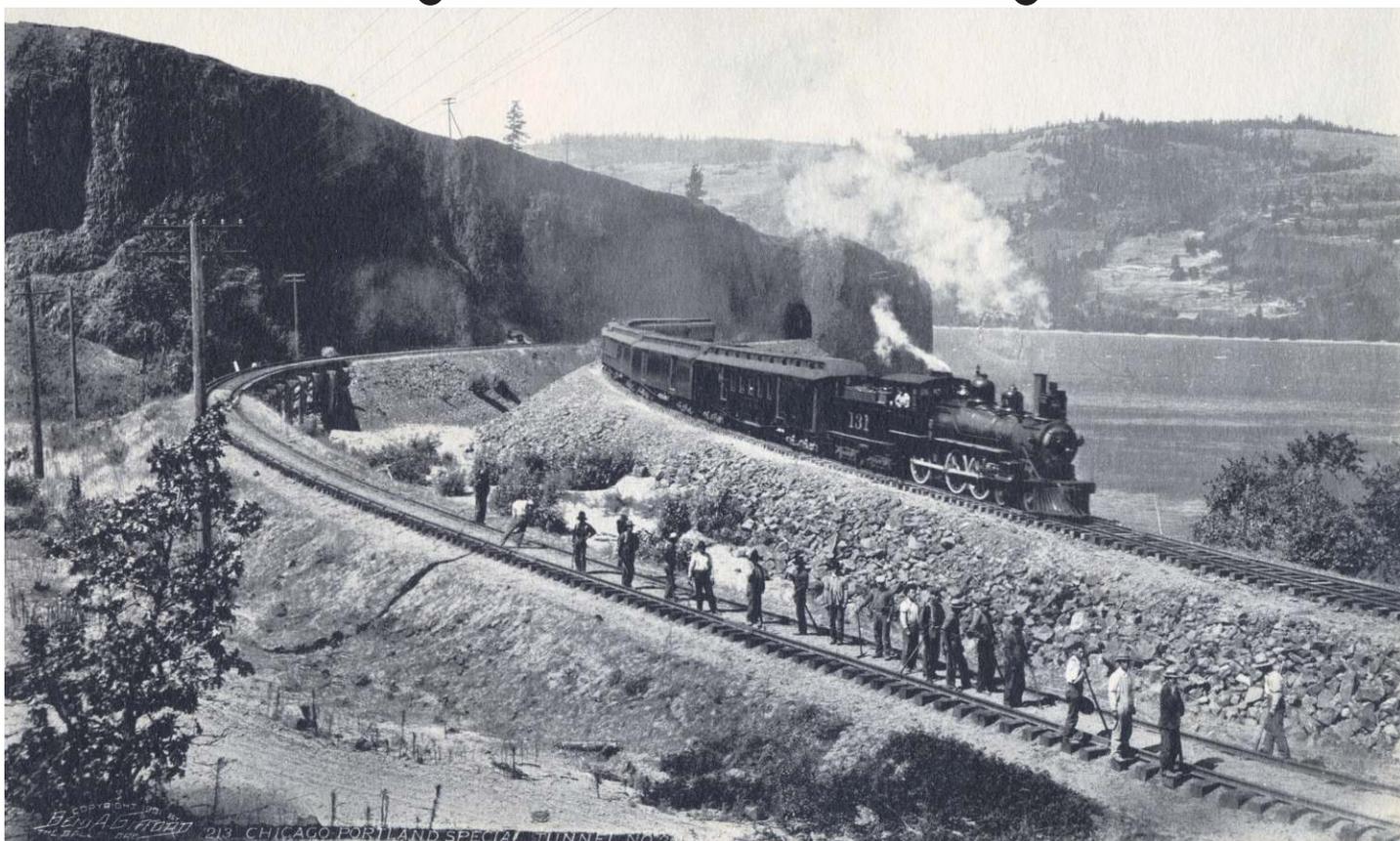
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The Chicago-Portland Special at Tunnel No. 2 of the Oregon Railroad & Navigation Co.



This picture is from the History Museum of Hood River County and provided by Arthur Babitz, archivist who helps maintain the Historic Hood River photo blog. This photo was posted on the Historic Hood River blog on Feb 5th 2016 and can be found on their web site: historichoodriver.com. It comes from the 18-image book "Snap Shots On The Columbia", copyrighted 1902 by Benj. A. Gifford, The Dalles, Oregon. The following caption accompanied the photograph:

"The endless wonder of this incomparable Journey is its sudden changes, as if the supernatural scene-shifters were kept employed in removing old scenes and bringing forward new and unexpected ones for the next act."

This tunnel still exists although no longer used by the Union Pacific according to Kenn Lantz. It is just east of the community of Mosier.

The Oregon Railroad & Navigation Co. (OR&N) No. 131 locomotive was built in October 1889 by New York Locomotive Works, sometimes known as the Rome Locomotive Works, a 19th century builder of steam locomotive engines located at Rome, New York. The builder number is 508, it was vacated in 1925. The New York Locomotive Works manufactured 695 locomotives between 1882 and 1911. (Wikipedia & UtahRails.net)

[Thanks to Bob Slover for helping to get the history of OR&N No. 131, the History Museum of Hood River County and Arthur Babitz.]

Some Oregon History.....Butte Falls, Oregon

by Arlen L. Sheldrake

Butte Falls, a community of slightly over 400 people, is the smallest incorporated city in Jackson County. Located on the densely forested Big Butte Plateau in the Cascade Range in southern Oregon, the town's name comes from nearby Butte Falls, a ten-foot-high basalt ledge across Big Butte Creek.

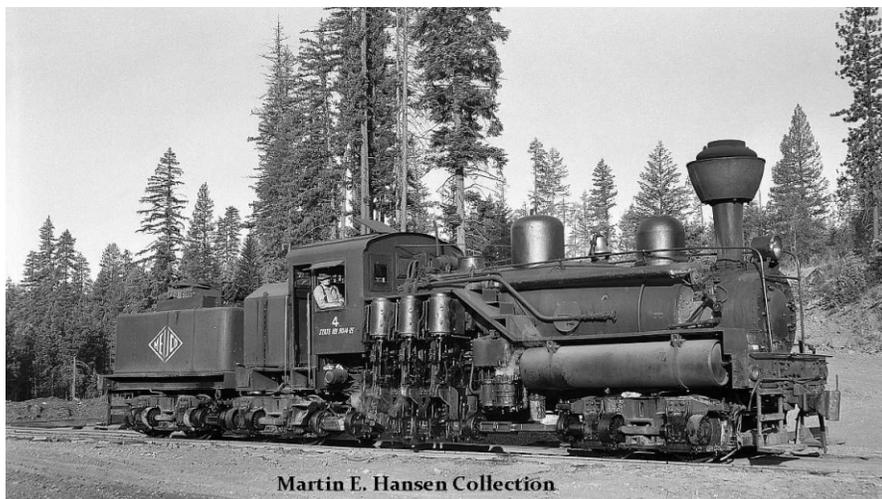
By the early 1890s, a post office named Big Butte served the plateau's ranchers. In 1906, the Butte Falls Sugar Pine Company built a sawmill at the falls and platted a town site on the flat immediately above Big Butte's canyon; a larger mill soon followed.

The tiny community of loggers and millhands grew dramatically after 1910, when the Pacific & Eastern Railroad (P&ERR) arrived from the main rail line in Medford. The boom included a modern schoolhouse, a hotel, and the Pine Belt Bank. The P&ERR- rumored to have the backing of railroadman James J. Hill – never extended beyond the town. It did, however, provide access to extensive stands of pine and fir on the plateau, both on national forest and private land. After 1918, logging-railroad spurs penetrated the woods east of Butte Falls. In the mid-1920s, the Wisconsin-based Owen-Oregon Lumber Company, after acquiring thousands of acres of timberland, purchased the railroad and built a large modern lumber mill in Medford.

Although Butte Falls was not a company town, its fortunes were linked closely with those of Owen-Oregon and later its successor, Medford Corporation (Medco), during the Depression. Owen-Oregon/Medco railroad-logging camps housed town residents during the booms of the 1920s and the 1940s and 1950s. A U.S. Forest Service ranger station established in the 1930s employed many others.

With the postwar truck-logging boom, Medco ended its railroad operations by the early 1960s, relying instead on gypco (independent) logging crews and truckers. Still, the vitality of Butte Falls – which was proud of its championship high school basketball teams, the Loggers – remained closely tied to Medco's policy of sustained-yield harvest of its timberlands. By the 1970s, Medco had become a vertically integrated wood-products company and one of the 1,000-largest corporations in the nation.

Steady paychecks for some Butte Falls residents began to come to an end after financier Harold Simmons acquired Medco in a hostile takeover during the 1980s. The Dallas, Texas, millionaire had a history of gaining control of companies, busting the unions, and liquidating assets at a hefty profit. Simmons, following the “cut-and-run” model of forestry, harvested virtually all of Medco's commercial-sized timber surrounding Butte Falls and then sold off the lands and mills. As a result of that policy, and with increased restrictions on federal timberlands, logging jobs became scarce. Shortly thereafter, the Forest Service consolidated the Butte Falls Ranger District with a neighboring unit, and the town was left with fewer government employees. The town's average per capita income declined substantially, until by 2000 it was \$11,500. (By then, billionaire Harold Simmons, the “corporate raider” whose actions led to the loss of valuable



Martin E. Hansen Collection

Medco No. 4 in 1957 (Martin E. Hansen Collection)

milling and future forest operations, had gained national attention by bankrolling the “Swiftboating” campaign against Democratic presidential candidate John Kerry in 2004.)

Various ideas to rejuvenate the town's economy have been proposed; including selling bottled “mountain spring water” from a nearby spring and a sightseeing railroad train to be pulled by a restored Medco locomotive. The town's traditional “old-fashioned Fourth of July celebration,” in which the parade's participants circle through town twice, brings visitors, as does hunting season.

The star attraction of the Southern Oregon Railway Historical Society (www.soc-nrhs.org) is Medco No. 4, a three truck Willamette geared locomotive. This engine is often confused with a Lima Shay as they are outwardly similar; however, Number 4 was built by the Willamette Iron and Steel Works of Portland, Oregon. It is number 18 of only 33 such locomotives built by Willamette and was delivered new in February 1925 to Owen-Oregon Lumber Company, a forerunner of the Medford Corporation.

This locomotive hauled logs out of the woods above Butte Falls until 1962 when the railroad logging operations of Medco were taken over by truck. No. 4 was then donated to the City of Medford for display in Jackson Park. In 1986 it was moved to



Medco No. 4 (Martin E. Hansen Collection)



Medco No. 4 (Martin E. Hansen Collection)

the Medford Railroad Park and just recently, title was transferred to the Society. Unfortunately, much of the easily removable hardware and “jewelry” was removed from the engine since its retirement and it looks just a bit incomplete. However, all of the major parts are intact and work is underway to restore No. 4 to operating condition for use on a proposed excursion railroad above Butte Falls.

[This information provided by the Oregon Encyclopedia and the Southern Oregon Railway Historical Society by Arlen L. Sheldrake.]

Livingston's Grain Elevator Avoids Demolition

Livingston's Teslow grain elevator, which had been slated for demolition, will continue to stand after a grassroots preservation group presented a plan to save the building at a last-minute meeting February 15th.

The group, *Save the Teslow*, reached a tentative agreement with the current owner and local real estate developer Chris Salacinski, who took possession of the building in January. The grain elevator's owner has agreed to sell, the funding is in place to acquire the building, and demolition is halted. There are logistical issues that need to be solved, but the grain elevator is going to be saved. Montana Rail Link owns the land the elevator sits on, and the new owners will need to secure a new lease. *Independent Record newspaper 2/16/2016.*

SP&S No. 700 steams past the Teslow elevator in Livingston, Montana eastbound to Billings, Montana on October 14, 2002, photo taken and copyright by J.P. Bell Photography. J.P. Bell Photography has photographs from the Ozark Mountains, American West, and beyond. Galleries are available to make it easy for visitors to obtain exhibition prints from a wide range of subject matter. The photographs are printed on archival acid free paper. J.P. Bell also grants licensure of images on this website for use in brochures, annual reports, and other special applications. www.jpbellphotography.com. This photograph is used with the kind permission from J.P. Bell for publication in this and only this *Trainmaster* newsletter.



SP&S 700 Steams past Teslow Elevator in Livingston, Montana



President's Dispatch

by Keith Fleschner



I've spoken before about my belief that we need to reduce our Chapter's rolling stock. I won't go into the reasons again here, but I'm always available to talk Chapter! I want to let folks know that we're about to take the first step in the process. We're working on retaining an outside expert to evaluate most of our rolling stock (the equipment at Antique Powerland in Brooks, including the Alco S-2, Flanger and Jordan Spreader, excepted) It is my hope that this will provide an objective view of what we have, and help clarify the options going forward. This will be an open process. We will provide notice before any major step is taken. As always your input is appreciated and valued.

Keith F.

Help Wanted: Looking for a member to do regular visits to our stored rolling stock, in the Beaverton and Tigard area. The visits would make sure the equipment is still secure, and monitor issues like graffiti. If you interested please contact Keith.

IT SEEMED LIKE A GOOD IDEA AT THE TIME

By John Bromley

Back in 2001, we originated the U.S. flag scheme on Union Pacific Road locomotives. The company wanted to do something to show patriotism following the 9/11 terrorist attacks that cost more than 3,000 lives.

Several ideas were kicked around, most of them variations of red, white and blue that reminded of the various bicentennial schemes used on railroads back in 1976. Finally a flag was suggested. It had to be larger than all the usual flag signs seen everywhere to really make a statement. Our public relations contractor, Bailey Lauerman, came up with the idea.

We checked the flag code for display standards, and gave it the green light. I went to the EMD plant in Ontario, Canada with my boss, Bob Turner, Mike Iden and Greg Pietruszynski from mechanical and Marty Amsler from Bailey Lauerman to do the first unit, a new SD70M, the 4526. Judging from the reaction by the EMD shop workers at the plant who watched the decals go on, we had a hit.

We came home, satisfied and looked forward to going public. There were two more units done to follow, the 4527 and the 4528. Those three turned out to be unique in that we modified the flag as the three prototypes used a "clip art" flag which would have been too expensive to buy for the entire fleet. Marty used the flag he flew at his house in Lincoln, Nebraska draping it over a screen mold much like model railroaders use to build to make hills, to simulate a rippling flag. That is what you see today.

I held a news conference behind the former Omaha Union Station to show off the third of the prototypes, the 4528. (see photo above) Ed Schopperth, aka "papiro", caught me at work and took this photo.

The rest is history.

[This article originated as a *Trainorders.com* posting on April 18, 2016. John graciously approved reprinting it here in *The Trainmaster*. John was Director of Public Affairs for Union Pacific Railroad and retired in 2011.]





PNW RAIL NEWS

by Arlen L. Sheldrake



The Washington State Department of Transportation is pleased to announce it has finalized a possession and use agreement with the owner of Freighthouse Square. This allows construction of the new Amtrak Cascades station to move forward while the courts settle on a fair purchase amount, as part of the eminent domain process. The station construction project will be advertised for bid on April 4, with work beginning in June. The new station will open in 2017. **WSDOT News Release 3/24/2016.**



The first two metro cars for the driverless light rail HART system arrived in Honolulu on March 24th from Hitachi Rail Italy's factory in Pittsburg, California. The bodies were assembled in Reggio Calabria in Italy, before the cars were fitted out in Pittsburg. Shipping was coordinated by Baggio, with Pasha Hawaii Transport Lines providing sea transport from California to Hawaii. **Railway Gazette 3/29/2016.**



Alstom and Canadian customer Rocky Mountaineer celebrated on March 18th the delivery of the third rebuilt luxury rail car at Alstom's Mare Island facility in California. Alstom has already modernized and delivered two cars and will soon deliver a fourth. In 2016, Rocky Mountaineer confirmed that Alstom would rebuild two additional cars for its Silver Leaf Service fleet, bringing the total number of rebuilt cars, after project completion, to six. The newly rebuilt cars also have new HVAC systems to increase passenger comfort, as well as new flat and curved windows that provide a 167% larger viewing area than before. **Alstom press release 3/21/2016.**



ROCKY MOUNTAINEER

The Winter 2016 issue of the Northwest's Own Railway, the official publication of the Spokane, Portland & Seattle Railway Historical Society has a 16-page article **From Cows to Chemicals, The Peninsula Terminal Company**. The text is accompanied by many excellent photos. The issue can be purchased by non-members: www.spsrhs.org.



Some major work is scheduled for TriMet's MAX system in the next few months as parts of the light rail system approach their 30th year in use.

- 1st Avenue MAX, May 8-21; a \$2.1 million project: Crews will replace switches – sections of track that allow trains to move from one set of tracks to another – on 1st Avenue near SW Morrison near NW Couch. They'll replace wooden ties and other elements under and next to those tracks with updated, longer-lasting materials. At the same time, crews will replace rail in the Skidmore Fountain area. Service disruptions will be significant including reduced frequency. The Blue and Red Line trains will be detoured off 1st Avenue and run on the Transit Mall along 5th and 6th avenues. Green Line trains will run only between Rose Quarter Transit Center and Clackamas Town Center. Yellow and Orange lines will run their regular route. Yellow, Orange, Blue and Red line trains will all share the downtown transit mall, but each line will run fewer trains than usual.
- Rose Quarter Transit Center Improvements, August 21-September 3: Replace switches as well as realigning the tracks just east of the transit center, which will require moving poles that hold up the overhead power wire and replacing the signal system, among other work.



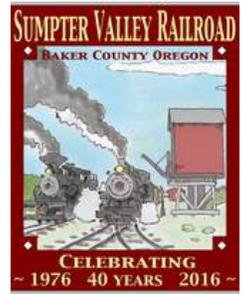
TriMet press release 4/4/2016.

Cummins announced on April 4th that it had received the Tier 4 certification for its QSK95 diesel engine from the Environmental Protection Agency, making it the first single prime power engine certified by EPA as meeting the Tier 4 emissions standards for use on locomotives. According to Cummins, the 3,281 kW QSK95 has the highest output of any 16-cylinder high-speed diesel engine. It combines the supplier's latest-generation modular common rail fuel system with quad-turbocharging, offering a high level of responsiveness and reduced noise in a smaller footprint than the medium-speed diesel engines traditionally used to power locomotives.



Integrated selective catalytic reduction after-treatment is used to meet the Tier 4 exhaust emissions requirements. The QSK95 engines are being installed in the new Charger passenger locomotives. **Cummins News Release 4/5/2016.**

Congratulations to our friends at the Sumpter Valley Railroad on 40 years of service to the community and rail history preservation. Their 2016 season begins with "Train Robberies" trips on June 4 & 5 with other trips throughout the summer. The annual Photographer's Weekend is October 15-16.



2016 is the **last year** for the North Pend Oreille Valley Lion's Excursion train. The part of the rail line used for the excursions won't be maintained by its owner, the Port of Pend Oreille. The Lion's Club train ride began in 1981, carrying 60 passengers. Now more than 10,000 people ride the train each fall from Ione to Metaline Falls (NE Washington). For information or to book tickets for the last season, visit www.lionstrainraides.com. **The Spokesman-Review 4/8/2016.**



On April 8, passenger rail returned to Vancouver Island in the form of a classic locomotive pulling four heritage cars on a series of sold out tours in the Nanaimo area. Celebrating the 130th birthday of Island rail, organizers had hoped the event would make a bold statement that its future is very much alive. Instead, recent events have threatened to turn it into a funeral procession. After five years of hard lobbying to obtain the support and co-operation of a variety of federal, provincial and business authorities to oversee a C\$20.9 million track restoration, the project seems on the brink of crumbling from within.



- In late December, the Nanaimo-area Snaw-Naw-As band – one of the 11 First Nations that originally partnered with five regional districts as the Island Corridor Foundation to purchase the line in 2003 – launched a lawsuit asking for the return of their portion of railway land (10.5 acres) because no trains were running.
- Earlier this month, the Capital Regional District requested a formal financial and governance review of the ICF through the Association of Vancouver Island and Coastal Communities due to what it considered substandard management.
- And what may have been the last spike came Tuesday night when the Regional District of Nanaimo decided it was pulling the nearly C\$1 million it had promised for the restoration project.

Alberni Valley News 3/29/2016.

Piggybacking on the success of the Upriver Container Barge-Rail Shuttle program, Northwest Container Service announced they would increase rail service from twice a month to weekly starting in April. The improvement will benefit shippers in Central and Eastern Oregon. The Barge-Rail Shuttle Service starts in Lewiston, Idaho with containers loaded with agricultural goods. These containers are barged every other week to the Port of Morrow and then loaded onto trains bound for Portland and continuing through to Puget Sound marine terminals. That activity in Boardman during the past five months has attracted other shippers and Central and Eastern Oregon to take advantage of growing rail operations. The increase in rail capacity required coordination between the Port of Portland, Northwest Containers Service and commitments from key shippers to make the service viable. **Port of Portland News release 4/6/2016.**



Train traffic came to a halt in Ballard on Monday April 11th morning as the Burlington Northern Santa Fe Railroad worked to clear out a homeless encampment. Some of the debris stood 20 feet tall along the railroad underneath the NW 57th Street Bridge. Garbage has been piling up for two years, according to BNSF. Monday's cleanup in Ballard cost the railroad \$15,000. BNSF police officers used dogs to sniff out hazards as bio technicians worked to ensure crews stayed safe. BNSF has spent roughly a quarter of a million dollars over the past three years removing camps from Kent, through Seattle, and up to Everett. The problems are only getting worse. **KING news 4/11/2016.**



Light rail service to Snohomish County took a big step forward April 11th as Sound Transit moved ahead with a final design contract for the 8.5 mile rail extension. Sound Transit issued a formal notice to proceed on the \$73.7 million final design contract with the HNTB Jacobs Trusted Design Partners joint venture. Today's step follows news in February that the project received approval from the Federal Transit Administration to move into final engineering work and is in line for up to a \$1.2 billion grant through the FTA New Starts program. The line will extend north from the Northgate Link extension that is currently under construction and is scheduled to open in 2021. **Sound Transit news release 4/11/2016.**

The following report was posted on NP Telltale Yahoo newsgroup – 5:03pm PDT April 16, 2016:

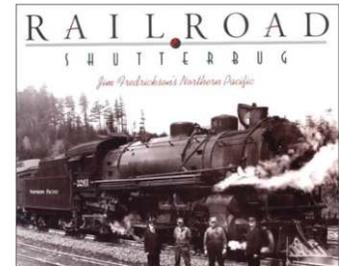
◆◆◆◆◆◆ **Jim Fredrickson, RIP** ◆◆◆◆◆◆

James M. Fredrickson, well known Northern Pacific and Burlington Northern telegrapher, train dispatcher, transportation supervisor, photographer and author, passed away peacefully Friday evening April 15, 2016, at a care center near his longtime home in Tacoma, Washington. Jim was a treasured husband, father, grandfather, Scout Leader, friend and mentor to many. He was 89, born December 19, 1926. A life-long railroader and rail historian, Jim was proud of being “delivered” the same month as the first six of his favorite NP steam locomotives, NP Class “A” prototype 4-8-4 Northern, 2600, '02, '04, '06, '08, and 2610, many of which were assigned to NP's Tacoma Division. A memorial service for Jim is being planned for a date to be announced, about two or three weeks hence. As many of Jim's NP telegrams would say, “Details to follow.”

Memorial Service: Tacoma Union Station (1713 Pacific Avenue), Friday May 13th, 3pm.

Contributions in Jim's memory may be made to:

Northern Pacific Railway Historical Association
c/o Pacific Northwest Railroad Archive
423 SW 153rd Street
Burien WA 98166-2214



(Thanks to Ed Berntsen for sharing this sad information.)

Patience is wearing thin as Port of Columbia officials wait for an agreement to be signed that would allow railroad operations to resume between Dayton and Walla Walla. The agreement that is hanging is between Frontier Rail and Watco to allow Frontier to run on the Union Pacific owned line between Wallula and Walla Walla. UP still owns that section of the line and has a contract with Watco. The Washington State Department of Transportation has granted \$300,000 in 2015 to rehabilitate the line but operations need to go to Walla Walla. The Port and Frontier have agreed to terms in principle for taking over operation of this section of the Palouse River & Coulee City Railroad. **Union-Bulletin 4/14/2016.**



Beginning the weekend of April 16th the Westside Express Service (WES) will be operating out-of-service trains between Beaverton and Wilsonville to begin testing of a positive train control (PTC) system that will ensure safer operations. Since WES opened in 2009, TriMet has used similar rail-safety technology – called automatic train control system – that prevents collisions with other trains. More PTC testing will occur most weekends this spring and is expected to conclude by the end of June. (WES is a commuter rail service operating Monday through Friday during morning and afternoon hours.) **TriMet News 4/14/2016.**



The tunnel boring machine (TBM) mining the tunnel that will serve northbound light rail trains to Northgate beginning in 2021 holed through the wall of its retrieval shaft at the University of Washington light rail station on March 30th, completing one of two 3.5-mile tunnels for the Northgate Link Extension. This boring completed the fifth of six tunnel segments being mined by JCM Northlink LLC, Sound Transit's tunneling contractor for the North Link light rail extension. **Sound Transit news release 3/30/2016.**

A Draft Sound Transit 3 Plan (ST3) released March 24th would deliver a steady succession of major light rail and other regional transit investments over the coming 25 years. It would complete the long-envisioned regional transit spine to Everett, Tacoma and downtown Redmond, while also adding new lines to the system reaching West Seattle, South Lake Union, Ballard and a new Eastside line linking downtown Bellevue, Eastgate and Issaquah. The Plan would add 58 miles of light rail and 39 stations, ST3 would establish a truly regional 108-mile system that connects cities from Everett to Tacoma and from Seattle to Issaquah, providing 525,000 people congestion-free service each day. **Sound Transit news release 3/25/2016.**



Hood River businessman Andy von Flotow recently approached the Chicago owner of the Mount Hood Railroad about a possible purchase but von Flotow decided not to pursue the deal. Iowa Pacific Holdings owns Permian Basin Railways, Inc. which has owned the Mt. Hood Railroad since 2008. Private creditors in Hood River county have also been approached about a deal but no details were available. The suggestion of an imminent deal surfaced in new corporate filings with the state of Oregon last month. Three new business entities were registered: Hood River Depot, Hood River Rail Operations, and Hood River Railroad. The articles of incorporation filed with the state listed the principal place of business for the businesses as the



residence of von Flotow. Von Flotow is a founding partner in unmanned aircraft companies Insitu. In recent years he has channeled earnings from those booming aerospace ventures into several Hood River real estate purchases including the former Dee Mill property. **Hood River Biz Buzz 4/15/2016.**

Since March, Mt. Hood Railroad has been storing at least 150 tank cars between Dee and Parkdale in the Hood River Valley. Ron Kaufman, railroad general manager, says summer excursion trips will stop in Odell instead of Parkdale this summer. **HR News 4/16/2016.**

This year, 13 Garden Railways in the greater Portland area will be open for visitation from 10am to 5pm on Saturday, June 18th. The admission fee of \$10.00 per family, all ages, purchases a self-guided tour booklet with photos, a description of each garden layout, handicap access information, maps to get there, and admission to all 13 featured railroads. Visit the Rose City Garden Railway Society website at www.rcgrs.com or call 503-720-9009 for more information.



In working up the article, “*It Seemed Like a Good Idea at the Time*” with author John Bromley, retired Union Pacific Director of Public Affairs, I sent him a copy of the April Trainmaster so he could see the publication I was proposing to publish his article in. John's response: “The newsletter looks great. I am impressed by the amount of news packed in its pages. You folks are doing a job to be proud of.” [Editor's Note: See Article on Page 4]

The Port of Vancouver USA Board of Commissioners on April 15th unanimously approved an amendment to the port's lease with Vancouver Energy, the proposed oil transfer facility at the port. The amendment extends the Conditions Precedent Outside Date (CPOD) to March 31, 2017, with automatic three-month extensions after that date unless either party provides written notice of termination. The CPOD is the date by which both parties must be satisfied that conditions such as permits to operate and environmental baseline work are met. If either party is not satisfied that these conditions are met on or before March 31, 2017, the lease can be terminated. If no action is taken, the lease continues for another three months. The amendment also:



- Increases the Contingency Period fee from \$50,000 to \$100,000 per month, starting May 1, 2016.
- Eliminates the opportunity for Vancouver Energy to operate a second petroleum-by-rail facility at the port.
- Provides Vancouver Energy 30 months to resolve any appeals if licenses, permits or approvals are granted and appealed.
- Allows the port to use the premise during the extended contingency period.
- Stipulates that oil moved through the facility must be “pipeline grade” and destined for domestic ports.

Vancouver Energy is moving through the robust Washington State Energy Site Evaluation Council process. They began reviewing the project in August 2013. A recommendation to Gov. Jay Inslee, who makes the final decision on the project, is expected late this year or early next year. **Port of Vancouver USA News Release 4/15/2016.**

Butte County (South Dakota) Commissioners will grant \$47,000 to the Butte County Railroad Authority for startup operating expenses as the authority gears up to market and operate the new rail transload facilities at the Belle Fourche Industrial Rail Park. The rail authority has been formed in expectation of operating the rail facilities. **Butte County Post 4/19/2016.**

The Panama Canal revolutionized global trade when it opened more than a century ago. Now, the agency charged with operating and managing the canal is close to finishing a \$5.25 billion project to add a third set of locks, which will accommodate larger ships. The expansion began in 2007 and will be officially inaugurated at the end of June. Currently, only ships with a carrying capacity of up to 5,000 20-foot equivalent units (TEUs) can traverse the canal. The expansion will allow for the passage of so-called “post-Panamax” megaships, which can carry 13,000 TEUs. This could mean a significant uptick in Asian containerized traffic heading to ports on the U.S. East and Gulf coasts, some observers say. **Progressive Railroading 4/2016.** [I always enjoyed the Panama Canal Railway Company touting that they were the first transcontinental railroad...a “bit” shorter than the one up north but still the first.]



The Cowichan Valley Historical Society would like to undertake a substantial upgrade of the Duncan Station by improving the entrance and reception area. The station has been home to the museum for many years. The Island Corridor Foundation will work with the historical society and the City of Duncan, British Columbia to draft a long term lease. The lease will allow the society to engage in a fundraising effort for the renovations. **Island Corridor Foundation Board Meeting notes 3/2016.**



Railway Education Center construction begins at the Northwest Railway Museum. Excavators and dump trucks have descended on the Railway History Center campus to begin construction of this almost \$3 million project (includes sales tax, design costs, permit fees and a new parking lot), with a plan to complete the work in fall 2016. This third phase in the campus development will allow expanded public access by providing new restrooms for visitors, a classroom for school groups, an expanded visitor parking lot, an environmentally-controlled library and archives collection preservation vault, a library research room, a collection lab for processing artifacts and materials, and office space for staff collaboration.

**NORTHWEST
RAILWAY MUSEUM**

Northwest Railway Museum letter 31 March 2016.

The new station for the Washington Park & Zoo Railway will open Memorial Day weekend. Guests will appreciate cover from the platform canopy while they wait for trains. New exits, gates and queuing areas will make boarding and deboarding more efficient. [No word yet on when the line to Washington Park will be rehabilitated.] **ZooTracks Spring 2016.**



The Wasco Railroad and City History Center, located in the historic 1898 Columbia Southern Railroad passenger and freight station, will open for the season Memorial Day weekend. The www.wascooregon.com web site reports that the Museum is open Fridays and Saturdays, 1pm to 4pm, from April 15 to October 15. A road trip April 22nd found a note on the door stating a Memorial Day opening; the web site is being corrected. Another road trip is being planned with a stop again trackside at the Baldwin Saloon for lunch, some pastry across the street and once fortified, on to Wasco.

On April 22nd the **Willamette Shore Trolley** folk announced their 2016 season and launched a brand new spiffy web site: wst.oregontrolley.com. Operations begin Memorial Day weekend with runs Saturday and Sundays through the end of September. Saturday only runs in October. Trips start in downtown Lake Oswego.



The Travel Channel's series *Mysteries at the Museum* is airing a segment that was partially shot last fall at the Oregon Rail Heritage Center. The episode, *Bizarre Bread, Worst Train Robbery, Legend of the Jackalope*, airs May 5th at 9pm, May 6th at 12am, May 19th at 7pm, and May 29th at 11am. **Mark Kachelries 4/25/2016 email.**



Interesting developments at the Northwest Railway Museum

From Richard R. Anderson, Executive Director, a few items from Snoqualmie, Washington.

First of all, the new Rail Education Center (REC) is now under construction. The REC will be a modern building designed to appear similar to a train station, but using a modern architectural flavor developed by designers at the Miller|Hull Partnership.

Next, the operating plan for regular trains has been modified to include a visit to the new Train Shed exhibit building. So train excursions now take two hours and include about 30 minutes at the new exhibit building. The 30 minute visit is an opportunity to see chapel car No. 5 *Messenger of Peace*, White River locomotive No. 1 and caboose No. 001, exhibits that detail how the railroad changed everything, and more.

Of great interest to the Northwest railfan community is the recent deaccession of locomotive No. 108, the former Weyerhaeuser Timber Company 2662 Mallet. For more than 40 years, the Museum has had custody or ownership of three Mallet-type 2-6-6-2 steam locomotives. All three have a great deal in common: they operated in the Pacific Northwest; were built within a few years of each other, by the Baldwin Locomotive Works; are nearly identical in design and size; illustrate the same narrative (they tell the same story); and each require tremendous resources to properly care for. With those facts, the Museum Board of Trustees and Staff reached a consensus to deaccession one 2-6-6-2 Mallet steam locomotive. The No. 108 was chosen as the locomotive to deaccession. The No. 108 was built in 1926 and served the Weyerhaeuser Timber Company until 1954. As luck would have it, another heritage railway operates a locomotive nearly identical to locomotive No. 108. The Black Hills Central Railroad in Hill City and Keystone, South Dakota operates their 2-6-6-2T steam locomotive No. 110 in daily service on a more than 4% grade. Their long term plan called for acquisition of a second similar locomotive to allow for expansion, and better operational coverage in the event of a mechanical problem or other issue. So the stage was set for an appropriate and welcome change in ownership that would assure a bright future for this valuable museum artifact.

And of course, work is continuing on the Museum's former Northern Pacific Railway 1899 built locomotive No. 924. See www.trainmuseum.blogspot.com for more information on these activities.

April Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on April 15, 2016

The April 2016 membership meeting was called to order at 7:37pm by President Keith Fleschner. Three guests present were; Keith Smith, Monica Zimmerman, and Andy Fish. Welcome!

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

Treasurer, George Hickok made the monthly treasurers report that all accounts balance. Don Klopfenstein made a motion to accept the report and Rolf Schuler seconded. The membership voted to accept the report. Mr. Hickok reported that membership renewals are going well. He then reported that member Dwayne Duling passed away in March and a graveside memorial service will be held in Late April at Willamette National Cemetery.

Ron McCoy reminded the membership that the chapter banquet will be held May 14, 2016, at 6:00pm at Hayden's Lakeside Grill in Tualatin. An excellent meal is planned and the cost is \$40.00. Mr. McCoy also said he has a sign-up sheet for members who wish to purchase new Chapter name badges and the cost will be about ten dollars. Mr. McCoy then made the presentation of the monthly UNSUNG HERO award to Glen Comstock.

John Holloway reported on several members; Bill Bain is recovering from his ailments, Ed Immel had a broken leg and is starting treatments, and Pete Dorland is improving. Best wishes to a speedy recovery.

Doug Auburg reports that on May 7, 2016 the Chelatchie Prairie Railroad will start trips. He also reported that the railroad has received a five hundred thousand dollar grant for a building for their rolling stock. The building will be 220 ft by 50 ft in size.

Jan Zweerts reported that he is now the Superintendent of Operation for the Willamette Shore Trolley. The trolley will begin runs on Memorial Day weekend. There are plans for a siding near the Sellwood Bridge.



Alfred Mullett provided the evening's program

Alfred Mullett reported that the Sumpter Valley Railroad will begin runs on Memorial Day.

President Fleschner reminded everyone of Portland Train Day on May 14, 2016, at the Oregon Rail Heritage Center.

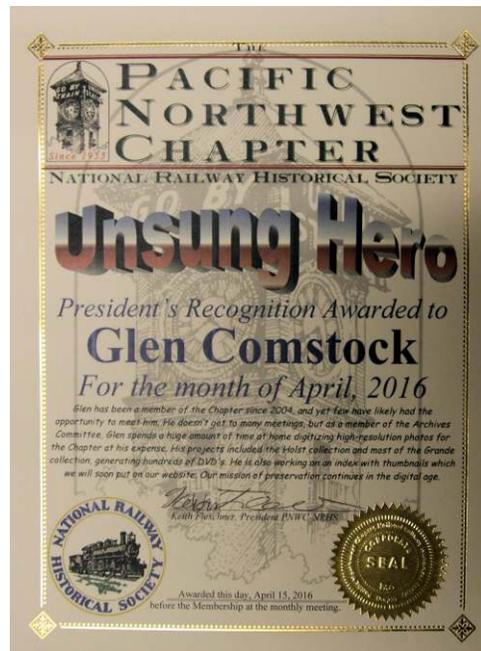
Alfred Mullett said his new book, *Portland Terminal Railroad Company* is done and he got special permission from the publisher to be able to offer it tonight, pre-release to chapter members for a special price.

The meeting was adjourned at 8:06pm.

The meeting snack time was again provided by Jean Hickok. Thank you again Jean

The evening program was presented by Alfred Mullett on the Portland Terminal Railroad

Company. The information and the photographs were very interesting and informative. Photos by Jim Hokinson and T. Trent Stetz



Respectfully submitted
by Jim Hokinson, Secretary.

**ORDERS DUE
BY MAY 11**

SATURDAY - MAY 14th - 6PM

Annual Chapter
Banquet

Sign-up at our website

www.pnwc-nrhs.org

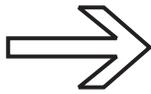
email banquet@pnwc-nrhs.org for more information

PLATED DINNER CHOICE OF:
CEDAR PLANK SALMON
CHICKEN SALTIMBOCCA
COULOTTE STEAK
VEGETABLE RAVIOLI

Special Pricing
\$ 40
Complete Meal

Hayden's
LAKEFRONT GRILL

JUST OFF I-5 IN TUALATIN



This Way to the Rail Heritage Center

This is the Portland Street Car stop at SE Water/OMSI.

New wayfinding signs pointing to attractions in the area near the Oregon Rail Heritage Center.

(Photo by T. Trent Stetz)

LENDING LIBRARY will be open Saturday, May 21st afternoon. The Library is also open every Monday morning from 10:00 AM to noon. A wealth of material is available for PNWC member check-out.

Bill of Lading

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

Chapter Directors-at-Large

Phil Barney	2016-2018	503.706.0498
Ken Vannice	2016-2018	503.244.8732
Bryan Ackler	2015-2017	503.246.2165
David Cautley	2015-2017	503.631.7516
Jean Hickok	2014-2016	503.649.5762
Trent Stetz	2014-2016	503.643.1494

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)	
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Chapter Home	George Hickok	503.649.5762
Elections	Jim Loomis	503.253.3926
Excursions	Vacant	
Flanger Restoration	Phil Barney	503.706.0498
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PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 646

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

May 14: **PNWC Annual Banquet**, at Hayden's Lakefront Grill, 8187 SW Tualatin-Sherwood Rd, Tualatin, OR, \$40 per person. Social Time at 6pm, Dinner at 6:30pm. Reservations are Required and Orders are due by May 11th. See Advertisement on Page 10 and www.pnwc-nrhs.org for more details. Guest Speaker is Rick Franklin of the Albany and Eastern Railroad. See you there!

May 20: *Cascade Crossing*; This video takes place in Western Oregon covering primarily the 44 scenic miles from Oakridge to Cascade Summit. It was made around the turn of the century when the line was Southern Pacific, and shows all SP rolling stock. This video contains some really great railroad photography with some shots you are likely to recognize.

June 17: *A Visit to Cuba (90 miles from USA but turn back the calendar 60 years, a step back into the 1950s) and the Gold Coast Railroad Museum*, a slideshow by Arlen Sheldrake

□ **October 14-15:** *Fall 2016 NRHS Board of Directors & Advisory Council Conference*, Portland OR, Al Baker coordinator, University Place Hotel and Conference Center. □

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

Board of Director's Meetings: May 12, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm
June 9, 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:

May 14: PORTLAND TRAIN DAY 2016 at the Oregon Rail Heritage Center
10am to 5pm! More Details at www.orhf.org



Every Saturday *Portland Train Rides*, OPR Saturday train runs from ORHC, www.portlandtrainrides.com

May 7 *Mother's Day Dinner & Wine Train*, Chelatchie Prairie Railroad, Moulton Falls Winery, www.bycx.com

May 7 *Train Day*, 11 to 5 p.m., Amtrak Station, Albany OR

May 7-8 *Mother's Day Weekend*, Chelatchie Prairie Railroad, Yacolt WA, www.bycx.com

May 8 *Mothers Day Brunch*, Lebanon OR, Albany & Eastern RR, santiamexcursiontrains.com

May 8 *Mother's Day Tea Train*, Albern Pacific Railway, www.alberniheritage.com

May 21 *Joseph Branch RailRiders* season opens, Joseph or Minam OR, www.jbrailriders.com

May 21-22 *Late Spring Weekend*, Chelatchie Prairie Railroad, Yacolt WA, www.bycx.com

May 25-29 *White Pine Rails*, a Joint Convention – Railway & Locomotive Historical Society / Idaho & Montana Railway History Preservation Group, Moscow ID, www.rlhs.org

May 28 *Chehalis-Centralia Railroad & Museum*, Season run begins, www.steamtrainride.com

June 4-5 *Summer Run*, Chelatchie Prairie Railroad, Yacolt WA, www.bycx.com

June 18 *Trains in the Garden Summer Tour*, 13 outdoor G-Scale railroads in the Portland area, rcgrs.com

June 18 *Father's Day Dinner/Wine Train (Steam)*, Chelatchie Prairie RR, Moulton Falls Winery, www.bycx.com

June 18-19 *Father's Day Weekend (Steam)*, Chelatchie Prairie Railroad, Yacolt WA, www.bycx.com

June 19 *Fathers Day*, Lebanon OR, Albany & Eastern RR, santiamexcursiontrains.com

July 2-3 *Independence Day Weekend (Steam)*, Chelatchie Prairie Railroad, Yacolt WA, www.bycx.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.