

The Trainmaster

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DIESELS OF THE 1950s



Three diesels at the Oregon Rail Heritage Center (Photo by T. Trent Stetz)

It's 1955. While the three steam locomotives at The Oregon Rail Heritage Center (ORHC) might get all the attention, there are also currently three iconic diesel locomotives at ORHC from the 1950s.

At the left in the photo is the Nickel Plate (NP) No. 190, a PA-1 which was built in 1948 by Alco. This locomotive was the former ATSF No. 62, which has been repainted as NP No. 190 and currently undergoing full restoration. A total of 169 PA-1 type units were built by Alco between 1946 and 1950. In September 1946, the first production units of PA-1s in Santa Fe colors, were released from the factory, and sent to New York's Waldorf-Astoria Hotel, which had a private railroad siding, for exhibition before being launched into road service.

Center in the photo is the Union Pacific (UP) No. 96. It was built in 1950 by EMD as a SW7 No. 1821. Its current configuration is a SW10, being rebuilt in 1982 by the UP Shops. This locomotive is now in the collection of ORHF being donated in October 2016 by UP. A total of 489 SW7s were built, mainly at EMD Plant No. 3 in Cleveland Ohio, between October 1949 and January 1951.

On the far right in the photo is the Nickel Plate (NP) No. 324. It was built in 1955 also by Alco. It is RSD-5. The locomotive was former Utah Rwy, repainted as NP No. 324. A total of 204 RSD-5 units were built between 1952 and 1956. The six-motor design allowed better tractive effort at lower speeds. Only two of this type of locomotive are still in existence, one being at ORHC.

BNSF TIE REPLACEMENT ON PUGET SOUND, CHAMBERS BAY, WA

Photos and Text by Gordon Russ

A recent article in “*The Trainmaster*” under [PNW Rail News](#) by Arlen Sheldrake caught my interest. The article was about BNSF upgrading their tracks in Washington State. Part of that upgrade was the replacement of ties. The article mentioned the Columbia River and Puget Sound.

Around the first of April 2017, I was at Chambers Bay on Puget Sound, which is a public park. As I got out of my car I noticed a tractor sitting atop some gondola rail cars. I walked over to take a look. It was a Caterpillar tractor rigged up to sit atop the walls of the gondola railroad cars. It is a tractor converted by the Herzog Railroad Services for their specific needs called a “Cartopper”. It was unloading new ties.



Cartopper. A Caterpillar Tractor converted by Herzog Railroad Services to load/unload railroad cars. It is capable of crawling along the sides of a car, jumping car to car and then load and unload itself to the ground.



Tie replacement Crew moving through the Nisqually Valley.

An array of three Nordco Tie removal/Inserter Machines inserting ties. Working in unison, the first inserter skips the first two ties and inserts the third tie, the second inserts the second tie and the third the first tie.



Inserting ties. Note: Removed ties are set aside and await pickup.



The Herzog Cartopper works as if it is alive. It not only is capable of unloading the ties and moving itself along the top of the cars, it is able to jump from one car to another car. It can lift itself to the ground and back up to the cars. There are some interesting videos of it loading and unloading itself. Search for Cartopper on YouTube™.

I got a little excited to see them unloading the ties at this place. Chambers Bay is a great place to train watch. There is a walking trail that parallels the tracks for a half a mile or more without any danger of getting on railroad property. There is also a walking bridge that goes over the tracks to a beach. With the Sound and the Olympic Mountains for a back drop and a world class golf course (Chamber Bay) on the other side what more could I ask for? Of course, I had to be there at the right time.

Using an old tactic of luck and vigilance that I used this past summer to photograph and record the building of the Pt Defiance Bypass at Dupont, WA. I kept an eye on Chambers Bay. As luck would have it, I passed through Nisqually Valley several miles south of Chambers Bay a week later and came across a large array of construction vehicles that were spread out for a half mile along the tracks. It was the tie replacing crew heading north toward Chambers Bay.

What luck! Now it became important to make frequent checks of their progress. The next day the equipment was aligned along a siding. However, they didn't seem ready to go. They weren't. They sat there for another week for maintenance and preparation for the job.

BNSF TIE REPLACEMENT ON PUGET SOUND, CHAMBERS BAY, WA



Kershaw Tie Crane at work gathering used ties for future pick up. It is following the insertion of ties keeping the rail line orderly.



Machine squaring ties in preparation of placing tie plates. It is a combination of moving ties and tamping them. Behinds is one of the few walking crews. They are inspecting the tie and lacing the tie plates on the new tie.

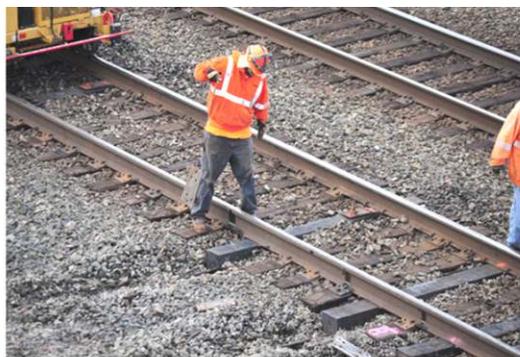
The next Monday I drove through the town of Steilacoom, South of Chambers Bay. As I passed along the tracks to my delight there they were all strung out along the track in preparation of going to work that day. Each vehicle and operator was ready preform individual tasks. BNSF trucks with signal men and railroad crossing personnel were ready to make sure the equipment moved safely along the tracks,

It is highly orchestrated operation once they move out. They used three machines of the same kind for each task. Not all the ties are replaced. Ties to be replaced are marked. The first machine passes over the first two ties and goes to the third one. Then the second machine goes to the second and the last machine moves to the first. The equipment moves along at a quick pace. The first group are the spike pullers and tie pullers. I did miss this task although the tie pullers are the same as the tie inserters. The spikes are pulled and then sent back to the spike driving machines. The tie plates are left to be mated up with the new ties.

Close up of tie squaring and tamping machine. Note the tie plates on the ground.



Close up of rail being lifted and tie plate being slipped under the track.



Crew member picking up tie plates and placing them on a new tie. Note: his tool is a wire hook.

Spike-driving Machine setting and driving spikes into the ties.



BNSF TIE REPLACEMENT ON PUGET SOUND, CHAMBERS BAY, WA



Load of used spikes ready for reuse.



Finally time to clean up. This machine carries a magnet on it's boom to pick up any left over metal objects. It's a lovely job, but someone has to do it.



The tamper following its buggy working on the track alignment accompanied by a Drone Tamper.



A Regulator follows the Drone Tamper grooming the ballast.

Tamper buggy leads the way for the Tamper and Regulator to put the finishing touches on the project.



The buggy leads the way along Narrows Marina past Narrows Brewing Co. and the Boathouse Restaurant. Great Place to watch boats, planes and trains.



A crewman watches for traffic and signal wires attached to rails as tamper passes through the intersection at 19th St. in Tacoma, WA.





PNW RAIL NEWS

by Arlen L. Sheldrake



The bad press about the Hanford Nuclear Reservation near Richland, Washington just continues on and on. A sink hole was found May 9th over a train car tunnel prompting an emergency evacuation and hunker in place order. Seems contaminated flat cars and waste were put in a 360-foot-long rail tunnel built with timber, concrete and steel that was sealed in 1965. The tunnel contains about 780 cubic yards of radioactive and chemical waste and irradiated equipment, including eight contaminated rail cars used to haul spent nuclear fuel rods. **The Oregonian 5/12/2017.**



New name: **Powerland Heritage Park** is the new name for Antique Powerland Museum in Brooks, Oregon. If you haven't visited recently, the 47th Annual Great Oregon Steam Up, July 29-30 and August 5-6 would be a terrific opportunity. The amount of change is amazing that has occurred on this campus over a few short years. And while there, look at the PNWC owned Jordan Spreader, Flanger and the Alco S-2 locomotive.

Not to be paranoid, but if you are into taking pictures of interesting branch lines like the **Toledo Branch** from Albany to Toledo, Oregon, I would suggest not delaying. The Oregon Department of Transportation has completed most of the U.S. 20 (Corvallis-Newport Highway) improvement project between milepost 14 (west end) and milepost 24 (east end) creating 5.5 miles of new road, bypassing a 10-mile section of the original alignment that was built in 1917. One of the project objectives: *eliminates the need for out-of-direction travel by freight haulers with long loads.* What this means is that truck hauling mileage from the Georgia-Pacific Toledo mill to market is now significantly shorter and quicker.....might impact rail freight loads.....sure will in my opinion. As we know there is no freight revenue between Philomath and Toledo other than the G.P Toledo mill.

John Spinden, one of the principals involved, provided on May 10th the following update about the **Maxwell Siding Railroad Museum** located in downtown Hermiston: "The city of Hermiston is finally starting to show interest in the Museum, partly I'm sure due to the page you had printed in your publication [*The Trainmaster, August 2015, Hermiston's Well Kept Secret - The Maxwell Siding Railroad Museum*] last year. Thanks for your help. Last summer, we were assigned a young lady who copied down all the information we could provide about the various pieces of equipment so they could put up reader boards with information for the visiting guests. Larry Fetter [Hermiston Parks and Recreation Director] hopes to have other people to volunteer to escort tourists. With the reader boards, they would not have to have to be knowledgeable. We have had several people from your area that came because of your poster and your page in the publication [*The Trainmaster*]." The Maxwell Siding Railroad Museum is located at 200 West Highland in Hermiston. It is open every Saturday (except in January) from 10 am to 3 pm. There is a lot to see including two (2) rotary snowplows so expect to spend a couple of hours. The poster hyping the Museum continues to be displayed at the Oregon Rail Heritage Center.



Five hours [plus crossing time] north of Spokane is the Village of Nakusp, British Columbia. The Nakusp Rail Society was formed to be the stewards of the new cabooses and rail snowplow which were donated to the Village by CP Rail in 2016. The rail cars arrived in Nakusp on July 22nd 2016 and are currently on display. The caboose, No. 434614, was built in 1977. The snowplow, No. 400648, was built in 1921. To help either physically or financially with the display, contact Tracy Fetters, 250-265-3110 – trestle22@gmail.com.

Northwest Railway Museum in 2017 is celebrating a year of anniversaries:

- 60th Anniversary – NRM was incorporated on March 14, 1957.
- 50th Anniversary of the first train; on May 28, 1967 the Museum's first-ever passenger train operated in the Snoqualmie Valley.
- 10th Anniversary of the Railway History Center.



Northwest Railway Museum May 1, 2017 letter.

The original Expo Line has been in service since 1986, and the tracks between Waterfront and New Westminster have carried more than 2 million trains. February 2017 marked the start of the annual Expo Line Running Rail Replacement Project. The project includes:

- Replacing 4.8 km of track.
- Replacing 30,000 tracks pads

- Replacing track on guideway curves where the most wear occurs.

The Running Rail Replacement Program will continue each spring and summer for the next 8-10 years.



TransLink 4/4/2017 news release.



The CP Canada 150 Train will be rocking the nation this summer with a cross-country block party. Beginning July 28 in Port Moody, B.C., CP is hosting celebrations in 13 Canadian cities and towns. The train will travel west to east, completing a reverse tour of the very first transcontinental passenger train trip made on June 28, 1886, which started in Montreal and travelled to Port Moody. The final CP Canada 150 Train event takes place August 20 in Ottawa. Each stop will include a three-hour family-friendly event including country music singer Dean Brody and champion Aboriginal hoop dancer, Dallas Arcand. British Columbia stops: Port Moody, July 28, 3 to 6 pm; Revelstoke, July 29, 3 to 6 pm. **CP.** www.cpr.ca

VIA Rail Canada Inc. last year moved 3,974,004 passengers, marking a 4.1 percent increase compared with 2015. Passenger revenue rose 9.5 percent to 301 million Canadian dollars, according to the railroad's 2016 annual report. VIA Rail reported total revenue of CA\$324.3 million compared with CA\$275 million in 2015. The railroad logged record-high ridership last summer, when it transported more than 926,000 riders, a 4.8 percent increase compared to summer 2015. To grow ridership, VIA Rail added capacity on several trains on the Quebec City-Windsor corridor and adjusted its schedule to offer more flexibility. **VIA Rail news release 5/10/2017.**



Canpotex

Canadian Pacific Railway is investigating a May 12th 25-car train derailment near Wilkie, Saskatchewan. This is the same train that also derailed 29 cars on May 13th in Bawlf, Alberta. Authorities believe the derailments are not related. It is believed the potash train was a Canpotex unit train bound for the export terminal in Portland. **CTV News Saskatoon 5/15/2017.**

BNSF Railway has appealed an environmental review of a coal-export terminal in Washington state, arguing it miscalculated or overstated the risk of cancer for some residents. Millennium Bulk Terminal-Longview has long wanted to build a facility along the Columbia River near the city of Longview to handle up to 44 million tons of coal a year. Trains would carry the coal from Montana, Wyoming and other states, which would be loaded onto ships headed to Asia. The environmental study by the state Department of Ecology and Cowlitz County found diesel particulate emissions from trains serving the terminal would cause “an unavoidable increase” in the cancer risk rate for residents in one neighborhood. BNSF says there are no credible scientific studies suggesting that locomotive diesel emissions increase cancer risks. The appeal was filed with Cowlitz County. **The Spokesman-Review 5/14/2017.**



Sound Transit will soon try something unprecedented – building and operating train tracks on a floating bridge. The work begins June 3 in the center express lanes of Interstate 90, after carpools, buses and Mercer Island motorists are kicked out to make room for light-rail contractors. Passenger service between Seattle and Bellevue and Overlake is scheduled to begin 2023. Engineers have to ensure the bridge will remain buoyant when a pair of 300-ton trains pass each other, and that the high-voltage current that powers the trains won't stray into the bridge's pontoons and corrode its steel rebar. They spent \$53 million just to design the section across Lake Washington. The most difficult task is adapting the rails to movements of the bridge. Train tracks will cross hinges and sloping spans between bridge's fixed sections and the 1-mile floating deck, like someone walking down the gangway to a boat marina. Lake levels rise and fall 2 feet a year. Waves, wind and traffic create slight twisting. A full train is heavy enough to plunge the pontoons 8 inches; so the railbed must resist and absorb roll, pitch and yaw. The good news is engineers have invented and field-tested a kind of rail joint they say will provide a smooth ride at full speed, instead of a reduced rate of 30-35 mph as once feared. Lake Washington is considered too deep to install columns for a fixed bridge. It is also too deep for a tunnel under the lake or along the lake bottom. **The Olympian Newspaper 5/15/2017;** spotted and forwarded by Gordon Russ.



On May 13th a commemoration called the *Train of Tears* was held at the Mt. Hood Railroad depot to honor the memory of what happened on May 13, 1942, at the Hood River train depot. On that day, authorities forced 503 people onto a train and sent them to Pinedale and other camps, where most would live for the next four years. This was the result of President Franklin Roosevelt's Executive Order 1066 – that thousands of people of Japanese heritage, most of them U.S. citizens, were to be removed from “military areas” extending 100 or so miles inland and be housed as prisoners in desert detention camps. **Hood River News 5/12/2017.** [While my father never talked about this May 13, 1942 event, he always felt bad about his “relocation” duties as a Hood River County Deputy Sheriff.]

Nearly a year after a fiery train wreck in Mosier leaked thousands of gallons of oil into soil near the Columbia River,



environmental regulators are still keeping tabs on contamination levels in groundwater near the site. On June 3, 2016, 16 cars of a 96-car Union Pacific Railroad train bearing Bakken crude oil left the tracks and several caught fire in an accident caused by faulty rail bolts. Nobody was injured in the fiery scene that prompted an evacuation of hundreds. About 47,000 gallons of oil escaped the ruptured tankers. The ground soaked up about 16,000 gallons. Shortly after the derailment, officials dug monitoring wells and discovered high levels of benzene and other volatile compounds in one of the wells. Crews installed a “biosparge” system of pipes to treat contamination. The sparges inject air into groundwater about 20 feet below the surface, allowing naturally occurring microbes to break down volatile compounds. Contamination levels are improving as monitoring continues. The Mosier community is holding a one-year anniversary event of the derailment on June 3rd at the Mosier Community School. **Hood River News 5/13/2017.**

May 16th marked the first operational date for the **Oregon Rail Heritage Center** drop table. After many hours of work the Whiting 50-ton four screw electric hoist that originally came from old steam round house in Ennis, Texas, then to Southern Pacific Bayshore Shops, then to the Western Railway Museum in Rio Vista Junction is now operational and has a permanent home in Portland, Oregon. The push to get the 10 ft drop table operational comes from the rail car inspection needs for the June trip to Bend. And on May 17th the “new to” ORHC drop table was used operationally for the first time to drop a bad wheel set out of the Gordon Zimmerman baggage car and insert a replacement. This drop table is large enough to drop out the drivers of the SP&S 700 and SP 4449.



K+S Potash Canada celebrated the opening of the new potash mine in Canada with about 700 guests. The five-year construction phase has been successfully completed with the first tonne of marketable potash expected to be produced in June as planned. The mine was named for the neighboring town of Bethune. The CA\$3.1 billion is the largest single project in company history. The company has purchased 531 custom built rail cars from National Steel Car that will be used to ship potash to KSPC's port facility in Port Moody, B.C. The Bethune mine site is connected to the CP mainline with a new 30-km Belle Plaine subdivision. **K+S Potash Canada 5/2/2017 news release.**



ConnectOregon VII: HB 2288 Place Holder - This legislative measure provides a placeholder to continue funding for the *ConnectOregon* program in 2017-2019 biennium. The Governor's recommended budget includes \$71.1 million for *ConnectOregon*. Status: referred to House Transportation Policy with subsequent referral to Ways and Means. **ODOT 2017 Bill Summery 3/16/2017.**



With Congressional approval of the Federal Fiscal Year 2017 Appropriations Bill, Sound Transit will receive \$100 million in federal funds for the Lynnwood Link Extension that will begin construction next year. The funding is the first installment of a potential \$1.174 billion full funding grant agreement for the project, which in 2023 will extend light rail service 8.5 miles from Northgate to Shoreline, Mountlake Terrace and Lynnwood. The President is expected to sign the bill into law this week. **Sound Transit 5/4/2017 news release.**



The Holiday Express riders and PNWC car hosts will appreciate that the 'crap' 30 black chairs in the Plum Creek lounge car have gone away and on May 17th new chairs were installed by Portland Office Furniture. Yes, no more black duct tape covering the chair fabric rips and tears. While the old chair cushions went to the landfill, all the steel is headed for the scrapper. And in April, Stanley Steemer cleaned the carpet, chairs, and booth seats in the Holiday Express rail cars: Round End, Mt. Hood, and Plum Creek plus the seats and aisle carpet in the 6200 coach.

Canadian Pacific and Canadian Tire Corporation announced the deployment of North America's first 60-foot intermodal container for use by the retailer. The 60-foot container, which was developed by the Canadian Tire team in close collaboration with CP, will serve as an intermodal solution to increase productivity and efficiency. The increased size – an additional seven feet from the current 53-foot containers – allows Canadian Tire and CP to transport more products to increase the volume of products shipped in each container, while reducing transportation costs and greenhouse gas emissions. Canadian Tire has one of the largest transportation networks in the country, moving more than 100,000 different types of products to 500 stores from coast-to-coast. The new 60-foot container will hold 13% more than the 53-foot. **CP 4/27/2017 news release.**



The 2019 National Garden Railway 35th Convention will be held in Portland, Oregon September 4-8 with the headquarters at the DoubleTree Hotel near the Lloyd Center. The Rose City Garden Railway group is hosting the convention. [Nice logo!]



Sound Transit Board of Directors approved an order for 30 additional light rail vehicles from Siemens



Industry, Inc. The added vehicles, scheduled to arrive no later than 18 months after final delivery of a previous order placed last fall, will support the opening of Sound Transit's Link extension projects to Federal Way and downtown Redmond in 2024. Sound Transit must triple the size of its current fleet as 94 miles of voter-approved extensions to its current light rail network are added over the next 24 years. By 2041, the agency will operate more than 116 miles of light rail lines. **Sound Transit 4/27/2017 news release.**

Hawaii rail officials have released a recovery plan for the unfinished public transit project on Oahu. The report calls for a less-expensive plan to end the concrete pathway near Aloha Tower and eliminate seven stations along the route. The original plan had been to create 21 stations on 20 miles of elevated pathway, leading to the Ala Moana Center. This plan would cut rail ridership by about 60 percent. The report was required by the Federal Transportation Authority after the project's costs soared from \$5.8 billion to \$8.2 billion; including financing costs, the project is estimated to cost as much as \$10 billion. The rail's current budget is about \$6.8 billion. **The Daily Progress 5/2/2017.**



The May 2017 issue of The Bee, www.thebeenews.com, has a nice 2-page article by Jim Redden "Train enthusiasts plan Second National Tour for SP #4449" that came out of the American Freedom Train reunion this past fall. Nice pictures and text; worth a read. The Bee newspaper is now part of the Pamplin Media Group and is published monthly and distributed free to 16,500 residents of Sellwood-Westmoreland, Brooklyn, Reed, Eastmoreland and Woodstock neighborhoods in Portland.

McMenamins & the Port of Kalama

Text and Photos By Arlen L. Sheldrake



What, you ask, do the two names in this article's title have to do with each other? A good question as one is a major operator of 54 distinctive pubs, restaurants and historic hotels in the Pacific Northwest and the other is mostly known as a major grain exporting port and small town next to the I-5 freeway.

Opening the winter of 2018 will be a new McMenamins Kalama facility that will include 40 hotel rooms, a restaurant, a rooftop pub and a brewery. The Port of Kalama has agreed on a lease to build a new property on the Columbia River. A 500-square-foot pub will also be constructed nearby at the Port of Kalama;

Ahles Point. Construction, as of May 2017, was well underway.

The architecture will be modeled after the Pioneer Inn in Lahaina, Maui, Hawaii. Similar architecture can also be found today in Kalama in an 1870s structure that was the Northern Pacific Railway's hospital. John Kalama, originally of Kula, Maui, lived in the area as an employee of the Hudson's Bay Company. The Kalama River and the city both bear his name. Descendants of John Kalama are members of the Nisqually and Warm Springs Tribes.

The Port is constructing the building, grounds and putting in the major utilities; McMenamins will design and construct all interior components of the facilities. The new facility will have great views of the Columbia River and, while not noted in the press releases, great views of the busy double-track BNSF mainline.



As PNW rail historians know, Kalama was originally developed as Northern Pacific's western terminus and at one time included 5,000 residents. Before the railroad bridge between Portland and Vancouver was constructed, trains were ferried between Goble and Kalama. Following the bridge completion, the NP terminus was moved to Tacoma.

Sources: Port of Kalama 3/4/2017 press release, McMenamins web site, and The New School 3/10/2017. Photos by the Arlen L. Sheldrake.



PORTLAND TRAIN DAY AT ORHC

by Trent Stetz, Photos by Jim Hokinson

Train lovers and railroad history buffs celebrated the 148th anniversary of the completion of American's first transcontinental railroad at the Oregon Rail Heritage Center (ORHC) on Saturday, May 6. The city owned historic Southern Pacific 4449 steam locomotive was "steamed up" for the center's second annual Portland Train Day. The event commemorated the pounding of the Golden Spike that connected the Central Pacific and Union Pacific railroads at Promontory Summit in Utah on May 10, 1869.

The city's two other historic steam locomotives — the Spokane, Portland & Seattle 700 and the Oregon Railroad & Navigation Co. 197 — were also on display. Other activities at the event included music, food carts, train trips from the Center to Oaks Park and back by the Oregon Pacific Railroad. This year's Portland Train Day attracted over 5100 visitors. National Train Day events have historically been sponsored across the country by Amtrak until a few years ago. The Oregon Rail Heritage Foundation sponsored this and last year's event as part of its mission to promote an appreciation of the rail history of the country and the Pacific Northwest Region.



The SP4449 was on Display Out Front



Speeder Rides during Portland Train Day



Roundtrip Rides between ORHC and Oaks Park



The Portland Lego Group had a Large Display



The Chapter Sold Books and other Items during the Event



The Portland Traction No. 100 was on Display

May Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on May 19, 2017

The May 2017 general meeting started with the evening presentation first, an excellent program by Richard Thompson on the Lost Streetcars Lines of Oregon. Mr. Thompson has just published a book by called "Lost Oregon Streetcars" by The History Press. He had copies for sale at the meeting.

Next, snack time was provided by Lila Stephens. Thank You Lila!

The monthly regular business meeting was called to order by President Keith Fleschner at 8:58pm.

The April meeting minutes were called, Arlen Sheldrake made a motion to approve the minutes, Don Klopfenstein seconded and the membership approved.

George Hickok gave the monthly treasurers report and said all accounts balanced. He said the Friends of SP 4449 did request a draw on the line of credit that we previously approved to offer to them and a check has been issued. Mr. Hickok reported that 2017 membership cards will be sent soon. Bryan Ackler made a motion to accept the report, Al Baker seconded and the membership approved.

George Hickok made a "Thank You" to all the volunteers who helped at Portland Train Day. Al Baker announced there were over 5179 attendees at the event at the Oregon Rail Heritage Center (ORHC).

President Fleschner reported that on April 29th he accompanied Wayne Yetter on a tour of the chapter owned railcars. Mr. Yetter is an expert who will do an evaluation of our railcars so we may get a better idea of their disposition. Bryan Ackler accompanied them and took a great number of photographs.

Bruce Strange reported that the drop table was used for the first time at ORHC, to replace an axle on the Gordon Zimmerman baggage car.

David Cautley reported that the 'triangle' property adjoining ORHC has been leveled and is being prepared for track laying. Also much needed electrical work has been finished at ORHC, especially new plug-ins, inside and out.

George Hickok told the membership that the SP 4449 went to Tigard on the Tuesday after Portland Train Day highlighting an event for the retiring CEO of the Genesee & Wyoming Railroad, parent of the Portland & Western.

President Fleschner advised that Mark Reynolds is updating the electrical feed to the sound building at Powerland.

Arlen Sheldrake reported that the Holiday Express railcars have been cleaned using some of the Holiday Express funds. The carpets were cleaned in all the cars. The chairs have been replaced in the Plum Creek and the seats were cleaned in the 6200. Mr. Sheldrake then advised that on Sunday May 21st the new Siemens Charger locomotive, a new type of Amtrak Cascades engine, will be unveiled at King Street Station in Seattle.

David Cautley advised that the SP4449 trip to Bend should leave Union Station at 8:30am on Saturday, June 24 and return to Union Station about 6:00pm on Sunday, June 25.

With no further business, the meeting was adjourned at 9:38pm.

Respectfully submitted by Jim Hokinson



o

LOST OREGON STREETCARS

RICHARD THOMPSON



Interesting Historical Notes from Lost Oregon Streetcars

- A fire in 1922 destroyed Astoria's plank roadways and halted its once thriving streetcar network, which had a peak length of 5.7 miles in 1915.
- A white horse named Old Charlie proved more efficient at powering Albany's streetcars than a steam locomotive.
- The small town of Cherry Grove became the first city in the west to use Edison battery technology in their streetcar.
- In 1890, the Bay Railway in Astoria had amongst its crew, a 15 year old named Harry May, who was thought to be the youngest conductor in the United States.
- Albany introduced mechanized mass transit to Oregon with a wood burning steam "dummy" on its streetcar system.

Triangle Property Next to ORHC



Work has begun on the triangle shaped property next to ORHC, as the former street has been excavated and piled for removal. The Ford building is in the distance with Union Pacific Railroad on the left, with TriMet's MAX and busway on the right. This adjacent property will be the site of extended sidings for storage of railcars and other ORHC items.

LENDING LIBRARY will be open Saturday, June 17th 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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PACIFIC NORTHWEST CHAPTER TIMETABLE No. 659

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.

June 16: *Presidential Trains* – A very interesting video tracing the use of trains by all of the U.S. Presidents from Andrew Jackson on through modern times. You will take a journey back across American history when the presidential train was an important tool for the man residing in the White House. For several Presidents, the official business car served as a White House on steel wheels.

July 21: *Selected Short Videos:* “Last of Giants” about Big Boys; “Science Rides” about a technical & scientific developments by railroads; “Lifeline of the Nation” about railroads during WWII.

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

Board of Director's Meetings: **June 8**, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
July 13, 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:

Apr 1 – Oct 29 *Northwest Railway Museum train trips* (weekends), Snoqualmie WA, www.trainmuseum.org
June 7-10 *Friends of the BN Railroad Convention*, Denver CO, www.fobnr.org
June 10 *Wine & Chocolates Train*, Eagle Cap Trains, Elgin OR, www.eaglecaptrainrides.com
June 17 *2017 Railroads in the Garden Summer Tour*, 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, www.4449.com and www.ticketswest.com/events/cascades-daylight-package/205992/
July 4 *Mt. Emily Shay runs*, 8 am – 3 pm, City of Prineville Ry, Prineville OR
July 13-15 *SP&S Railway Historical Society 2017 Convention*, The Dalles OR, www.spsrhs.org
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
July 30 – Aug. 6 *NRHS RailCamp Northwest*, Tacoma WA, www.nrhs.com
Aug 5-6 *The Great Oregon Steam-Up*, Antique Powerland Museum, Brooks OR, www.antiquepowerland.com
Aug 21 *Eclipse Express*, Sumpter Valley RR solar eclipse trip, McEwen Depot, www.sumptervalleyrailroad.org
Sept. 16-20 *GN Railway Historical Society 2017 Convention*, Sioux Falls SD, www.gnrhs.or
Sept. 24-30 *Rail Safety Week*, Operation Lifesaver, <http://bit.ly/USRSW17>
Oct. 14-15 *Photographers' Fall Foliage Weekend*, Sumpter Valley RR, McEwen, www.sumptervalleyrailroad.org
Oct 28-29 *Halloween Express*, Sumpter Valley RR, McEwen, www.sumptervalleyrailroad.org
Nov 8-11 *SP Historical & Technical Society Convention*, Santa Rosa CA, www.spths.org

PNWC – NRHS MISSION

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