

The *Celebrating 60+ Years* Trainmaster

April 2018

ISSUE Nº 669



The Official Publication of the
Pacific Northwest Chapter of the
National Railway Historical Society

Portland, Oregon
www.pnwc-nrhs.org



SP 4449 Donated to Portland



Photo of SP 4449 on April 22, 1958 as it is being prepared to be donated to the City of Portland two days later (Martin E. Hansen Collection)

60 Years ago.... The Southern Pacific Transportation Company on April 24, 1958 donated the SP 4449 to the City of Portland with the restriction that they retain approval for any operational use. The SP 4449 was built in 1941 by Lima Locomotive Works in art deco styling for pulling Daylight passenger trains between San Francisco and Los Angeles, California. The Southern Pacific Railroad officially retired SP 4449 on October 2, 1957. The SP 4449 was chosen by the yard crew because it was easy to retrieve out of the Bakersfield, California Roundhouse dead line. City of Portland resolution No. 27662 thanked Southern Pacific for the donation. The Portland Traction Company No. 100 delivered the 4449 to Oaks Park where it resided until April 12, 1974 to begin restoration.



CHICAGO AND NORTH WESTERN TO THE PACIFIC

By Dave Larsen



I grew up near the Chicago and North Western (C&NW) in the steam era. When I was young, I conspired to ride their bright yellow and green 400 streamliners which until 1960 ventured as far west as Rapid City, South Dakota. I always wondered why they had built a long line to the rather remote town of Lander, Wyoming. I had read at one time that the North Western had designs on becoming a transcontinental. In a discussion with Bob Weaver, he suggested that an article should be written. Bob and Bill Hyde were instrumental in helping locate the source material to write this brief history which definitely relates to Oregon.

From the late 1800s until the First World War, the Chicago and North Western was one of the strongest and most successful railroads in the United States. In an era before good roads and alternative means of transportation it was busy extending its reach from Chicago. The railroad ventured north, west, and south into Wisconsin, Minnesota, Michigan, Iowa, southern Illinois, Nebraska, South Dakota and Wyoming tapping the transportation of lumber, coal, iron ore, gold, livestock, people and most important grain. The mass of well thought out branch lines went from their biggest asset in the early part of the century to their biggest headache by the 1950s.

From 1887 until 1910, the railroad was led by the dynamic leadership of Marvin Hughitt, recognized at the time as a very astute empire builder who took the railroad to the top tier of companies in American business. The board of directors included William K. Vanderbilt of the New York Central Vanderbilts who would play a key role in negotiations in one transcontinental plan.

Money was not an issue for the railroad. They spent \$23 million just to build their Chicago passenger terminal. Their credit and cash reserves were impeccable and they were widely rumored to become the next railroad to reach the Pacific. Rumors of the Chicago and North Western's intentions date back to at least 1886. Richard J. Lewty wrote in *Across The Columbia Plain*, that it was widely known that the C&NW intended to build west to Boise and link up with the struggling Oregon Pacific.

In 1887, an incident occurred that cemented the rumors. According to Lewty, a wool merchant named Theron E. Fell, a resident of Heppner, Oregon, became upset with the Oregon Railway & Navigation (OR&N) because they would not build a branch from Heppner to the Columbia. Since he was originally from Chicago, Fell went east and negotiated a deal with the North Western. For a subsidy of \$100,000, the C&NW agreed to build a railroad from Heppner to the Columbia River. Fell returned home and raised the money. When the OR&N heard what was going on, they promptly built the Willow Creek branch to Heppner in a move to keep the North Western out.

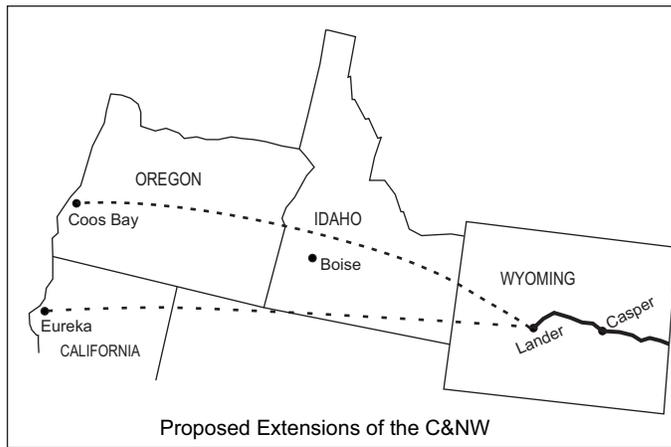
At the Pacific end of the continent, the Oregon Pacific (OP) was attempting to build east over the mountains towards Boise. The railroad was constantly subject to graft and financial instability caused by its founders. In his book, *Empire Of Dreams*, page 232, Scott M. Gavin quotes a letter from E.W. Hadley, then temporarily in control of the OP, to the mayor of Boise written in 1893. "During all its vicissitudes, I don't think it was ever so near construction and extension toward the promised land of eastern Oregon and Boise as it is at the present moment."

Everyone was waiting in vain for the OP to get to Boise. They never did, again mostly because of graft and wars over control. Gavin mentions that in 1899 a shell company was formed called the Idaho Midland to build east from Boise and link up with the OP. My own speculation is that either the North Western or Marcus Daily, the Montana Copper King, controlled this shell company. Since nothing happened, I suspect the North Western probably had control. The North Western often used shell companies to construct their lines, probably to mislead competitors.

Randall V. Mills in *Railroads Down The Valleys*, points out that A. B. Hammond, another in a string of corrupt financiers that gained control of the Oregon Pacific, had financial ties to the previously mentioned Marcus Daily, who wished to build his Butte Anaconda and Pacific to Boise and link up with the C&NW.

The best source for information on North Western expansion plans is H. Roger Grant's definitive history of the railroad, *The North Western*. In the book he chronicles the expansion of the railroad during this time period. In 1888, the railroad completed its line as far west as Casper, Wyoming (oil). There they sat as they worked north to get control of the Black Hills area gold mining, a business they ended up sharing mostly with the Burlington. They didn't even complete their primary east-west line to Rapid City, South Dakota until 1907, the same year the Milwaukee Road reached town.

However, in 1905, the Wyoming and North Western (a North Western shell company) began furious construction from Casper 148 miles west to a Shoshoni Indian reservation that was being



opened to settlement, eventually passing through to the town of Lander. Opening these lands to settlement was the ostensible reason for rushing this major extension of their cross Nebraska line. The first train to Lander arrived on October 17, 1906. Opening this land to agricultural development was a cover according to Grant. The book contains a map of two proposed routes to the Pacific. One is through Boise to Coos Bay, Oregon and the other a more direct route from Lander southwest to Eureka, California.

There is no corroborating anecdotal evidence that I was able to find of hard plans to Eureka. However, the Milwaukee Road was also considering that option to Eureka from Chamberlain, South Dakota before they decided on the St. Paul pass route to Tacoma according to Carlos Schwantes in his book, *Railroad Signatures Across The Pacific Northwest*. The North Western was in a better place to make that route work from Lander than the Milwaukee from Chamberlain. Also, building rapidly to Lander gave the North Western dominance in southwestern Wyoming although the Burlington later invaded the same area with an almost parallel line.

Several sources mention that the North Western had surveyed the route from Lander to the Boise area and were prepared to move. What happened?

Grant believes that Marvin Hughitt met with E. H. Harriman and Harriman told him to stay home and be a granger road. At the time, Harriman was in an ongoing war with James J. Hill both overtly and covertly. The North Western had been planning their move for at least ten years and they had the capital to pull it off. So, I am inclined to discount a Harriman threat. To me, a more likely scenario was the mess that the Oregon Pacific was. Due to gross mismanagement it never made a serious stab at Boise. I think all of the rumors about the North Western seeking to link up with OP were probably true. The Idaho Midland never building track out Boise west was probably due to the ongoing soap opera at the Oregon Pacific. Harriman was not a threat at Coos Bay, because the Southern Pacific did not build there until 1910. The North Western had been in the mix since the 1880's.

It is true that Harriman would not have welcomed the North Western when he was in a bitter war with Hill, but both Harriman and Hughitt had cooperated on a number of ventures that helped both railroads. The UP exchanged the majority of their Chicago bound freight with the North Western at Omaha/Council Bluffs, a relationship that continued until the UP bought the North Western in 1995. The two railroads also established the Overland Route passenger service in conjunction with the Southern Pacific, also a Harriman property at that time. Their first joint train of importance was The Overland Limited. This relationship lasted until 1955. They even marketed and led joint tours to Yellowstone Park from 1903 on.

Harriman's personality and his response to competition was further highlighted by an anecdote in Stephen M. Hayes book, *Western Pacific Depots And Stations*. In it he recounts a 1903 UP board meeting in which Jay Gould was present. Harriman had ordered the SP to cease exchanging freight with the Denver and Rio Grande at Ogden, Utah. Gould told him that if he would not interchange freight with his railroad, he would build his own railroad to the Pacific. This, of course, became the Western Pacific. Harriman is reported to have said, "If you build that line, I will kill you."

In 1906, a second Pacific opportunity presented itself. The Milwaukee Road had decided to build over St. Paul pass to achieve their Pacific extension. They wanted a partner with deep pockets and the North Western was willing to listen. The two presidents, Marvin Hughitt and Albert J. Earling did not negotiate directly. William K. Vanderbilt of the New York Central represented the North Western and William Rockefeller of Standard Oil represented the Milwaukee Road. Both were on the boards of their respective companies. According to Grant, they reached an operating agreement which would likely have started the Pacific extension at Rapid City, a terminal for both railroads. The price tag was estimated at 50 to 75 million. The actual cost, according to Schwantes, came in at 60 million and over budget. The Milwaukee Road never recovered their blue chip rating according to Grant.

What killed the deal? Grant theorizes it was the cost. The North Western had spent 23 million on the Chicago station so the North Western did not lack for money. He also surmises that the two railroads had been bitter rivals since they fought it out first in Wisconsin and later Iowa that the thought of working cooperatively was anathema to both of them. The latter reason was probably the more likely. It certainly played out that way in the more recent past where mergers were negotiated that would benefit both and then fell apart.

In the end, the North Western never ventured west of Wyoming. One reason was the panic of 1907 which hit some railroads hard. The North Western was fine, but a lot of construction stopped. A quote from Marvin Hughitt contained in the Grant book, page 93, sums it up, "Stick to our knitting, develop this railroad in its present territory and let the Milwaukee build to the coast if it wants to". Plus, there would never be an Oregon Pacific link at Boise. Harriman, though, did not sit on his hands when faced a potential incursion by the North Western. Henry E. Bender Jr. remarks on page 143 of his book, *Southern Pacific Lines Standard-Design Depots* that the SP, through their subsidiary Oregon Eastern Railway, began building a line east in 1909 from Natron, Oregon hoping to link up with the UP at Ontario, Oregon. They only got as far as Oakridge before the government forced the SP and UP to separate followed by the suit to separate the Central Pacific from SP which lasted into the 1920's. This effort almost duplicated the North Western's plans.

The Milwaukee Road and the Western Pacific were the last two railroads to reach the Pacific. Neither was an overwhelming success. In retrospect, it is unlikely that the North Western would have been an overwhelming success if it had reached Coos Bay or Eureka.

ORHC DROP TABLE OPERATIONAL

By Arlen L. Sheldrake

After a long trip from Texas to California to Oregon over a period of some 38 years a Whiting Four Screw 50 ton 110" Electric Hoist drop table was first made operational on May 16, 2017 at the Oregon Rail Heritage Center.

As reported by Bill Wolverton who worked in the Industrial Engineering Group of the Southern Pacific Mechanical Department in the late 1970s, this drop table started life at the old Southern Pacific steam round house in Ennis, Texas, later it was moved 1979 at his suggestion to the Bayshore Shops in Brisbane, California. Purchased by the Pacific Locomotive Association and stored at the Western Railway Museum in Rio Vista Junction, California. It was then purchased for \$1,500 by the Friends of SP 4449 represented by Doyle McCormack and George Lavacot to be used in the future at the Oregon Rail Heritage Center.

The Western Railway Museum and Pacific Locomotive Association folk say the drop table was never installed at the Bayshore Shops. With it becoming operational at ORHC on May 17, 2017, it was some 38 years after its last use in 1979.

One of the long-time goals of the volunteers working to maintain the city of Portland's three steam locomotives was to have an operating drop table that could accommodate the large drivers of these locomotives. The drop table in the former SP Brooklyn Roundhouse in SE Portland, the former home of these locomotives, while useful was too small for these drivers. Without a drop table of sufficient size, dropping a driver from the 700, 4449 or 197 required very careful jacking of the locomotive.

Both the OR&N 197 and SP&S 700 have 77" drivers, the SP 4449 has 80"; all well within the capability of this 110" drop table. The design of the ORHC Doyle M. McCormack building anticipated and incorporated the installation of this drop table.

The drop table was trucked from Rio Vista to George Lavacot's facility in Independence, Oregon where it underwent extensive restoration. Lots of penetrating oil was used to loosen many years of rusted bolts. The entire drop table was sand blasted, primed and painted by the all-volunteer 4449 crew. The original circular drop table track also required modification to rectangle.

On May 17th the drop table was first used to drop a bad wheelset from the Gordon Zimmerman baggage car. With the upcoming 2017 SP 4449 June trip to Bend, getting the baggage car operational for this trip was part of the big push to get the drop table operational.

During the next use of the drop table, the ORHC exhibits committee intends to create a video to show visitors how this unique piece of

equipment continues to perform essential service.

Appreciation to article contributors: Bill Wolverton, Doyle McCormack, Mark Kramer and George Lavacot. Photos provided by Bill, Doyle and the author.



As stored at the Western Railway Museum
(photo by Doyle McCormack)



One of the Four Drop Table Screws
being Installed



New Wheelset Rolled onto Table



New Wheelset Going Under the Baggage Car



PNW RAIL NEWS

by Arlen L. Sheldrake



Hoping to at least see a train station or two along with our first visit to SE Asia in March, it is enjoyable to end your trip with a great high-speed rail trip from downtown Hong Kong to the Hong Kong International Airport, then 13 hours to Seattle and Portland's MAX Red Line. Yea got to get in a train trip(s) somehow.

The Eagle Cap Excursion Train runs out of the depot in Elgin, Oregon and reverses course prior to arriving in Minam, the reason, a substandard bridge. The board of the Wallowa Union Rail Authority voted February 13th to form a committee with Friends of the Joseph Branch to determine costs and begin seeking sources of funding. The authority is a cooperative agreement between the two counties to operate the 62.58-mile ex-Union Pacific Railroad line between Elgin and Joseph. In addition to the Water Canyon Bridge, three additional bridges would need to be repaired to bring the train to the track's terminus in Joseph. Without these bridge repairs, the train cannot operate in Wallowa County. The 19 Eagle Cap Excursion Train 2018 trips begin May 5th (www.eaglecaptrainrides.com). **Wallowa County Chieftain 2/20/2018.**

Sound Transit taps Siemens for light-rail substations. Siemens will supply 13 traction power substations and two medium-voltage substations for the Northgate and East Link light-rail extensions. The company also will provide a cross-passage tunnel tie station on the extensions and upgrade an existing substation it supplied in 2008. The 4.3-mile Northgate extension is slated to open in 2021, while the 14-mile East Link will open in 2023. **SIEMENS Progressive Railroading 2/21/2018.**

Kenn Lantz emailed 3/26 adding the following to March *Trainmaster* **The Big Ditch** article: The sluicing on the Willamette River end surprised me but it explains the flat lands along the river that later were used for industry. I assume it was once wetland or swamp and not good to sluice into the River. The north end dirt was needed for railroad fill to and between the bridges. [Thanks Kenn! I walked on much of those spoils working up this article but never thought of where the dirt came from.]

The Washington State Department of Transportation (WSDOT) is requesting proposals from qualified parties to manage and operate the Central Washington (CW) branch of the Palouse River and Coulee City Railroad and the Geiger Spur Branch. The CW branch of the Palouse River and Coulee City Railroad is owned by WSDOT and the Geiger Spur Branch is owned by Spokane County. Freight-rail service on the two branches is expected to begin January 1, 2019. **Progressive Railroading 2/22/2018.**



The Northwest Seaport Alliance rail services loaded its first 10,000-foot train out of the North Intermodal Yard in Tacoma in November and will be running daily trains up to 10,000 feet in-length. Previous trains departing from NWSA were typically 6,000 to 7,000 feet long.

Last pile driven on reconfigured berth at Tacoma's Husky Terminal. Crews completed pile driving work for the Pier 4 reconfiguration project at South Harbor's Husky Terminal in November. They hammered 1,245 piles into the Blair Waterway at Pier 4 as part of the \$250 million in terminal improvements to strengthen and realign a berth and add eight new super-post Panamax cranes. Once finished, the terminal will be capable of serving two 18,000-TEU container ships at the same time. Construction and the first four cranes are scheduled to be completed in 2018. Four additional cranes will arrive in 2019. Both NWSA news items from **Pacific Gateway**, The Northwest Seaport Alliance Winter 2018 magazine.

Port of Portland remains No. 1 for auto exports on the U.S. West Coast. After exporting more than 87,000 Ford vehicles in 2017, the Port of Portland continues to be in the leader on the U.S. West coast for auto exports. The Port also posted strong auto totals for the year, with the combined number of imports and exports adding up to 314,000 vehicles; a 7.8 percent increase from 2016. Cars manufactured in the U.S. are shipped by rail from assembly plants to the Port's docks, where the vehicles are driven on "ro-ro" ships (roll-on/roll-off) bound for China and other parts of the Far East. **Port of Portland news release 3/12/2018.**

Lorentz Brunn Construction crews are, after a long permit delay, busy completing the construction of the pizza parlor that incorporates the NP cabooses and flat car at the west end of Bruun Dock Studios next to the Oregon Rail Heritage Center. The name of this new business will be Tillicum Pizza and is targeted to open June 12, 2018 and operated by Mount Hood Brewing.



BNSF Railway Foundation helped Spokane Mayor David Condon kick off a fundraising campaign for the Spokane

Riverfront Park by donating \$150,000. Mayor Condon is looking to raise \$2 million for the next phases of the Spokane River Park reinvention. Originally the site was home to the 1974 Worlds Fair and is a top destination in Spokane. **BNSF Northwest News 2/217/2018** (<https://bnsfnorthwest.com>.)



A suspicious coincidence.... On March 21st I met for monthly lunch with brother Roger. A normal part of this is exchanging “stuff”, mostly reading or viewing. On this day Roger gave me for PNWC archives a February 1, 1948 Portland Traction Company TIME TABLE 2 that he found in one of his many antique store visits. Clearly on multiple timetables is **Golf Jct.** Golf Junction Park now has a simple lawn sign noting its location. A very nice follow-up to my March *Trainmaster* article.

The Portland City Council gave Portland Streetcar the green light March 21st to purchase two new Liberty model streetcars, allowing for more frequent service on the systems A and B Loops connecting Downtown and the Central Eastside [Oregon Rail Heritage Center, OMSI-Water Avenue Station]. As Portland continues to add new residents at a rapid pace, the additional vehicles will improve Portland Streetcar's ability to connect people to housing, jobs, and services in the Central City when the new cars enter the fleet in 2020. The new streetcars, manufactured by Brookville Equipment Co. of Brookville, Pennsylvania, were funded in part by \$700,000 in contributions from Go Lloyd, the Central Eastside Industrial District, and Northwest Portland parking meter revenue with the rest coming from the city's transportation agency; total cost \$10 million. Brookville manufactured streetcars has six operating in Detroit, and four in Dallas; 23 are on order including the two for Portland. Brookville delivered its first streetcar in 2015, the company was founded in 1918. These new cars seat 100 riders comfortably. **Portland Streetcar News 3/21/2018 & The Oregonian 3/23/2018.**



The U.S. Department of Transportation late last week announced the 41 recipients of nearly \$500 million in discretionary grant funding for road, transit, maritime and rail projects through the Transportation Investment Generating Economic Recovery (TIGER) program. The list included more than \$100 million in grants for rail-related projects. Two Pacific Northwest projects were funded:



- Barker Road grade separation, Spokane Valley, Washington, \$9 million. The grant will fund an effort to replace an existing BNSF Railway Co. grade crossing at Barker Road with an overpass, close a second grade crossing at Flora Road and replace the intersection of Barker and Trent Avenue with a roundabout.
- Repair of the Jaype-to-Lewiston rail line, Clearwater County, Idaho, \$3.2 million. The project calls for the repair of three bridges along the rail line, debris removal from 18 bridges and repair of five washouts.

Progressive Railroading 3/12/2018.

Oregon transportation infrastructure receives \$63.3 million boost from Union Pacific. Key projects planned this year include:



- \$10 million investment in the rail line between La Grande and Huntington to replace more than 71,000 railroad ties.
- \$9 million investment in the rail line between Hermiston and La Grande to replace more than 64,200 railroad ties.
- \$4.8 million investment in the rail line between Odell Lake and Oakridge to replace more than 35,100 railroad ties.

Union Pacific 3/23/2018 news release.

Washington state approves first railroad oil spill response plan. Washington joins California as the only two West Coast states to require oil spill contingency plans for railroad operators. Railroads in most states follow federal regulations that emphasize safety, but do not include requirements for oil spill response readiness. The plan also includes:



DEPARTMENT OF
ECOLOGY
State of Washington

- Clarification regarding how notifications are made to ensure a joint response to a spill.
- Requirements that spill response equipment, a team and resources be pre-positioned statewide.
- Requirements that teams are ready to respond to oiled wildlife and community air monitoring.
- Requirements that ongoing annual training for local and tribal first responders is held.
- Requirements that oil spill drills are created and practiced.

The Washington Department of Ecology has approved the state's first oil spill response plan for BNSF Railway Company, the largest freight railroad company in the state. BNSF owns 1,332 miles of track in the state and delivers oil to refineries at Cherry Point and Ferndale, truck racks in Seattle and Spokane and terminals in Anacortes and Pasco.

RT&S 3/5/2018.

The Mayor's Council and the Province of British Columbia have agreed on a plan to fund the regional share, \$C2.5 billion, for Phase Two of the 10-year Vision. The regional funding is another step forward to secure an historic investment in transit and transportation in Metro Vancouver. Key elements of the plan include:

- Construction of Surrey-Newton-Guildford Light Rail.
- Construction of Millennium Line Broadway Extension.
- Significant upgrade of existing Expo-Millennium Line to expand capacity to meet and improve the customer experience.
- An 8% increase in bus service to address overcrowding, reduce wait times and bring bus services to communities with limited service.
- Improvements to sidewalks, bikeways, multi-use pathways and roadways.



This is the second phase of a \$C7 billion transit & transportation plan for Metro Vancouver.

TransLink news alert 3/16/2018.

The Oregonian's A&E Sunday section March 25th included an article **The World at Our Finger Tips** by Jamie Hale listing 21 of the states best museums.....Number 17 was the Oregon Rail Heritage Center. You already know about visiting, how about volunteering? www.orhf.org



The province of British Columbia will support and has agreed to contribute money for further study of bullet train service from Portland to Seattle to Vancouver. British Columbia Premier John Horgan spoke approvingly of the possible high speed train at a joint appearance with visiting Washington Governor Jay Inslee on March 16th. Oregon Governor Kate Brown told her colleagues earlier in the day in Vancouver that she is on board too, according to Inslee's staff. **NW News Network 3/16/2018.**

The TriMet proposed budget includes funds to continue implementing Positive Train Control on the WES Commuter Rail line between Wilsonville and Beaverton. PTC will be fully operational before the federal deadline of December 31, 2018. The budget also includes MAX track improvements at the Gateway Transit Center and near Portland International Airport. **TriMet News 3/14/2018.**

As you probably know, the rail right-of-way that the Willamette Shore Trolley uses for their operations between South Waterfront in downtown Portland and Lake Oswego is owned by a consortium of governments: Metro, TriMet, Clackamas County, Multnomah County and the City of Portland. TriMet is the lead agency on maintaining the rail. Willamette Shore Trolley operations keep the line in rail use and in public ownership. On March 23rd I struck up a conversation with a fellow who was visiting at ORHC and found that he was managing a current maintenance project on that rail line that he is working with contractor West Rail Contractors from Vancouver, Washington. The following is extracted from a **3/25/2018 email message** from Josh Brennan, Project Manager, TriMet Capital Projects & Construction Division:

- The replacement of 600 ties in Powers Marine Park. Hoping to partner with Portland Parks to improve the drainage culverts and hopefully in the near future do a full track rebuild/lift with new rock in this area.
- Just completed a full depth rebuild of the Boundary Street crossing in the Johns Landing area. A few other crossings in the area also need attention including Miles Street.
- A full depth replacement of the Riverwood Crossing along with replacing asphalt crossing with pre-cast concrete panels.....includes replacing cracked rail that is an auto hazard. Some ADA details are still being worked out on this replacement and is holding up Trolley operations
- Both crossing rebuilds involved new ties and upgrade from 75 to 90 lb rail through the crossings using comp joint bars.

Yet another example of one of the many advantages of volunteering at the Oregon Rail Heritage Center. One just never knows who or what our visitors know or do.....and I for one have great joy in finding that out.

Vancouver Energy end bids to build nation's biggest oil-train terminal along the Columbia River. Vancouver Energy is ending a four-year quest and won't appeal Gov. Jay Inslee's rejection of the project. A company spokesman also said it would terminate – a month early – a Port of Vancouver lease for the project and donate the \$100,000 savings in lease payments to community nonprofits. The \$210 million terminal would have handled up to four crude-oil trains a day carrying oil from the Bakken Shale oil fields of North Dakota and Montana. The oil would have been transferred to vessels that would have traveled down the Columbia River to make deliveries to West Coast refineries. **The Seattle Times 2/27/2018.**



Lake County, Oregon has denied colluding with railway customers to terminate a lease with Lake Railway last year and countered with an allegation the lease wanted to force the sale of the railroad. In a March 5th court filing, the county

denied claims it worked with the current railroad lease Goose Lake Railway to oust Lake Railway and provide more favorable shipping rates for customers. The county further alleged Lake Railway deliberately allowed the railroad to fall into disrepair and customer relations to deteriorate to the point Lake County may be forced to sell the railroad to Lake Railway. Lake County has asked for the suit to be thrown out and reimbursement for legal costs. Herald and News 3/21/2018.

On March 20th the Port of Tillamook Bay Commissioners agreed in a 3-2 vote to sign the agreement to move the Salmonberry Trail project forward. This decision allows engineering studies and planning to continue assessing Rails-WITH-Trails for this massive economic development project. After tabling the Salmonberry Train Intergovernmental Agency (STIA) lease agreement at its February meeting, the commissioners met in early March to review various elements of the STIA lease, including protections for the Port's current lease-holders [read OCSR]. “The Port has clearly stated, from the beginning of this process, its commitment to rails-with-trails along the coast; there is no reason to choose between the two options of just a trail or just rail,” said Port General Manager Michele Bradley. Subject to certain conditions, the POTB also agreed to extend the current Oregon Coast Scenic Railroad lease. **Tillamook County Pioneer 3/21/2018.**



SalmonberryTrail

BNSF seeks to join lawsuit over Washington state denial of coal terminal permit. BNSF has requested to join Lighthouse Resources' lawsuit against Washington Gov. Jay Inslee and key members of his administration over permit denials for Millennium Bulk Terminals' proposed Longview coal terminal. BNSF's complaint contends that Washington state officials unduly violated interstate commerce, a violation of the U.S. Constitution's dormant commerce clause and the ICC Termination Act (ICCTA) by using supposed rail impacts to deny permits for Millennium Bulk Terminals. Lighthouse, the corporate parent of Millennium Bulk, filed its federal lawsuit January 3rd to allege that state officials violated the U.S. Constitution and federal law by “unreasonably denying and refusing to process permits to develop a brownfield site on the river where an existing state allows coal exports. BNSF's complaint also contends that state officials' actions amount to an embargo on American coal exports. BNSF would have served the export terminal. **Rail News 3/1/2018.**

As of March 3rd, the Oregon Pacific Railroad is back to running Saturday train rides out of the Oregon Rail Heritage Center “station”. They will, however, be suspended during the month of August for the construction project at Oaks Bottom which will also close the Springwater Trail near Oaks Park. More information: www.oregonpacificrr.com. And of special note, March 27th found OPR moving rock from Milwaukie to the construction site with two AERC side-dump rock cars with push/pull locomotives. They pull a pretty good grade coming out of the Milwaukie Business Park.



CLOCK AT PORTLAND UNION STATION



The Clock Tower at Union Station

The centerpiece of Portland Union Station is the 150-foot clock tower with its four-sided Seth Thomas Clock. The clock was made in Thomaston, Connecticut in 1895. The backlit opalescent glass clock faces are about 14 feet in diameter with bronze hands. The nearly 1000 pound counterweight drops almost 50 feet in 7 days. The clock, with its nearly 14 foot pendulum, was installed in 1898. The period of the pendulum is about 4 seconds. The clock is still wound by hand every seven days. In 1948, the blue and gold neon “Go by Train” and “Union Station” lights on the exterior were installed and are operational today. (Photos by T. Trent Stetz)



Detail of the Gearing behind the Clock Face



The Seth Thomas Clock

IN REMEMBRANCE OF MARVIN GREGORY KAMHOLZ

July 18, 1942 – February 21, 2018

Marvin Gregory Kamholz of Portland was born July 18, 1942 to the late Amy Hughes Kamholz and Marvin Kamholz of Vernonia, Oregon. Greg passed away at the age of 75 in Portland on February 21, 2018. He is survived by his younger brother, Edward.

Greg was a 1960 graduate of Vernonia High School and attended Lewis & Clark College and Portland State University in Portland. He served in the U.S. Army from 1966 to 1969 playing sousaphone and tuba in an Army band.

He was employed by the Spokane, Portland and Seattle Railway from 1964 until 1970 when it became one of the merger components of the Burlington Northern Railroad which later merged with the Santa Fe Railway to become the present BNSF Railway. He was promoted from Hostler Helper to Locomotive Fireman on 04/04/1966 and to Locomotive Engineer on 05/26/1969, well before the BN merger. He never retired, having continued in active service with the BNSF until shortly before his death, accumulating 53+ years of seniority, all injury free. He was the last SP&S-hired employee in any department still working for the BNSF Railway and the most senior years-of-service employee in the BNSF Western Division.

Greg enjoyed a lengthy history of firing and running steam locomotives for the Vernonia, South Park and Sunset Steam Railroad, the Washington Park & Zoo Railway at the Oregon Zoo, the Mount Rainier Scenic Railroad, the Oregon Coast Scenic Railroad, and the Pacific Railroad Preservation Association (caretaker and operator of the City of Portland-owned SP&S No. 700). At the time of his death he was the long serving PRPA Secretary.

His hobbies included music, photography and metalworking. He was also an avid historian and co-authored the award-winning book *The Oregon-American Lumber Company: Ain't No More* published by Stanford University Press in 2003.

A Celebration of Life attended by some 205 people was held March 19th at the Oregon Rail Heritage Center. The family requests donations be made in Greg's name to the American Cancer Society.

[This information extracted from his *Oregonian* obituary published March 5 - 11, 2018 with edits and comments from his good friend of 60 years and fellow SP&S employee and SP&S 700 engineer Jim Abney. An absolutely great 21-minute video developed by SP&S 700 crew member Leia Landrock that was shown at his Celebration of Life is posted on the <http://www.sps700.org> Facebook page. This article was developed by Arlen Sheldrake who also celebrates the life of a fine man; photo kindly supplied by Martin E. Hansen.]



The Baldwin Locomotive Works 1938 built SP&S No. 700's is undergoing its 1472-day boiler rebuild. The Pacific Railroad Preservation Association (PRPA) began the activity in 2016 and is continuing the work throughout 2018. See www.sps700.org for more information. (Photo by T. Trent Stetz)



March Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on March 16, 2017

The March PNWC membership meeting was called to order at 7:35pm by President Keith Fleschner. The February minutes were called, Doug Auburg made a motion to approve the minutes, Roger Mattson seconded and the membership voted to approve.

In the absence of Treasurer George Hickok the monthly treasurers report was given by Trent Stetz. He reported that bills have been paid and some membership renewals have been received. A Membership Renewal mailing will occur in the next few weeks, but members can renew online if they wish. All bank accounts are in good order. Doug Auburg made a motion to accept the report, Bruce Strange seconded and the membership voted to accept the report.

Ron McCoy said he is now taking names for those who wish to order new Chapter name badges. He said this is the last call to sign up for the banquet to be held on April 7. Mr. McCoy then announced that the March Unsung Hero is Michele Stetz for the great work she has done stepping in as interim Treasurer to do the accounting and bookkeeping in the absence of George Hickok.

Lila Stephens announced that she has a contact for name embroidery that anyone wishes to have done. She also wishes to thank those who made great effort for the memorial service for Ken Vannice and thanks to all who attended.



Jan Zweerts with his Poster

Jan Zweerts reported he had attended and spoke at a recent Portland City Council meeting in favor of keeping the Washington Park Zoo Railway. He said more support is needed to keep influence on the City Council and METRO. He also had some handout posters for people to take and display in support of the effort.

Mark Reynolds reported that Powerland Heritage park (formerly known as Antique Powerland) is looking at developing a docent program and had requested information on the success of the ORHF program. They are also looking for other volunteers so they can expand the opening dates and activities.

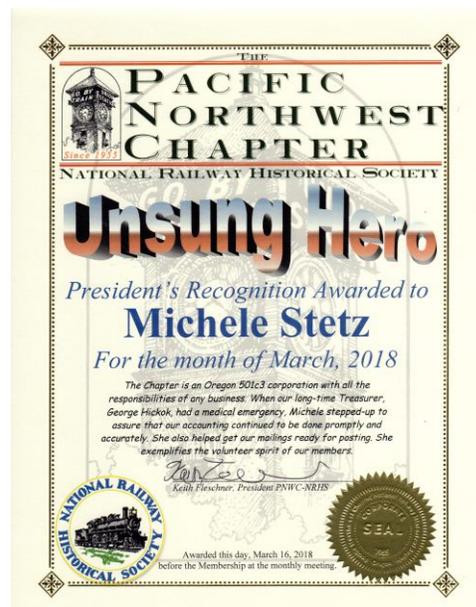
President Fleschner asked for nominees from the membership to fill the vacancy on the Board of Directors of PNWC after the loss of Ken Vannice. Chuck Fagan was nominated. Nominations can still be made and the position will be voted on at the April 13th Chapter meeting.

The meeting was adjourned at 8:24pm.

Lila Stephens again provided the evening snack time.

Thank You Lila.

The program for the evening was a video on the SP&S railroad.



Special Election

to fill the vacant Board Seat
for the term which is completed at the end of
2018.

Will occur at the April 13, 2018 Chapter
Meeting

Chuck Fagan has been nominated
for the position

Respectfully submitted by Jim Hokinson, Secretary

AMTRAK CHARTERS DISCONTINUED

special employee advisory

March 28, 2018 • Page 1 of 1

Policy Changes

To all Amtrak employees:

Amtrak must operate a safe and reliable schedule for our customers. Our mission from Congress is clear: safely and efficiently operate our trains on schedule while minimizing federal subsidies. Therefore, we have implemented two significant changes in our business lines that are consistent with these two principles.

Charters and Special Trains

Generally, Amtrak will no longer operate charter services or special trains. These operations caused significant operational distraction, failed to capture fully allocated profitable margins and sometimes delayed our paying customers on our scheduled trains.

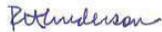
There may be a few narrow exceptions to this policy in order to support specific strategic initiatives, for example trial service in support of growing new scheduled service. Otherwise, one-time trips and charters are immediately discontinued. We must narrow our focus to running a great core railroad: safe, on time, clean cars, friendly service and great customer-facing technology.

Automatic Discounts

Amtrak has eliminated distribution agreements with private company membership clubs which obtain significant discounts for free from Amtrak and then charge fees to their members for use of the Amtrak discount rates. Instead, we will use our revenue management system to sell targeted discounts to our customers throughout the year.

This week we are running a big Spring Sale to drive ridership through Amtrak.com. Please note that we continue our statutory discount programs for the disabled and seniors; we also have a generous discount program for active duty military members and their families.

Thank you, and please be safe.



Richard Anderson



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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 (2nd Term) | 2016-2018 | 503.706.0498 |
| Vacant (2nd Term) | 2016-2018 | |
| Bryan Ackler (2nd Term) | 2018-2020 | 503.246.2165 |
| David Cautley (2nd Term) | 2018-2020 | 503.631.7516 |
| Rolf Schuler (1st Term) | 2017-2019 | 503.285.7941 |
| Bruce Strange (1st Term) | 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 Rep. Powerland | Mark Reynolds | 503.638.7411 |
| Elections | Jim Loomis | 503.253.3926 |
| Excursions | Vacant | |
| Flanger Restoration | Phil Barney | 503.706.0498 |
| Library | Bruce Strange | 503.901.7815 |
| Meeting Programs | Al Baker | 503.645.9079 |
| Membership | Lila Stephens | 503.246.2165 |
| Rolling Stock | George Hickok | 503.649.5762 |
| | Keith Fleschner | 503.516.9272 |
| Chief Mech. Officer | Peter Rodabaugh | 503.701.7040 |
| Car Rental Agt. | Bob Jackson | 503.231.4808 |
| Safety Officer | Keith Fleschner | 503.516.9272 |
| S-2 Restoration | Mark Reynolds | 503.638.7411 |
| Webmasters | Jim Long | 503.313.7382 |
| | Mark Whitson | 503.533.7005 |

LENDING LIBRARY will be open Saturday, April 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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Printed in the USA

The Trainmaster is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members. Articles which appear in *The Trainmaster* do not express the official position of the organization on any subject unless specifically noted as such.



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 Website: <http://www.pnwc-nrhs.org>
 ISSN: 0041-0926



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PACIFIC NORTHWEST CHAPTER TIMETABLE No. 669

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.

April 7: *Annual Chapter Banquet* – Hayden's Lakefront Grill, Tualatin. 5pm.

April 20: Video: *Stevens Pass: BNSF Conquers the Cascades*. This video (DVD) takes you on a journey to the old Great Northern's legendary crossing of the Cascade Mountains in Washington. You will see trains tackle the 2.2 % grade to Scenic, before entering the seven mile long Cascade Tunnel. It talks quite a bit about the tunnel, including its creation and ventilation system. There are lots of very scenic views and much historical information is provided.

May 18: *TBA*. Do you have a topic to Present? Let us know!

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

Board of Director's Meetings: **Apr. 12**, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
May 10, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
(Open to all Chapter Members. Note **Location** for Chapter Board meetings)

NOTABLE NON-CHAPTER EVENTS:

☆ ☆ ☆ ☆ ☆ ☆ ☆ 2018 ☆ ☆ ☆ ☆ ☆ ☆ ☆

Mar 3 *Oregon Pacific Railroad* resumes Saturday passenger runs from ORHC, www.portlandtrainrides.com
May 5 *Cinco De Mayo Holiday Train*, Eagle Cap Train, Elgin OR, www.eaglecaptrainrides.com
May 12 *Light the Fire*, WP Railroad Museum fund raiser, Doyle McCormack & Steve Lee, www.wplives.org
May 19 *Portland Train Day* at the Oregon Rail Heritage Center, www.orhf.org
May 26 *Yakima Trolley* 2018 season begins with Sat/Sun/Holiday runs thru Sept. 30, www.yakimavalleytrolleys.org
May 26 *Sumpter Valley Railroad*, first season runs, www.sumptervalleyrailroad.org
Jun. 6-9 *Friends of Burlington Northern Railroad Convention*, Aurora IL, www.fobnr.org
Jun. 16 *Trains In The Garden Summer Tour*, Rose City Garden Railway Society, www.rcgrs.com
Jun. 25 – Jul. 1 *Train Mountain Triennial*, Chiloquin OR, www.trainmtn.org
July 14 & 15 *Clamshell Railroad Days*, Ilwaco WA, www.columbiapacificheritagemuseum.org
July 18-21 *Union Pacific Historical Society Convention*, Olympia WA, www.uphs.org (joint w/Milwaukee Road)
July 28-29 *Great Oregon Steam-Up*, Powerland Heritage Park, www.antiquepowerland.com
July 29-Aug 5 *RailCamp Northwest*, www.nrhs.com/program/railcamp
Aug 4-5 *Great Oregon Steam-Up*, Powerland Heritage Park, www.antiquepowerland.com
Aug 7-12 *NRHS Convention*, Cumberland MD, www.nrhs.com (tentative dates)
Sept 7-9 *SP&S Historical Society Convention*, Chehalis WA, www.spsps.org (tentative dates)
Sept. 15-19 *GN Railway Historical Society 2018 Convention*, Bellingham, WA, www.gnrhs.org
Oct 12 *Fall Colors Train*, Sumpter Valley Railroad, www.sumptervalleyrailroad.org
Oct 13 & 14 *Photographer's Weekend*, Sumpter Valley Railroad, www.sumptervalleyrailroad.org
Oct. 31 – Nov. 3 *SP Historical & Technical Society Convention*, Monterey, CA, 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.