

The Trainmaster

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UP No. 3204 NEAR MINAM



HRG-WGC-PNWC-NRHS

The Union Pacific (OWRN) No. 3204 on the Joseph Branch near Minam, Oregon on August 20, 1946
(Photo by Hank R. Griffith Jr., Walt Grande Collection, PNWC Archives)

The Union Pacific (Oregon-Washington Railroad & Navigation Company - Subsidiary) No. 3204 was a P-1 class 4-6-2 Pacific built by Alco-Schenectady in September 1904 as Construction Number (CN) 30035. Four of these locomotives were delivered to OWRN as road Numbers 190 thru 193. This locomotive shares similar specifications as the OR&N No. 197 (UP No. 3203) P-2 Class built by Baldwin in 1905. They both have 77 inch drivers with cylinders of 22 inches in diameter with a stroke of 28 inches. The No. 3204 ran at a boiler pressure of 200 psi with a total weight of 394,570 lbs and a tractive effort of 29,920 lbs. The tender carried 2940 gallons of oil and 9000 gallons of water. The photo shown here depicts mixed Train No. 304, making its daily round-trip, with twenty one cars on the Joseph Branch near Minam, Oregon. This locomotive was retired (vacated) in May 1947.

The community of Minam, Oregon is located in northwestern Wallowa County, at the confluence of the Minam and Willow River. The railroad branch through the community to Joseph was completed in 1908. The Joseph Branch had a total length of 63 miles.

This image is an example of the type of photographic material being preserved and digitized by the Chapter Archives. This photo was provided by Chapter Archive member Bruce Strange.



President's Dispatch

by Keith Fleschner



I believe that disposing of some our rolling stock is the most pressing issue facing the chapter today. To do nothing imperils our long term existence. - Strong words from someone who, when first ran for chapter office ran on a "keep it all" platform. What's changed?

1. We've changed, we can no longer care for all of the equipment we have, our active rolling stock maintenance volunteer hours available have decreased steadily in the last few years. More of the available time is spent on operations such as Holiday Express and on maintenance of that equipment; - which have still accumulated a significant maintenance backlog.
2. Our surroundings have changed. We have equipment at Antique Powerland and at ORHF. The development of a third location, the new home discussed some years ago is not currently being developed and the odds that if it ever happens are very low. Much of the rest of the collection does not have a identified purpose.
3. The world has changed.
 - The railroads have moved beyond the box car, boxcars required a network of spurs for loading and unloading. For the first time on record container traffic on the railroads exceeded other car types.
 - The railroads have been deregulated; in the past that unused spur would sit for decades, now it's seen as an expense that can be saved by pulling the spur and switch.
4. Meth – I spend six hours securing a car and want a nap, my enemy may be up for 72 hours or more trying to get in – guess who wins. And there isn't a padlock on the planet that resists a battery powered grinder.

The time has come to downsize, The first cars on the block are the No. 55, No. 76, No.1220 and boxcar No. 5335. What happens to them has not been determined but general preparation for departure are underway.

STEEL BRIDGE HEIGHT INDICATORS

By T. Trent Stetz

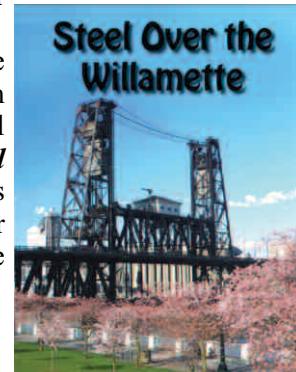


Lower Deck Height Indicator

The Union Pacific Railroad (UPRR) is upgrading the electrical power to the Portland Steel Bridge. Part of this upgrade includes the removal of two mechanical height indicator dials that are original to the 1912 bridge. UPRR was looking for a new home for these pieces of Portland history and they will be donated to the PNWC for possible use at the Oregon Rail Heritage Center (ORHC).

Remember that the Chapter celebrated the 100th anniversary of the Steel Bridge with the book "*Steel over the Willamette*" which is still available from Chapter Concessions as well as the ORHC Gift Shop.

Photos courtesy of Union Pacific Railroad



Upper Deck Height Indicator

PNWC Rolling Stock – Part 1 of 3

Article and photos by Arlen L. Sheldrake

This is part one of a three part series in *The Trainmaster* describing the rolling stock that has no defined future. Most of the PNWC rolling stock has a current reason for continued existence in the PNWC inventory. These are the three rail cars (No. 6200, No. 6800 & Mount Hood) that are used as part of the annual Holiday Express consist. These cars, while very useful, are in dire need of repairs. Other examples are the historic Flanger, Jordan Spreader and Alco Portland Terminal S-2 locomotive that are on display for visitor enjoyment and education at Antique Powerland Museum in Brooks; they also need cosmetic work. And finally the Davenport, former Brooklyn Roundhouse switch locomotive, destined to be an exhibit at the Oregon Rail Heritage Center.

Last but certainly not least is the historic SP 3300 combine, voted by all as a prime candidate for restoration and future operation, a definite keeper.

This three part series will describe in words and pictures the following pieces of rolling stock that many believe have no current or future reason to exist in the PNWC inventory: Boxcar No. 5335, Car No. 55, Car No. 1220, PNWC 76, RDC No. 6905, RDC No. 6911 and UP caboose No. 25527. As noted by President Fleschner in the January *Trainmaster*, 2017 is the year to “begin to reduce rolling stock”. This series is presented to help inform members during this process.

Boxcar No. 5335: Originally a Southern Pacific car built in 1925, friction bearings. Originally wooden walls with outside metal braces; now has metal walls. Door tracks are very bad and great care must be taken when opening the sliding doors. Current use is for non-rolling storage with 1220 seats, spare generator sleds, blacksmith forge from the Brooklyn Yard passenger car repair shop and electrical parts. Note: this blacksmith forge may have exhibit potential at the Oregon Rail Heritage Center.



Box Car No. 5335

Car No. 55: A heavyweight baggage car built as a 12-section 1 drawing room sleeper in 1920 by Pullman for use in pool service. It was originally a SP&S heavy weight tourist Pullman, then converted by SP&S in 1947 into a baggage car. The PNWC purchased the car in 1985 for \$2,200. The canvas/plywood roof is in very bad condition; periodic replacement of the plastic tarps on the roof seem to be keeping the water out. The car has three-axle trucks and is friction bearing.



The Truck of Box Car No. 5335



Side View of Car No. 55



The Roof of Car No. 55



The Truck of Car No. 55

Part 1 of 3, let the discussions begin, to be continued.....



PNW RAIL NEWS

by Arlen L. Sheldrake



Following Oil Train Derailment, Feds Tell Union Pacific To Improve Track Inspections. The Federal Railroad Administration is requiring Union Pacific railroad to increase its inspections and the quality of its track maintenance. Under the agreement, Union Pacific will need to increase track inspections to twice per week, walk key sections of track four times per year, retrain track inspectors and inventory sections of rail across its network, similar to the kind that failed near Mosier on June 3, 2016. **OPB FM 12/23/2016**.

The new Willamette Shore Trolley passing track at Sellwood Bridge passed the first test recently. Trolley No. 514 operated by **Ken Peters** was moved on the new section of track. Rod Cox and Dave Rowe accompanied the trolley during this test along with staff from TriMet, West Rail and Multnomah County. A few problems to the rail need to be corrected, but the trolley and track section is good to go. Spring switches are not available at this time, but are hoped to be installed in the near future. The tracks to Bancroft Station [South Waterfront] are not completed yet and other work is necessary. Brushing and signs need to be completed before the line is operational. **DL Rose 12/21/2016 email message** forwarded by Ken Peters.

Ken adds: At this point the wigwag signal at Riverwood will be kept. TriMet wants the shoo-fly at Powers Park removed and there are no plans for a platform at the Sellwood Bridge. [Note: this newly rebuilt section of trolley track north of the Sellwood Bridge was built following use of the railroad as a haul road during the building of the replacement Sellwood Bridge.]

Sound Transit signs \$1.99 billion U.S. Department of Transportation master loan agreement spanning four light rail projects. The Transportation Infrastructure Finance and Innovation Act (TIFIA) loan provides expected long-term savings of between \$200 million and \$300 million for regional taxpayers through reduced borrowing costs. **Sound Transit news release 12/22/2016**.



G3 is pleased to confirm it will proceed with the construction of **G3 Terminal Vancouver**, a grain handling and export facility to be constructed at the Port of Vancouver (at Lynnterm West Gate in the City of North Vancouver, British Columbia). G3 expects to begin construction of G3 Terminal Vancouver in March 2017. The terminal will feature a rail loop track that will be capable of holding three 134-car trains, unique to grain exporting terminals in Canada. The ship

loading system will include three articulated booms that can load ships up to a post-Panamax size. The terminal includes over 180,000 metric tonnes of storage and will be able to handle cereal grains, oilseeds, pulses and special crops, much of which will be supplied via a throughput agreement with G3 Canada Limited. This will allow trains to travel to Vancouver, unload while in continuous motion, and travel back to G3 Canada's primary elevators, including four recently constructed primary elevators, without detaching from their locomotives, critical to increasing supply chain efficiency. The terminal is slated for completion in 2020. G3 Global Holdings is a limited partnership established by Bunge Canada and SALIC Canada limited. SALIC Canada is a wholly owned subsidiary of Saudi Agricultural and Livestock Investment Company, a joint stock company based in Riyadh, Saudi Arabia. www.g3terminalvancouver.ca, extracted 12/24/2016.

A discussion with Sound Transit's Commuter Rail Operations Manager Martin Young revealed that the planned cutover is now expected mid-February 2017 from the existing 110-year old "S-curve" timber trestle at G Street/Freighthouse Square in Tacoma (ex-MILW bridge FF-282). All trains will then operate via the new parallel single track concrete bridge, while the timber trestle is dismantled, and a new 2nd concrete bridge is constructed in its place to accommodate a new 3rd main track in this area. By about September 2017, both main tracks on the new concrete bridges are due for completion, along with the new Amtrak station also being now constructed in the middle of the former MILW Freighthouse (now known since 1981 as Freighthouse Square), in time to accommodate permanent rerouting of all Amtrak trains via the new Freighthouse Square station, along with existing Sounder commuter trains and Tacoma Rail freight trains. **Ed Berntsen email 12/18/2016**. One additional item is that the cutover to the new trestle will eliminate Sounder service south of Puyallup for approximately one week during February. Trains will deadhead between Puyallup and the 11th Street yard in Tacoma, where they will be stored and serviced overnight. A bus bridge will provide



connections between Puyallup and Tacoma, South Tacoma and Lakewood. **Mike Bergman email 12/18/2016.**

TriMet hires expert in rail transportation to lead Transportation Division: TriMet has hired Patrick Preusser, an expert in rail transportation, to lead its Transportation Division. Preusser will lead the operational activities for bus, MAX Light Rail, WES Commuter Rail and LIFT paratransit service. The division includes about 1,750 employees who deliver more than 101 million rides a year. Preusser comes to TriMet from Riyadh, Saudi Arabia where he served as Operations Manager for the Saudi Railway Company (Serco). Prior to that, he was Executive Director of Rail Operations for L.A. Metro transit authority. Preusser has also worked for Amtrak and for the U.S. Department of Transportation's Federal Rail Administration. **TriMet news release 12/28/2016.**

TransLink announced the completed sale of the Oakridge Transit Centre lands in Vancouver, British Columbia, the 13.8-acre site on West 41st Avenue, to Intergulf-Modern Green Development Corp. The structured transaction sale will see payments to TransLink totaling \$440 million by 2022. This sale ranks as one of the largest real estate transactions in B.C.'s history. The proceeds from this property sale will provide additional regional funding for the Broadway and Surrey rapid transit projects. The Oakridge Transit Centre site was declared surplus land and completed the transfer of its services to the modern and efficient Hamilton and Burnaby Transit Centres in September 2016. **TransLink 12/20/2016 news release.**



The beloved little locomotive – the first locomotive bought and used by the Oahu Railway & Land Company – is undergoing some restoration. Her cab, which is made of wood, needs to be rebuilt. Wood doesn't last forever, and Kauila is very old. She was built in 1889 by the Baldwin Locomotive Works. Her wheel arrangement 0-4-2T. Her weight is 8 tons. She was originally purchased by the Kingdom of Hawaii to use hauling crushed rock on mule-car tracks in Honolulu. However, someone quickly figured out that she couldn't negotiate the sharp turns on the streets. Ben Dillingham, who founded the OR&L, bought the locomotive, named her Kauila (which means "lightning") and numbered her Number 6 because his daughter was 6 years old that year. **AKAHELE I KE KA'AAHI**, newsletter of the Hawaiian Railway Society, Nov/Dec. 2016.

Congratulations to all the volunteers who work or have worked at the Oregon Rail Heritage Center. The numbers are in: for calendar year 2016 the gate count was **38,196**; since opening September 12, 2012 the total gate count has been **132, 970**. While these numbers are outstanding by themselves, one should also remember that within these numbers are children, mobility impaired, senior groups and special needs children and adults. Being able to host this many visitors was but a dream just a few years ago.



The Pacific Railroad Preservation Association has received a 2016-1 Preserving Oregon Grant from the Oregon Parks and Recreation Department of \$20,000 to inspect and repair the SP&S 700 locomotive as required by the Federal Railroad Administration. **Preserving Oregon Grants 2016-1 list 7/1/2016.**



Rail cars proposed to haul away toxic Ashland soil: Union Pacific plans to use rail cars, not dump trucks, to haul away 18,700 cubic yards of contaminated soil as part of its long-awaited cleanup of its old railroad yard in Ashland, Oregon. The cleanup proposal represents how Union Pacific will comply with a 2001 decision that contaminants there could pose a human health risk with future on-site development. The current plan calls building a 800-foot-long rail spur from Union Pacific's main line into the cleanup areas so the soil contaminated with petroleum, lead, arsenic and other chemicals can be loaded onto rail cars and shipped to landfills for disposal and removal of what remnant structures remain there as well as the two man-made ponds that would be drained and back-filled. The 1887-1986 20-acre railyard operated as a locomotive fueling maintenance and rail car facility. The cleanup is to prepare the site for possible sale and re-use. **Mail Tribune 1/3/2017 and Oregon DEQ.**

BNSF bridge 'swap' will take place in spring: Planning for \$10 million construction effort began several years ago for work that is currently being completed on the Washougal River railroad bridge project that includes drilling below the water's surface, and pouring cement for the placement of steel pier supports. The new single-track steel truss bridge, which is being built on temporary platforms that were constructed next to the current bridge, will be moved into place during a 48-hour period at the end of April or early May. During this time, all rail traffic in the area will be shut down. The 550-foot-long Washougal River railroad bridge was originally built in 1908. The new bridge will have a wider clearance, and its foundation will be set deeper than it is now. It will include a 203-foot through truss span, 162-foot and

92-foot through plate girder spans, and two 42-foot pre-stressed concrete spans. The existing bridge consists of two 200-foot through truss spans with 50-foot deck plate girder approach spans. In addition, another bridge replacement project will get underway this year in Stevenson. The structure, located on the west side of Stevenson, spans the border between the city and Skamania County. **Camas-Washougal Post-Record 1/5/2017.**

The Shoshone-Bannock Tribes and the U.S. Bureau of Land Management are both claiming ownership of about 100 acres near the eastern Idaho city of Pocatello. Both entities say Union Pacific Railroad relinquished a right of way to them. The tribes cited an 1888 agreement with the railroad and Congress allowing steam engines to draw water from the area. The Fort Hall Reservation once included

Pocatello. The tribes say the 100 acres in the area called City Creek reverted to them when steam engines became obsolete and that in 1989 they received notice of land relinquishment from the railroad. The BLM says they received a relinquishment of certain lands, formerly a right of way, in the City Creek area from the Union Pacific Railroad in 2014. Meanwhile, the City Creek Trailhead remains open to the public. **East Oregonian 12/15/2016.**

The Port of Vancouver USA won an IHS Dredging and Port Construction Innovation Award for its “trench” project – the new rail entrance into the port. This prestigious industry award was presented at a ceremony in London. The trench is a new east-west rail entrance that eliminates conflicts with north-south rail traffic by bringing trains under the 1908 Columbia River railroad bridge. The unique structure, which is watertight and sits atop more than 410 steel pilings embedded in the river's north bank, is the cornerstone of the port's \$275 million West Vancouver Freight Access project. The trench was completed in 2015. **Port of Vancouver USA news release 1/2/2017.**



Union Pacific today announced the acquisition of Railex LLC's refrigerated and cold storage distribution assets in Delano, California, Wallula, Washington, and Rotterdam, New York. Acquisition does not include Railex Wine Services LLC. Railex, a refrigerated rail service and third-party logistics leader, plays a key role in Union Pacific's Food Network transporting fruits, vegetables and other temperature-sensitive cargo across the United States. Union Pacific Food Trains directly serve Railex's Delano and Wallula facilities located in the heart of major agricultural production regions. The Food Train network provides a fast and reliable service from these growing regions to the Midwest consumer base via Chicago and further into the heart of the Northeast region via the CSX. Railex will continue managing facilities during the transition and integration of its operations with Union Pacific. **UP News Release 1/3/2017.**

Rocky Mountaineer Board of Directors is pleased to announce the appointments of Tristan Armstrong, Ashley Armstrong and Chelsea Armstrong to the Board. The addition of the second generation of the Armstrong family was driven by Board Director Randy A. Garfield and other board directors in order to leverage the experience and passion of these talented individuals and to support the long term plans for the company. They join the company's founder and their father, Peter R.B. Armstrong, along with Launi Skinner, Randy Garfield, Tom Chambers and Bob Armstrong on the Board. Rocky Mountaineer is the world's largest privately owned luxury tourist train operator and, since 1990, has welcomed more than 1.7 million guests. 65 vacation packages and four unique rail routes are offered in the Seattle, Vancouver BC, British Columbia, Canadian Rockies, and Alberta Canada areas. **CNW Group 12/20/2016.**



ROCKY MOUNTAINEER

Reminder: PNWC members can receive an electronic color copy of each month's *Trainmaster* in addition to receiving the black/white version in the USPS. To receive the electronic version, just send an email message to me, asheldrake@comcast.net, with your request. The January issue in color with the Troutdale caboose in brilliant yellow and the full page of gorgeous red Holiday Express pictures is a credit to our editor Trent and is well worth an ink cartridge.

On January 3, 1900, railroad magnate James J. Hill sells 900,000 acres (1,406 square miles) of Washington state timberlands to Frederick Weyerhaeuser for \$5,400,000. As part of the agreement, Hill gave Weyerhaeuser eastbound shipping rates for the time so low that they were unheard of. This is one of the largest single land transfers in American annals. Soon after the purchase, Weyerhaeuser forms the Weyerhaeuser Timber Company (incorporated on January 18, 1900), the largest timber firm in the state. **HistoryLink.org Essay 5241.**



The Free Online Encyclopedia
of Washington State History

HistoryLink

Many of us have enjoyed and appreciated our friendship with Charlie Philpot who for many years worked tirelessly to build up and improve the Antique Powerland Museum (APM) at Brooks. Charlie was instrumental in allowing PNWC to put our Flanger, Jordan Spreader and S-2 locomotive on the APM property. In January 2016 Charlie suffered a severe stroke and continues his recovery therapy process. He would very much appreciate cards and letters of encouragement: Charlie Philpot, 16953 SW Parrett Mtn Road, Sherwood OR 97140. (From Charlie and Lece's December 2016 Holiday Greetings.)

Opinion: This member is encouraged by President Keith's statement in the January *Trainmaster*. I am more than ready to support downsizing the inventory of chapter owned rail equipment. PNWC has rail cars stored in five (5) different locations. There is no defined purpose or reason to keep at least seven of these derelict rail cars as they sit in disrepair just awaiting the landlord(s) evictions. For sure save the Mount Hood, Davenport, 6200, 6800, 3300, Flanger, Jordan Spreader, and S-2 and take care of them; the rest (7!) should go away in 2017. All members need to push for the Board to "right size" our rail car inventory and maintain the rest! Please read the three part series on our rolling stock beginning in this *Trainmaster*. [Editor's Note: See Page 3 for the Article]

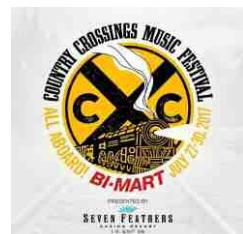
Union Pacific on January 10th asked a federal judge to reject local rules that threaten to derail its plans to add a second main track along the Columbia River Gorge near Mosier where a crude oil train derailed last June. The railroad filed the lawsuit in federal court in Portland against Wasco County and the Columbia River Gorge Commission. UP says that federal laws govern railroads, so local restrictions like the ones Wasco County approved don't apply to the project. **Yakima Herald 1/10/2017.**



Robert Melbo is not one to be derailed, even when faced with the daunting task of correcting history. After months of research on Salem's historic train station, including the nearly renovated baggage depot, he has uncovered some significant inaccuracies. The station was destroyed by fire only once, for example, not twice. The fire occurred in 1888, not 1885, as it is recorded in most published accounts in recent decades in newspapers, online and even in books about railway history. Salem has had continuous rail service at the station site since 1871. The 1889 station replaced the original one, which was destroyed by fire on April 14, 1888. The replacement was completed sometime between September and November of 1888 and it appears to have opened without celebration or fanfare. Previously thought to have been lost to a fire sometime in 1917, the station was moved a couple hundred feet to the north so the present-day station could be constructed on the same site. Later news accounts reported that after completion of the new station, the old station was to be torn down, all but one wing, which was to be moved to a point 100 feet south of the new building and converted into a temporary express store room. After the war it is planned to put up a permanent building for this purpose on the same style of architecture as the larger one but the remaining section survived and is now being renovated today. Much of the information Melbo has gathered and corrected will be used by Ed Austin to create historical panels that will be on permanent display near the restored building, which will become Salem's new Greyhound bus station. The Oregon Department of Transportation is partnering with several agencies, organizations, and individuals to restore the baggage depot just south of the Amtrak station on 13th Street SE. ODOT owns the buildings, which are both on the

The logo for the Oregon Department of Transportation, featuring a stylized 'ODOT' monogram and the text "Oregon Department of Transportation".
National Register of Historic Places, and the property. Melbo, who has worked in the railroad industry for 33 years before joining ODOT in 2001, was just the man to correct history. He had some help from ODOT librarian Laura Wilt. **Statesman Journal 1/10/2017.**

No matter how one feels about country music, the BI-MART Country Crossings Music Festival, July 27-30, 2017 logo is a rail fan pleaser. Although a bit hard to see, the logo rests in the middle of train tracks. The concert is held in Central Point, Oregon.



Residents living along the Point Defiance Bypass train tracks between Tacoma and DuPont will soon see more – and faster – trains passing as testing of new tracks and signals begins next week.



Trains traveling at various speeds will test the new section that runs parallel to Interstate 5 to ensure Amtrak Cascades passenger trains can begin using the line this fall. Sound Transit, which owns the tracks and manages the Point Defiance Bypass

construction project for the Washington State Department of Transportation, will conduct the testing. Test trains will travel at speeds up to 40 mph this month, and up to 79 mph in February and March. **Sound Transit news release 1/10/2017.**

Sound Transit has begun construction of its Northgate light rail station, one of three stations set to open in 2021 with the completion of the Northgate Link Extension. Sound Transit selected Absher Construction last August to build a station, guideway and parking garage for the extension. The \$174 million contract includes constructing an elevated station at Northgate that will straddle Northeast 103rd Street just east of First Avenue Northeast. **Sound Transit news release 1/13/2017.**

Railmark Holdings, Inc. announced today that it has acquired the famed Yreka Western Railroad (YW), a Common Carrier Class III (shortline) railroad serving the Siskiyou County California communities of Yreka and Montague. The YW originally built and has been operating the rail line since 1889 and has remained an independent rail carrier ever since. The YW interchanges with the Union Pacific Railroad and Central Oregon & Pacific Railroad in Montague, California. **Railmark news release 12/30/2016.**



Last summer, the first of a fleet of new high-efficiency roll-on, roll-off (HERO) ships, debuted by Wallenius Wilhelmsen Logistics, called at the East Blair One Terminal in Tacoma. Designed specifically for the widened Panama Canal, these HERO ships are significantly larger than other RO/RO vessels and capable of transporting 8,000 vehicles at once on their five hoistable car decks.

The ships are 200 metres long and 36.5 metres wide. **Pacific Gateway, The Northwest Seaport Alliance, Winter 2017.**

On January 5, 2017 the Salmonberry Trail Intergovernment Agency petitioned the Surface Transportation Board (STB) to grant a 180-day extension for negotiation of a mutually acceptable interim trail use/railbanking agreement in this proceeding up to and including July 21, 2017. The STB, decision ID NO 45644, on 1/18/17 approved; ICC Finance Docket No. 31676. Thanks to Bob Melbo for this information.



PLANS FOR NEW OREGON PONY PAVILION

The historic Oregon Pony steam engine is destined for a new shelter and accompanying museum expansion, according to early plans by a Port of Cascade Locks committee. The 155 year old steam engine will not only get a safer home — better shielded from Cascade Locks' persistent rain and wind — but one that will draw visitors with interpretive elements. "It really is creating a lot of excitement and energy," Port General Manager Paul Koch said of the project. He termed it an expanded "destination" for visitors at the port's riverside Marine Park. The port manages the Pony site for the Oregon Historical Society, and has an obligation to guard it from the elements. The 14 foot long train sits in an enclosure beside the Cascade Locks Historical Museum at 417 Portage Road. Talks of relocating the Pony into a hermetically sealed chamber began last February when Union Pacific Railroad announced a \$10,000 grant to help the port to carry out the job. A committee of residents and port leaders and PNWC Chapter members Arlen Sheldrake and Ken Vannice has pooled concepts over the last few months. They also discussed expanding the existing museum and moving it to the pony's new location — in essence, creating a historical complex. A Portland architecture firm, Seder Architect and Design LLC, recently submitted early conceptual renderings based on the committee's vision. The graphic shows a new pavilion housing the Pony. It would be located along the Columbia River, near Thunder Island Brewing Co.'s existing building at 515 Portage Road. The building would sport interpretive displays, a glass viewing area, and space for public gatherings. The port's maintenance building would be renovated to become an expanded Cascade Locks Museum, with restroom and support for the pony building. An optional events and interpretive deck

would extend toward the river. The Pony, built in the Civil War era, was the "first locomotive ever run over the first railroad ever built in the state of Oregon," according to the Cascade Locks Historical Museum's plaque. Since 1970, the Port has taken care of the Oregon Pony. It sat under a basic roof until about the early 1980s, when the port placed it inside a climate controlled exhibition chamber, which was meant to stave off vandals and protect the artifact from the Gorge's often punishing storms.

Text and Graphic adapted from *Hood River News* story by Patrick Mulvihill from January 6, 2017. See www.hoodrivernews.com/news/2017/jan/07/cascade-locks-looks-oregon-pony-museum/ Permission Use Pending.



THE OREGON PONY 1862-1905 **NEW OREGON PONY PAVILION**
IN THE CASCADE LOCKS MARINE PARK PORT OF CASCADE LOCKS SEDER ARCHITECTURE + URBAN DESIGN LLC
PROGRESS CONCEPTS & VIEWS 1-4-17

Rendering courtesy of Seder Architecture/Port of Cascade Locks

A Significant Retirement at BNSF - Rollin Bredenberg

by Arlen L. Sheldrake

April 2016 will be remembered decades from now as the month when Rollin Bredenberg retired as V.P., Capacity Planning & Operations Research at BNSF Railway.

Rollin's contributions to the rail industry have earned respect and praise from the highest corporate offices, as well as from historically minded railway enthusiasts. Rollin says "My planned last day in the office is 4/1/16," but he'll continue lending his unique insights well beyond that date for the benefit of BNSF.

During his college years in the 1960s, Rollin worked the summer months as a brakeman for Southern Pacific (SP) Railroad in Texas. His sharp comprehension of the geography, mechanics, and business of railroading elevated him to General Manager of SP's Eastern Region in 1982 and then G.M. of the Western Region in 1984. In the early 1990s, he was in charge of a special SP team dedicated to expanding business across the U.S.-Mexico border, a position where his fluent Spanish gained the confidence of Mexican railway officials and their shippers.

Rollin joined Santa Fe Railway in 1994, shortly before its merger with Burlington Northern Railroad. He became BNSF's V.P. of Service Design & Performance in 1999, then V.P. of Capacity Planning & Operations Research in 2011. For evidence of Rollin's guiding hand is the successful state of BNSF compared to other railroads right now, simply take note of the billions of dollars invested annually toward carefully-placed segments of new main track and siding on both the Northern and Southern corridors, as well as changes to operations that have maximized traffic flow through areas where assets were previously being underutilized or overloaded.

Perhaps unbeknownst to many of the readers of *Railway Age*, Rollin Bredenberg possesses a deep, almost spiritual passion for railroading itself. His intuitive sense of the business has been every bit as important as the numerical, nuts and bolts grasp of it all. Over the years, when time and opportunity permitted, Rollin quietly inserted himself into the comings and goings of steam excursions that happened to be traveling across his company's property. Acting as both a volunteer crew member and corporate liaison, Rollin became the eyes and ears of the host railway in order to ensure the steam trains and their passengers received swift, safe handling while also minimizing the adverse impact of those special trains to ordinary freight operations.

The previous text was taken from an April 1, 2016 *Railway Age* published article written by Bruce E. Kelly. Rollin has played a very significant role with the mainline operations of the SP4449. As Rick Franklin, Albany & Eastern Railroad, told us at the Pacific Northwest Chapter, National Railway Historical Society 2016 banquet, success is only possible if built on relationships. The relationship between Rollin, Doyle McCormack and the Friends of SP 4449 is a classic example of this axiom.

Article developed by Arlen L. Sheldrake with great respect and appreciation for Rollin and his contributions to both the railroad industry and the rail history; photo by the author.



The BNSF Railway will be the host railroad for the upcoming *Cascades Daylight* trip pulled by the SP 4449 on a round-trip excursion from Portland via Wishram (along the Columbia River Gorge) to Bend (along the Deschutes River Canyon). The trip is scheduled for June 24th and 25th. For more info, see 4449.com



October 21, 2012 photo runby, Deschutes Steam Special, SP 4449 Portland to Bend. Front left to right: Jack Wheelahan and Rollin Bredenberg; mostly hidden: Laurie McCormack; fourth in line: Doyle McCormack; fifth in line: Trent Stetz.

January Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on January 20, 2017

The January meeting started off with a wonderful potluck meal at 6:30pm. Lots of good food and a great turnout. A great time was had by all in attendance.

After the meal Jim Loomis had charge of the balloting for election of officers for 2017.

Ron McCoy made the presentation of the Unsung Hero award to Ken Elmore, our Chapter member from Alaska. Ken has supported Holiday Express for many years. Congratulations Ken.

Ron also noted the upcoming Chapter Banquet on April 8th at Hayden's Lakeside Grill.

Special guests were present, Shawn Cass and her husband, Brian, who accepted our fifty eight Train Toys For Tots for the Catholic Charities.

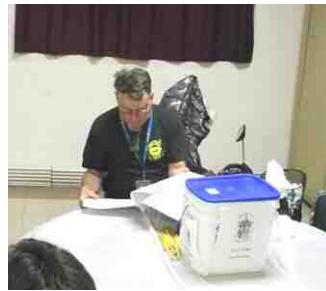
George Hickok presented the proposed chapter budget for 2017. Doug Auburg made a motion to approve the budget, Trent Stetz seconded and the membership voted to approve the budget.

George Hickok presented a proposal to extend a line of credit to the Friends of SP4449 for pre-trip expenses for their upcoming June excursion to Bend. The monies will be paid back by July 31st at a 2% annual rate of interest. Doug Auburg made a motion to approve the line of credit proposal, Dave Larsen seconded and the membership voted to approve the proposal.

A member of the Oregon Electric Railway Historical Society provided an overview of the project to bring the OE No. 21 back to Oregon. The group has raised about 85% of the funds toward their project goal. The chapter will match donations from Chapter Members up to \$2000 toward this project.

The election results were announced and the following officers were elected; including Keith Fleschner: President; Mark Reynolds: Vice President; George Hickok: Treasurer; Jim Hokinson: Secretary; Bruce Strange: Director-at-Large; Rolf Schuler: Director-at-Large; and Al Baker: National Representative. Congratulations to all!

Lila Stephens noted that Chapter dues mailing will be sent out in the next few weeks. She thanked the membership for their comments.



Jim Loomis conducts the elections of officers for 2017



Chapter Members enjoying the Potluck with Al Hall at the front of the line



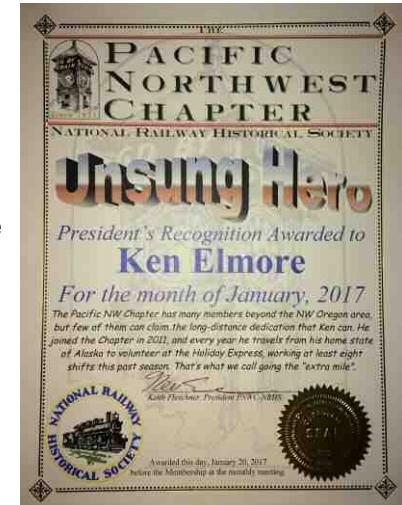
George Hickok reviews the 2017 Budget



Newly elected Board Member Rolf Schuler



Newly elected Board Member Bruce Strange



Chapter Members socializing during the Potluck



Unsung Hero Chapter Member Ken Elmore at Holiday Express 2016

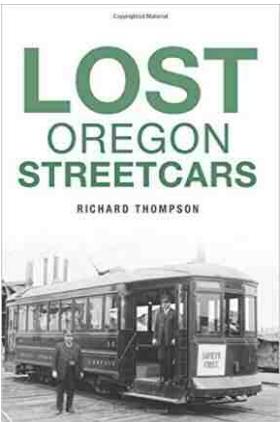


Shawn Cass of Catholic Charities with the toys collected at the meeting

Respectfully submitted by Trent Stetz

New Book Available

Lost Oregon Streetcars by Richard Thompson. The streetcars that plied Oregon's small-town streets were every bit as diverse as those in Portland and their history even more fascinating. Learn of the devastating 1922 fire that scorched Astoria's plank road railways and put a halt to its once-thriving streetcar network. Muse over the tale of a beloved white horse named Old Charlie that proved more efficient at powering Albany's streetcars than the alternative steam locomotive. Laugh at the spectacle of university students being carted back to their dormitories on the Eleventh Street Line's special midnight "drunk express" trains. Take pride in the tiny town of Cherry Grove, which became the first in the West to embrace new battery technology. Local historian Richard Thompson celebrates the lost trolley lines that transported Oregon's people across the state for decades.



Chapter Email Announcements

Would you like to be added to the Chapter's email distribution list? You can receive the "Railway Express Alerts", which include timely information and updates. If you would like to receive these email announcements, please send your email address to: backler@ix.netcom.com

LENDING LIBRARY will be open Saturday, February 18th afternoon. The Library is also open every Monday morning from 10:00 AM to noon. A wealth of material is available for PNWC member check-out.

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Chapter Officers

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

Chapter Directors-at-Large

Phil Barney	2016-2018	503.706.0498
Ken Vannice	2016-2018	503.244.8732
Bryan Ackler	2015-2017	503.246.2165
David Cautley	2015-2017	503.631.7516
Rolf Schuler	2017-2019	503.285.7941
Bruce Sttange	2017-2019	503.901.7815

Committee Chairs

Activities	Ron McCoy	503.310.4811
Archives	William Hyde	503.666.5530
Auditor	Bob McCoy	360.459.3251
Car Host	Mark Reynolds	503.638.7411
Concessions	Dave Larsen (Acting)	
Chapter Rep., Oregon Rail Heritage Foundation	Keith Fleschner	503.516.9272
Chapter Home	George Hickok	503.649.5762
Elections	Jim Loomis	503.253.3926
Excursions	Vacant	
Flanger Restoration	Phil Barney	503.706.0498
Library	Ken Vannice	503.244.8732
Meeting Programs	Al Baker	503.645.9079
Membership	Lila Stephens	503.246.2165
Rolling Stock	George Hickok	503.649.5762
Chief Mech. Officer	Keith Fleschner	503.516.9272
Car Rental Agt.	Peter Rodabaugh	503.701.7040
Safety Officer	Bob Jackson	503.231.4808
S-2 Restoration	Keith Fleschner	503.516.9272
Webmasters	Mark Reynolds	503.638.7411
	Jim Long	503.313.7382
	Mark Whitson	503.533.7005

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PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 655

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.

- February 17:** *Video: Snow on the Run* – This Southern Pacific produced film is dedicated to its employees who fought the snow on Donner Pass, during the record breaking snows of 1951 and 1952. All of Southern Pacific's snow-fighting equipment is put to use. This film shows all aspects of the tough and dirty work of keeping the lines open, no matter what the weather.
- March 17:** *SP&S 700 Update* by Steve Sedaker. A progress report from the PRPA on the 700's 15-year inspection effort during the year 2016. Steve will discuss an overview of the rebuild plan, the progress to date (with pictures), and funding successes and plans.
- April 21:** *Dream Job, They Paid Me To Talk About Trains* by Scott Hurd. My 36-year career with Amtrak was in my blood from my Grandpa Rooks that worked 50 years as a conductor on the Great Northern and my father Jim Hurd that worked 36 years as a conductor on the Southern Pacific. Growing up and working 30 years at Union Station with the former Portland Terminal Railroad guys. Working 6 years in Amtrak Sales & Marketing in San Francisco and Indianapolis. It's been quite a ride.

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

OTHER CHAPTER EVENTS

April 8: PNWC Annual Banquet at Hayden's Lakefront Grill, 8187 SW Tualatin-Sherwood Rd., Tualatin

Board of Director's Meetings: **Feb. 09**, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
Mar. 09, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
(Open to all Chapter Members. Note **New Location** for Chapter Board meetings)

NOTABLE NON-CHAPTER EVENTS:

- Feb 1-4 *Portland Winter Light Festival*, around OMSI, Eastbank Esplanade and ORHC, pdxwlf.com
- Feb 11 *Valentines Day Special*, Oregon Coast Scenic Railroad, Garibaldi OR, www.oregoncoastscenic.org
- Mar. 4 *Saturday Train Rides Begin*, Oregon Pacific RR, from Oregon Rail Heritage Ctr, www.oregonpacificrr.com
- Mar 17 *Pre Winterail Rail Excursion*, AERC, Lebanon-Sweethome RT, trainweb.com/chris/AEtrip.html
- Mar. 18 *Winterail 2017*, Corvallis OR, www.winterail.com
- Apr 1 – Oct 29 *Northwest Railway Museum Train Trips* (weekends), Snoqualmie WA, www.trainmuseum.org
- May 6 *Portland Train Day*, Oregon Rail Heritage Center, 10 to 5, Portland OR, www.orhf.org
- June 7-10 *Friends of the BN Railroad Convention*, Denver CO, www.fobnr.org
- June 17 *Railroads in the Garden Summer Tour 2017*, 10:00 - 5:00 various locations around the metro area, Hosted by The Rose City Garden Railway Society www.RCGRS.com
- June 20-24 *NRHS Annual Convention*, Nashville TN, www.nrhs.com
- June 22-25 *Milwaukee Road Historical Society Convention*, Ames, Iowa, www.mrha.com
- June 24-25 *The Cascades Daylight - Celebrating 75 Years of the Southern Pacific 4449*: Steam trip to Bend with an overnight round trip through the historic Columbia River Gorge and Deschutes River Canyon, hosted by the Friends of SP4449, to get on mailing list, send email to: mark@4449.com
- July 15-16 *Clamshell Railroad Days*, Ilwaco, WA, www.columbiapacificheritagemuseum.org
- July 26-29 *UP Historical Society 2017 Convention*, Denver CO, www.uphs.org
- July 29-30 *The Great Oregon Steam-Up*, Antique Powerland Museum, Brooks OR, www.antiquepowerland.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.



U.S. Department
of Transportation
Federal Railroad
Administration

Railroad Crossing Safety and Trespass Prevention

December 2015

Safety Trends

Although rail
incidents have
been in decline...

-24%

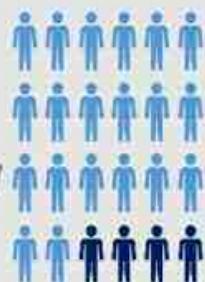
In the past 10 years
fatalities at U.S.
crossings have
declined substantially.

-33%

Similarly, over the
same 10 year
period, trespassing
fatalities have also
declined.

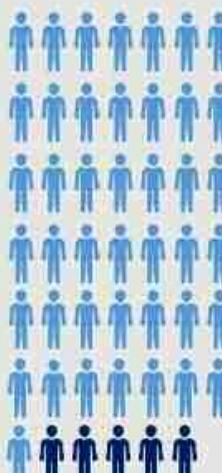
2014 saw Railroad Crossing
fatalities increase...

And a similar increase
in trespasser fatalities.



In 2014 there
were
approximately
270 fatalities at
railroad
crossings, an
increase of 40
from the
previous year.

= 10
fatalities



In 2014 there
were
approximately
480 trespasser
fatalities at
railroad tracks,
an increase of 50
from the
previous year.

Crossings in the U.S.



64%



36%

Roughly two-thirds of public crossings are **active** (include gates, bells, and/or flashing lights) while the other one-third are **passive** (include signs and markings, but do not include active warning devices). Always expect a train on any track at anytime.

The U.S. Railroad System



750

Railroads

140,000

Miles of track

212,000

Railroad crossings



67%

More than two-thirds of railroad
crossing accidents occur in clear
weather conditions



Trains cannot stop
quickly! A train
traveling at 55
MPH takes a mile
or more to stop!

For more
information on
rail safety, visit
our Statistics
page under the
Railroad
Crossing Safety
tab.