

The



Trainmaster

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DUNCAN JOHN RITCHIE

By Arlen L. Sheldrake

One of the interesting aspects of historical research is that the more you know and find, the more you want to know and find. In December 2010, the Archives volunteers led by Bill Hyde published their SP&S Mechanical Department AFE Records Processing Progress Report No. 9. This report contained information about a Duncan J. Ritchie who was general superintendent of motive power and who made the case for purchasing 15 Alco and Electro-Motive Division diesels, the last order that replaced all SP&S steam power.

During the planning for the Puget Sound Steam Special in 2006, I came to know John Ritchie. He had helped the Barriger Library of the University of Missouri in St. Louis, Union Pacific Railroad, BNSF Railway and the Friends of SP4449 make the May 2007 historic double-headed (UP 844 / SP 4449) steam special a reality. John has been a long-time supporter of the Friends of SP 4449 and railroad history preservation. I wondered if this Duncan Ritchie, mentioned in the Archives report, was any relation to John. The quick answer was yes, "Duncan is my Father." This article is the result of our many conversations.

Duncan Ritchie was born August 16, 1889 and died December 7, 1973 at age 84 after working some 56 years for Great Northern and Spokane, Portland & Seattle Railway.

Duncan's father, James Ritchie, started railroad employment in early 1887 as a

Wiper at Breckenridge, Minnesota and continued railroad employment until December 22, 1916 with his last position being Night Roundhouse Foreman at Cut Bank, Montana. The record says that he gave his age as 33 on February 20, 1895.



I very much enjoyed working with John to develop this article about his father and grandfather.

The photos, photo captions and Railroad Experience information was provided by John.

Office photo of Duncan Ritchie during his April 1955 to August 1960 tenure as the SP&S General Superintendent of Motive Power. The certificate on the credenza behind him is his Great Northern Railway Veterans Association membership certificate showing his 1904 service start date. Photo was taken in Duncan's 39th Street office in Vancouver.



Personal Record of: DUNCAN JOHN RITCHIE
 Born Minot, Dakota Territory, August 16, 1889

RAILROAD EXPERIENCE

Period	Railroad	Department	Position
07-01-03 – 11-15-03	Great Northern Railway	Mechanical	Roundhouse Laborer, Cut Bank, MT
03-28-04 – 08-08-04	“	Dining Car	Hotel Porter, Cut Bank, MT
08-15-04 – 09-18-05	“	Mechanical	Boilermaker Helper, Cut Bank, MT
10-24-05 – 06-06-06	“	Mechanical	Machinist Helper, Whitefish, MT
06-07-06 – 07-07-06	“	Mechanical	Car Inspector, Cut Bank, MT
07-10-06 – 07-08-10	“	Mechanical	Machinist Apprentice, Havre Shop, MT
07-08-10 – 09-06-10	“	Mechanical	Machinist, Havre Roundhouse, MT
09-07-10 – 10-15-10	“	Mechanical	Machinist, Glasgow, MT
10-18-10 – 11-25-10	“	Mechanical	Machinist, Cut Bank, MT
11-26-10 – 09-15-11	“	Mechanical	Machinist, Whitefish, MT
09-16-11 – 04-15-13	“	Mechanical	Machinist, Essex, MT
04-16-13 – 02-19-14	“	Mechanical	Machinist, Cut Bank, MT
02-20-14 – 09-05-14	“	Mechanical	Machinist, Williston, MT
09-10-14 – 01-31-16	“	Water	Water Inspector, Minot Division, ND
02-01-16 – 04-01-16	“	Mechanical	Roundhouse Foreman, Minot, ND
04-01-16 – 10-18-17	“	Mechanical	Roundhouse Foreman, New Rockford, MN
10-10-17 – 11-30-19	Russian Ry. Service Siberia	U.S. Army	2nd Lt.
05-15-20 – 01-28-27	Great Northern Railway	Mechanical	Roundhouse Foreman, Breckenridge, MN
01-28-27 – 11-30-37	“	Mechanical	Roundhouse Foreman, Minot, ND
12-01-37 – 04-30-42	“	Mechanical	Traveling Engineer, Willman, Butte, Dak. Div.
05-01-42 – 03-31-55	“	Mechanical	Master Mechanic, Minot-Willmar Divisions
04-01-55 – 08-31-59	SP&S Railway Co.	Mechanical	General Superintendent Motive Power

This information copied directly from Duncan Ritchie's employee record.

This picture of the SP&S business car 99 is on its maiden trip in May or June of 1958 right after the major recondition and upgrade. The SP&S diagram book shows the rebuild date as May 1958. The photo is taken near Wishram, Washington. The man on the ground closest to the camera is General Car Foreman Milt Montgomery. The man walking behind him is Car Foreman Bill Goodwin. The man with sunglasses on the car is Earl Jahraus, a railway supply representative. The man standing directly behind the SP&S sign is Duncan Ritchie. Car 99 remains much as it appears in this picture. It is stored in a secure and dry location.



PNW SHORT LINES

by Arlen L. Sheldrake

Back to it! Our visit to the Equator and the Amazon River via one of Holland America's "Dam" ships was very enjoyable. One quickly learns that the handy Pacific Northwest umbrella is also an excellent parasol; yes, both functions are much needed on the Equator. I am completely blown away that we sailed the Veendam some 700 miles up the Amazon and that this river has one-fifth of the world's fresh water.

The March 7 *Portland Business Journal* reports that the Cascade Grain Products ethanol plant in Clatskanie may restart after a nearly two-year shutdown. The plant was purchased out of bankruptcy by J.H. Kelly LLC of Longview, who also built the plant. Kelly isn't interested in being an ethanol plant operator but thinks an operating plant will be easier to sell. Extensive trackwork was done on the Astoria Line to support unit grain trains destined for this plant.

The *World Link* reported March 7 that through the efforts of U.S. Representative Peter DeFazio the \$13.5 million federal grant needed to restore freight service on the Coos Bay rail line has squeaked in ahead of Congressional budget cuts.

A March 8 *Union Pacific Railroad* press release announced a \$33.5 million investment to enhance the rail line that runs from Oakridge to Harrisburg, and to improve the rail yard in Eugene. The 75-mile track improvement includes installing 26 miles of new rail and more than 81,000 railroad ties along this premium railroad corridor through the central part of Oregon. Crews will also spread 42,100 tons of rock ballast and 100 road crossings are being resurfaced. 15,400 ties will be replaced and more than 5,000 tons of ballast will be placed in the Eugene rail yard.

The "Bit by bit, a line becomes a system" article in the *TRAINS* April 2011 issue by Alexander B. Craghead is, I think, well worth a read. Alexander, who lives in the Portland area, does a good job of describing how the Cascades Corridor sponsors have been able to incrementally make improvements. And thanks to Jim Wrinn for continuing to give us PNW folk some coverage, especially as we gear up for *Cascade Rails 2011* in Tacoma.

Those of us who are fans and supporters of the *Washington Park & Zoo Railway* need to pay attention to the developing Oregon Zoo 20-year master plan. Current plans have the "zoo loop" severely curtailed. More information can be found at: www.oregonmetro.gov (look at the map).

A *Progressive Railroading* news release announced that *Tacoma Rail* recently began providing service to Pacific Steel & Recycling, located in Frederickson, WA. The facility is designed to transload scrap metals from rail cars to containers for export. Two other Fredrickson companies were also added during the last year: Parr Lumber and Whirlpool Corporation.

Another *Progressive Railroad* news release noted that *Alaska Railroad* earned \$13.4 million in net income and generated total revenue of \$167.1 million in 2010 compared with \$13.9 million and \$169.4 million in 2009.

On April 5, the *Oak Bay News* reported that recent inspection of the Victoria Inner Harbour rail bridge found key vertical steel support columns of the bridge had deteriorated. The report recommended closing the bridge to rail traffic until repairs are done. If the bridge is closed it will require a new station for E&N rail in Vic West. The bridge was scheduled for demolition in January 2012 but this report may speed its demise. One big issue for passenger service between Nanaimo and Victoria is the stalled C\$15 million federal-provincial grant application needed to replace one-third of the line's ties. Line operator, *Southern Railway of Vancouver Island*, is funding C\$350,000 to C\$500,000 in line improvements in anticipation of forecasted revenues.

On March 29, the Federal Transit Administration announced that it will allow the 7.3-mile Portland-Milwaukie Light Rail Project to enter into final design. This approval enables the project to advance from its current 30% design stage to 100% design. Final design is expected to take about a year. In deference to the limited construction windows in the Willamette River (owing to migrating fish), the FTA has approved early construction work on the project's light rail bridge. The "fish window" allows in-river work from July through October. Bridge (carrying light rail, bus, bikes, & pedestrians) construction is set to begin on July 1, 2011. The \$1.49 billion project is TriMet's sixth MAX light rail line to be built. The Portland-Milwaukie Light Rail line is scheduled to open in September 2015.

NWCN.com reported on April 26 that the Boise-based locomotive manufacturing company MotivePower has secured an order for 22 locomotives sold to CBH Group, a grain handler and transporter in Australia. The locomotives are currently in design, with the first one to be shipped in December with all scheduled for completion by

June 2012. This is the first international order for MotivePower.

In late April, the Siemens Wind Power manufacturing plant in Hutchinson, Kansas shipped their first unit train load of 22 nacelles and paired hubs to the Puget Sound Energy's Lower Snake River Wind Project near Pomeroy, Washington. A second train load will follow to complete the 149-turbine farm. The construction of the wind farm began in May 2010 with the first nacelles manufactured by the Siemens plant in Brande, Denmark. A nacelle is the large RV-sized box at the top of the tower and contains all the mechanical parts of the wind turbine and the hub is what the blades are connected to. During shipment, the nacelles are connected to power generated on the train so that Siemens staff, during train stops, can turn the inner workings to keep their bearings greased. Each of the nacelles weighs 87 metric tons and generates 2.3 megawatts of power. (This information is from: www.hutchchanber.com & *The Hutchinson News*.)

Congratulations to the *Chehalis-Centralia Railroad* for selling out their three Easter Train rides on Saturday April 23. (As reported by *The Chronicle*, Centralia WA.)

Trains may run on the Coos Bay Rail Link line between Reedsport and Danebo (Eugene) in June at the prompting of Roseburg Forest Products, which is pushing the International Port of Coos Bay to get the line open even for limited service so that they can ship wood chips.

The Tier 1 Environmental Impact Statement (EIS) for the High Speed Intercity Passenger Rail alignment between Portland and Eugene may get started in mid-to-late 2011 due to delays in receiving FRA funds. During the delay, the Oregon Department of Transportation is continuing to create the decision-making structure and develop consultant contracts so that they can be implemented as soon as Tier 1 EIS funding is secured. (Per March 14 ODOT Fact Sheet.)

On April 21, the International Port of Coos Bay selected ARG Trans of Benson, AZ (www.argtrans.com) as the operator of their soon-to-be-opened Coos Bay Rail Link rail line between Eugene and Coquille. ARG Trans was founded in 2003 as *Arizona Railroad Group* and formerly owned *Puget Sound and Pacific Railroad*. ARG Trans was selected from five finalists after receiving 10 proposals from prospective operators. With some emergency repairs, a limited number of trains may start operating as soon as June due to pressure from a wood chip exporter.

PNWC member and regular WES (Westside Commuter Service) rider Trent Stetz reports that since the two former *Alaska Railroad* RDC units became operational as spares for the Colorado Rail Car DMUs, he has had NO bus substitutions. Trent says the RDCs are a nice ride.

A groundbreaking on April 28 launched a \$41 million project to shift the rail tracks a few hundred feet north of their current location and open the massive Sacramento downtown rail yard to development. The 18-24 month project includes building two new pedestrian tunnels under the tracks and new passenger platforms. Once the tracks are moved, Fifth and Sixth streets will be extended north on already constructed bridges, linking downtown to the 240-acre site. Site development plans include turning two of the locomotive shops into an expanded railroad museum according to state officials. (As reported in *The Sacramento Bee* of April 28.)

Arcadia Publishing released a new book on April 11, *Yreka Western Railroad*, by Matt Starman and Tim Stricker. The 128-page book covers the history of the "Little Railroad that Refuses to Die". Another new book, *Southern Pacific Depots in California* by Stephen M. Hayes. This Volume 1 covers the Southern Pacific Coast and Western Divisions and all associated branches. For more information: www.westernpacificdepotandstations.com.

On April 28, Sound Transit Board approved the purchase of 1.1 miles of former BNSF right-of-way in the city of Bellevue required for the upcoming extension of East Link light rail service to Bellevue and Redmond. East Link construction starts in 2015. Included in the purchase package is an easement that provides access to 37 miles of the rail corridor between Woodinville and Renton for other potential high-capacity transit investments in the future. (Sound Transit press release April 28.)

Volunteers with the *Southern Oregon Railway Historical Society* (a NRHS chapter) have launched a boiler rebuilding fund raising campaign for their efforts to restore to service the Medford Corporation (Medco) No. 4 Willamette geared steam locomotive, one of only six remaining and the only one still in Oregon. The boiler work will be contracted out. Checks may be made out to: SOC-NRHS. Note "Medco 4" on the memo line and mail to Southern Oregon Chapter, NRHS, PO Box 622, Medford OR 97501. For additional information: www.soc-nrhs.org.

TransAlta will gradually close its coal-fired power plant in Centralia, WA by 2025. The Canada-based company says it plans to build a new natural gas facility in Lewis County as it prepares to shut down the Northwest's

largest coal-fired power plan. This was reported in the April 29 *Seattle Times*.

Monitor the *Canadian Pacific* website, www.cpr.ca, for the summer schedule of the CP Empress 2816, a class H1b Hudson steam locomotive built by Montreal Locomotive Works in December 1930. All proceeds from the public sales support Children's Wish Foundation. This summer's runs are in Western Canada, including Vancouver, as they celebrate their 125th anniversary.

Tacoma Rail received a \$2.5 million grant from the U.S. Environmental Protection Agency and Puget Sound Clean Air Agency to convert three locomotives into environmentally cleaner units. In addition, eight locomotives will be equipped with onboard wheel lubrication technology. The total project cost is \$4.3 million with \$1.8 coming from Tacoma Rail. As reported by *Progressive Railroading* April 29.

We have all heard his name as the spokesperson for *BNSF Railway* in the Northwest (Idaho, Montana, Oregon, Washington, Wyoming & Canada). Gus Melonas, Director, Public Affairs, *BNSF Railway*, is a 1977 graduate of Wishram High School. (As reported December 11, 2010 in *The Dalles Chronicle*.) Gus was one of the key players planning Portland's 2011 National Train Day. Fact Checker: there is/was no Wishram High School.

An Oregon Rail Funding Task Force has been created. Oregon's lack of dedicated, sustainable funding for rail investments is the number one challenge facing a viable rail system for both passenger and freight in Oregon. Without such funding, Oregon does not have revenue to maintain or operate the infrastructure once it is built. Additionally, funds are needed to improve and expand the freight rail systems that are vital to Oregon businesses and the economy, and to reduce congestion, greenhouse gas emissions and highway maintenance costs. Therefore, Oregon Department of Transportation Director Matt Garrett created the Oregon Rail Funding Task Force to recommend a funding proposal for freight and passenger rail improvements to the Oregon Transportation Commission by December 31, 2011. Co-Chairs are Bill Wyatt, Port of Portland, and Allyn Ford, Roseburg Forest Products. Members include: Randall Edwards, Former State Treasurer/State Representative; Terry Finn, BNSF Railway; Dave Frohnmayer, University of Oregon; Rob Freres Jr., Freres Lumber; Tom Hughes, Metro; Dale Keller, City of Prineville Railway; Bob Levy, Board of Agriculture; Caddy McKeown, Port of Coos Bay; Susan Morgan, Douglas County; Neil McFarlane, TriMet; Dave Rosenfeld, OSPIRG; Jerry Wilmoth, Union Pacific. (This information from: http://egov.oregon.gov/ODOT/RAIL/Rail_Funding_Task_Force.shtml, May 1, 2011.) The group began meeting in April.

Doesn't it make you wonder when news reports contain blatant errors such as Portland & Western "lumber" cars derailing when the pictures clearly show the cars were loaded with "logs"? And a couple of weeks before, a ship loaded with "lumber" hit the Wauna dock where the picture clearly showed the deck loaded with "logs." Just saying...

Just in time for the Portland National Train Day, the Friends of SP 4449 received a partial shipment of their 2012 calendars on May 6. Chris Fussell has again put into the calendar a bunch of excellent photos and a lot of information about the history of the 4449. Of special note is the August "This month in 4449 history: 1972: Jack Holst, who regularly lubricated and maintained the 4449 during its display days at Oaks Park, passes away at the age of 38. If it weren't for Jack's foresight to protect the locomotive from the elements, restoration to operable condition might not have been possible." The Friends will be selling their wares at the Cascade Rails 2011 NRHS convention in Tacoma and on their July 2 and 3 Wishram trips. Calendars can also be ordered online at www.4449.com or by sending \$14 per calendar plus \$5 shipping to: Friends of SP 4449 Inc., PO Box 42486, Portland OR 97242. Discounts are available for calendar orders of 10 or more.

In February, *U.S. News* selected the 10 Best Cities for Public Transportation. The #1 city is Portland!

Did anyone catch the Union Pacific Operation Lifesaver Safety Train that operated May 16? The train started in Fife and continued to Kent, Auburn, and Centralia. On May 17, it visited Centralia, Vader, and Brooklyn. On May 18, it made stops in Brooklyn, Canby, Woodburn, Salem, Renard, and Eugene. Then on May 19, Eugene, Natron, and Albina were visited while on May 20, it was on to Hinkle and La Grande. May 21 saw the train in La Grande and Crooks and the party finished May 22 in Nampa.

NTD SUCCESS IS SPELLED 7,027

By Arlen L. Sheldrake

Amtrak's *National Train Day* was celebrated across the nation on Saturday May 7. In the Pacific Northwest states, Washington held celebrations at the Bellingham Railway Museum, Kelso Train Depot, Olympia Centennial Station and the Northwest Railway Museum in Snoqualmie. In Oregon celebrations were held at the Ashland Historic Railroad Museum, Oregon Coast Historical Railway Museum in Coos Bay, Eugene Amtrak Station, Yaquina Pacific Railroad Historical Society Railroad Museum in Toledo and at Portland's Union Station.

This was the fourth *National Train Day* (NTD) celebrated in Portland and this year's official attendance count was an outstanding 7,027. All of the Portland NTD events have received significant help from PNWC volunteers.

This year, the core planning team put together by event manager Rose Blackson included PNWC members Al Hall, Keith Fleschner, and Arlen Sheldrake. Some of the other core planning team members, Dan McFarling and Jim Long, are members of AORTA and PNWC.

The public hours for Portland's NTD were 10 am – 4 pm. This year, Amtrak provided a Superliner Coach and Sleeper for public tours. Also available for touring were the Friends of SP4449 (under restoration) Travellers Rest lounge car and Chris McClarney's UP caboose, along with SP 4449 cab viewing. Additional rail equipment included the SP 4449 under steam, the Oregon Pacific Railroad 1413 (a 1959 GMD-1) and a BNSF Railway GE Evo 4400 hp diesel locomotive.

During the week preceding NTD the weather reports varied from showers to rain to occasional showers. What we ended up with was occasional downpours but this didn't seem to affect the turnout. Every half hour, the SP 4449 crew blew the whistle and that seemed to draw more and more people to Union Station.

PNWC had two booths. Inside the station, Al Hall and his marketing crew sold concessions. Al reports the best NTD sales year with Judy Hall, Joe Harper, Kent Hutchens, Bill Hyde, Henri Larose,



Leonard Morgan, Tom Steves, and Bruce Strange putting in a total of 105 hours. Outside, in the occasional rain, Ron McCoy and Christopher Bowers staffed a booth that attracted visitors with giveaways of surplus train magazines, a special issue *Trainmaster* (of area railroad attractions) and Friends of SP4449 2010 calendars. As part of the public outreach, *Cascade Rails 2011* Convention information, PNWC membership applications, and other information was provided to interested attendees. Dozens of new names were added to PNWC's excursion email list. Dave Larsen, Jim Hokinson and Mark Reynolds worked at the outreach booth, and several members working at the concessions booth provided much appreciated relief so that the outreach crew could take advantage of the fantastic lunch and snacks provided by Lila Stephens and Bryan Ackler in our office in Union Station Annex Room 1. Also helping with crowd control was PNWC member Joe Mayer.



Wayne Havrelly, Anchor/Reporter, News Channel 8, did a nice segment on NTD that aired locally and nationally. Here he is interviewing an attending family on the pedestrian bridge near Union Station.

This was a kid-friendly event with the Amtrak Cascades Rose Festival Character Clown Corps working the crowd by 'clowning' around along with Titus the Tiger from the Oregon Zoo wearing his PNWC-supplied hat. Also from the Oregon Zoo, for the first time, was the calliope welcoming visitors in the entryway turnaround. Thanks to Jeff Honeyman, long-time PNWC member, for helping get this Oregon Zoo participation.

Of the many exhibitors, some of my favorites were the ODOT Passenger Rail Division, Talgo America, Tourism Vancouver (BC), and J. Craig Thorpe selling his posters including his Amtrak commissioned 40th Anniversary poster. Craig's booth was directly opposite his oil painting that is permanently hung in the lobby celebrating Union Station's 100th anniversary.

NATIONAL TRAIN DAY
DISCOVER THE RAIL WAY
MAY 7, 2011
10 am - 4 pm
FREE Admission!
See the World Famous 4449 - Steam Locomotive
Portland Union Station - 500 NW 6th Ave.
\$3.00 all day parking
at Station Place Garage - 720 NW Marshall

On Display and Exhibiting at Trackside

- "SP Daylight 4449 - World Famous Steam Locomotive"
- Many more vintage train cars to tour and to see
- Amtrak Superliner equipment tours of a sleeper and coach car
- NEW BNSF Railway GE Evo 4400 hp diesel locomotive
- Oregon Rail Heritage Foundation
- Friends of SP4449
- Willow Creek Railroad
- Trackside Cafe espresso & hot dogs
- WLP's Restaurant
- National Railway Historical Society
- Pacific Railroad Preservation Association
- Operation Lifesaver - Rail Safety
- Antique Speeder - Railway Inspector Car
- BNSF K-9 Unit
- NW POINT Bus - Astoria Thruway service

Entertainment and Prize Giveaway - On Stage

- Event Master of Ceremonies - Roger Hart from KKOY 1550 playing Train Tunes
- Amtrak Cascades Rose Festival Character Clown Corps with Angel the Clown
- Cha Cha and Gadget the clowns performances for the kids throughout the day
- 10:45-11:30 am / 12:00-12:45 pm / 1:15 - 2:00 pm / 3:00-3:40 pm
- Drop your tickets in the box at the stage to win prizes throughout the day
- Grand Prize Drawing - A Trip for TWO to Vancouver, BC will be drawn at 3:30 pm

Exhibiting Inside the Station

- J. Craig Thorpe - Famous Rail Artist
- AMTRAK & Amtrak Cascades
- Tourism Vancouver
- Vancouver, Coast and Mountains
- TALGO America - High Speed Rail Builder
- ODOT - Passenger Rail Division
- PNW National Railway Historical Society
- Rose City Garden Railway Society
- Boys & Girls Club
- Travel Portland
- Discover Klamath
- Washington Park & Zoo Railway
- LEGO TRAIN display
- Pioneer Restoration Organization
- AORTA - Rail & transit advocacy group
- Union Pacific Railroad

Exhibiting on South Lawn and at Station Front Entrance

- Chisook Book
- Zipcar
- Travel Lane County
- Paddle Bike Tours
- TriMet
- Oregon Zoo Calliope & Titus the Tiger

Visiting Radio Stations

- KUPL Country 98.7 - 1 to 2 pm
- KINK - FM 101.9 - 2:30 to 4 pm

National Train Day and Amtrak support the

Discover the Rail Way. www.NationalTrainDay.com

Of special note was the cooperation provided by the other divisions within Amtrak to make the Portland event a success. Laddie Viteh and Pete Cozzi provided essential train movement and positioning assistance, Tony Buscemi arranged for additional security and custodial assistance, and Scott Hurd, Ticket Agent, did a whole lot of the legwork. And, of course, Rose Blackson, who led the effort and is the local Amtrak marketing person. Also of note was the outstanding cooperation of the contractor working all around Union Station. The contractor's crew members worked very hard Friday afternoon cleaning up their construction site and moving equipment, including two large dumpsters, to facilitate the event.

Other non-profit railroad organizations with booths at this event included: AORTA, Pacific Railroad Preservation Association, Operation Lifesaver, Oregon Rail Heritage Foundation, and Friends of SP4449.

We all thank Amtrak for giving us the opportunity to interact with 7,027 members of the public.

Thanks to article contributors Al Hall, Ron McCoy and Keith Fleschner.
Photos provided by Al Hall, Jim Hokinson, Brian McCamish and Arlen Sheldrake.

National Train Portland Un



Train Day 2011 Union Station



Union Pacific seeks to void ENA/SMILE injunction, to allow Brooklyn Yard project

**By Kevin Harden
The Portland Tribune
For THE BEE**

Shipping containers are moved by a rolling crane at the Brooklyn Intermodal Rail Yard near S.E. McLoughlin Boulevard. Union Pacific want to invest \$75 million to modernize the rail yard, but it must overcome a 55-year-old federal court injunction to do the project – the oldest lawsuit in the State of Oregon, and the only federal court injunction against a national railroad anywhere in the country.

Attorneys for Union Pacific Railroad asked a federal judge on Monday, April 4th, to lift a 55-year-old court injunction that company officials say stands in the way of that modernization plan for Portland's Brooklyn Intermodal Rail Yard.

Restrictions imposed by the October 24, 1956, injunction say the company cannot assemble trains on side-tracks beyond 1,373 feet south of the yard, and blocks assembling of more than a dozen long trains each month between midnight and 6 a.m. on track up to 2,073 feet south of Reedway Street adjacent to the Eastmoreland Golf Course. The injunction was obtained by the Eastmoreland Neighborhood Association [ENA] and the [Sellwood-Moreland Improvement League] SMILE, with the City of Portland party to the lawsuit.

There is some question about how well the railroad may have been abiding by that injunction, and SMILE and ENA have retained the same counsel which represented them in the 1956 lawsuit, and in the modification of that injunction seven years ago. The modification represented a compromise to which the railroad agreed at the time. Violations were to trigger compensatory payments to the neighborhoods automatically, but none has ever been received.

Union Pacific now wants to build an additional "lead track" next to the existing mainline, something that it cannot do under the 1956 injunction. Lead tracks are used to assemble trains that travel on the mainline.

Company attorneys told federal judge Michael Hogan in Eugene Monday, April 4, that the restrictions hurt Union Pacific's ability to compete in the intermodal transportation business – railcars that carry large rectangular shipping containers brought in by trucks. They also said the injunction (which was amended in 2004 after neighbors complained that the rail company had been violating its terms) might no longer be valid under federal regulations and court decisions that have knocked down similar state and local limitations on rail transportation.

No other Union Pacific facility in the nation has a similar restriction on its operations, said Brock A. Nelson, Union Pacific's director of public affairs for Oregon and Washington.

"This causes us to make additional moves (when coupling trains), Nelson said. "What we could do one time now takes us three or four times. So it creates inefficiency. And it creates more opportunity for noise and emissions. This limits our ability to grow and expand here. That is one of the key issues we're looking to deal with."

If the federal court decides to lift the injunction, it could pave the way for a planned \$75 million modernization project, which Nelson said would boast the company's ability to handle intermodal freight through the Brooklyn Yard.

If the injunction stays in place, Union Pacific would "re-evaluate what we plan to do with the facility," said Aaron Hunt, Union Pacific's director of corporate communications in Roseville, California.

"If all goes well, and our motion to the court is successful, we will invest \$75 million to do this modernization," Hunt said.

"It's a significant investment in freight transportation in the Pacific Northwest," Nelson said. "It's a big deal. Without that change, it will have a significant impact with what we're doing up here."

No hearing date has been set for the Union Pacific request. Hunt said the motion to vacate the injunction was filed only after company officials tried to work out a solution with city officials and neighborhood groups. However, the railroad's only contact with the two neighborhood associations was sending them computer reports of activity in the Brooklyn Yard, which was required under the injunction mediation seven years ago.

The 110-acre Brooklyn Intermodal Rail Yard has operated as a railroad facility since the 1860s. Its track stretches from S.E. Powell Boulevard to Tacoma Street. It is part of the north-south mainline used by freight and passenger trains traveling the West Coast.

Union Pacific officials met in late March with Portland city planners to begin work on the modernization project that the company says would replace some track, add more intermodal shipping container capacity, and move a truck exit from S.E. Schiller Street near 17th Avenue to S.E. Harold Street at McLoughlin Boulevard.

The company also plans to demolish several buildings and replace them with new structures in different locations, in some cases because construction of the new Portland-to-Milwaukie light rail line near McLoughlin Boulevard will require the move. All of the work will be done on existing property, Nelson said. The company has no plans to add more land to the rail yard.

Talks with city planners are still in the preliminary stage, he said. No permits have been issued for the project, which Union Pacific hopes to begin by late 2012.

The 1956 injunction against Southern Pacific Co. (which Union Pacific Railroad took over in 1996) capped a legal fight that spanned three decades. Federal judge Michael Hogan has presided over the case from its beginnings.

This article originally was printed in the May 2011 issue of THE BEE. The Bee is a publication of Community Newspapers with a monthly distribution of 19,500 and is mailed free to the 16,000 residents of the Sellwood-Westmoreland, Brooklyn, Reed, Eastmoreland and Woodstock neighborhoods in S.E. Portland, Oregon. Eric Norbert, Editor and General Manager kindly permitted this re-printing in the *Trainmaster*.

Gorge Rail 2011

by Arlen Sheldrake

Trent Stetz and I tripped to The Dalles and staffed a *Cascade Rails 2011* booth from 9 am to 3 pm at the Gorge Rails 2011 event on May 21. Approximately 40-50 people attended the event. The Discovery Center is a very nice facility and we had the run of the place. We had Convention booklets/registration forms, 4449 Tuesday trip flyers, 4449 Sunday trip flyers, ORHF Spring newsletters, and 4449 Wishram trip information available along with the PNWC special issue *Trainmaster* (highlighting area RR attractions) and some other materials. Thanks again to Trent for the design and printing of the "trip flyers" and for all of his help.



It was an interesting day but the Gorge Rail format is such that the vast majority of attendee time is spent closed up in the auditorium watching presentations with only a morning and afternoon break along with a buffet lunch.

It was a very nice but windy day in The Dalles. We also had nice conversations with local railroad historian and PNWC member Jerry Tanquist, who is active with the Discovery Center.

NOTES FROM A MEETING

Keith Fleschner, President

Over the last few years, National Train Day has evolved into our premier outreach event of the year and this year was no exception. For the time, we have an accurate count of attendees. The count was over 7,000 on a day that had heavy showers and even a little hail. Chapter members have worked with Amtrak for several months planning Portland's National Train Day, and they worked in a variety of areas. We had a sales booth inside the station, an outreach booth outside, members assisting with the ORHF booth, members assisting with crowd control and we also staffed a break-room with hot food and drinks in Room #1. In addition, it was great to see some faces from the past. In spite of the weather it was a great success. The weather showed that Oregonian's love their trains, come rain or shine. My thanks to all who helped make the event a success and I'll see you next year.

We continue to plan to paint the S-2 this summer. We're working with the contractor to add our project to other work in the area to decrease travel costs. In addition to all of your generous donations, the Chapter has applied for a NRHS Heritage Grant for the painting project. The grant recipients will be announced at the Convention. We have also applied for grants to other local foundations.

We're on the final approach for *Cascade Rails 2011*. I'd like to thank all of the Chapter members who have worked over the last year and a half on the Convention, and all of you who will be drafted to assist during events. If you haven't been to the Chapter website lately, take a look. Your website committee has been very busy keeping the site current and adding a lot of content in the form of old *Trainmasters* which are being scanned and made available online.

Congratulations Volunteers!

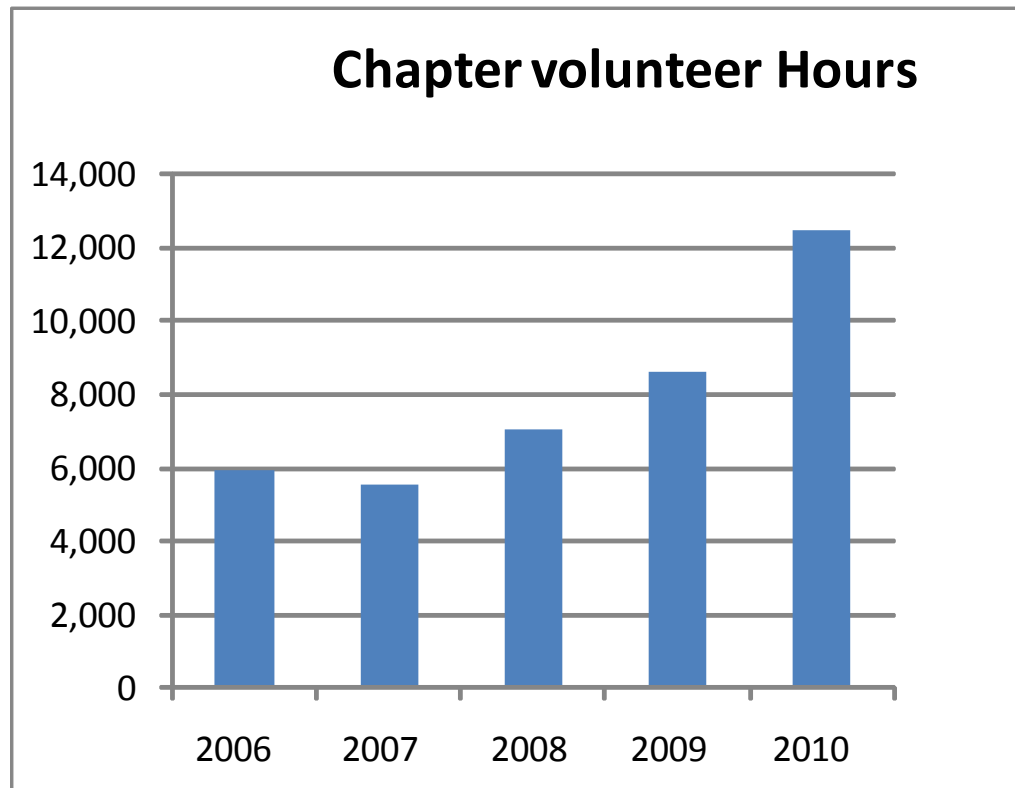
Organizations such as the PNWC are absolutely dependent on volunteers. Without a membership willing to freely give hours - tens of hours, hundreds of hours - the goals of our group could never be met. The accomplishments of the past, and the promise of even greater successes in the future are all the result of those members who have donated a part of their life to PNWC.

As the table and chart below indicate, the number of accounted volunteer hours has increased dramatically over the last three years.

Certainly, part of the increase is due to far better accounting of those hours spent on the job by our volunteers, but a significant percentage of the increase is due to the willingness of members to get their hands dirty on the myriad of projects that the Chapter has undertaken.

To those who have volunteered, thank you!
To those who haven't yet, try it, you'll like it!

Year	Volunteer Hours
2006	5920
2007	5527
2008	7023
2009	8592
2010	12455



Daylight



Wishram Steam Train

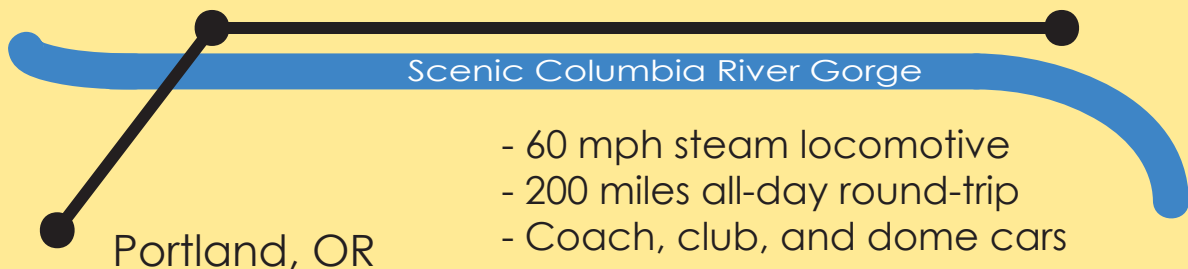
Celebrating 70 years of SP 4449

**Join us for a ride in the beautiful
Columbia River Gorge behind SP 4449!**

July 2nd and July 3rd, 2011

Vancouver, WA

Wishram, WA



Departures from Portland Union Station and Vancouver, WA with a lunch at Wishram, WA.
Coach: \$175 - Club: \$225 - Dome: \$275 (subject to fees)
Tickets at www.ticketswest.com (800.992.8499)

See 4449.com for details!
Proceeds benefit non-profit Friends of 4449 Inc.



APRIL MINUTES

Pacific Northwest Chapter – National Railway Historical Society Membership Meeting – April 15, 2011

The meeting was opened at 7:38pm by President Keith Fleschner. Al Hall led the Pledge of Allegiance.

Ron McCoy reported on the S-2 restoration fund that has reached \$26,913.50 through the generosity of many members and concerned citizens. He urged everyone to check with your company for a matching funds program for either something like the S-2 restoration fund or for volunteer hours.

Brian Ackler moved to approve the February 2011 minutes and Al Hall seconded. The membership approved the minutes.

George Hickok gave the latest Treasurers report. He said the bank statements were late but reported the balance from his records. The Tacoma chapter has paid off the line of credit we opened to them for the convention. Ken Vannice made a motion to accept the Treasurers report and Tammy Auburg seconded. The motion carried.

Mr. Hickok requested a motion to add six hundred dollars to the budget for meeting room rent as the costs have gone up. Brian Hester made the motion and Ken Vannice seconded. The motion carried.

President Fleschner reported that there is no meeting in June because of conflict with the convention.

President Fleschner announced new member, Randall Cramer.

President Fleschner announced the tickets for the 4449 excursion to Wishram are now on sale.

Al Hall reported that there are fifty four attendees signed for the banquet, and, that he promised to control his jokes. Al hall also reported a good swap meet in Eugene with good sales. He reminded everyone that May 7 is National Train Day. He also announced that the Multnomah Falls event has been discontinued.

Ron McCoy announced that the 1956 to 1960 *Trainmaster* issues are now on the website.

The program for May, 2011 is the Pennsylvania Railroad.

The meeting was adjourned at 8:05.

A fine meeting snack break was provided by Lila Stephens.

The evening's program presented by Steve Hauff was on locomotive classification.

Respectfully submitted by Jim Hokinson, Secretary.

Pacific Northwest Chapter - Lending Library OPEN

June 18 and 25 (Saturdays), 1 to 4 pm & every Monday 10 am to Noon

Union Station Annex, 503 NW Irving

library@pnwc-nrhs.org

503-226-NRHS

MEETING SNACK SIGN-UPS

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

REMEMBER...

There will be NO Chapter Membership Meeting in the month of June due to so many PNWC members supporting the National Convention, Cascade Rails 2011, in Tacoma.

PNWC – NRHS MISSION

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



If you'd like to help restore the Chapter's S-2, make a donation to the restoration fund.

Add your support to this worthwhile project.

Make a gift to the Pacific Northwest Chapter. Then make a matching gift to the Oregon Cultural Trust and claim 100% tax credit. It's that simple. Learn more or donate online at: www.culturaltrust.org

**Oregon
Cultural
Trust**

775 Summer Street NE, Suite 200
Salem, OR 97301
(503) 986-0088
CULTURAL.TRUST@STATE.OR.US

S2 #36 Restoration Fund

DONORS

Golden Spike level: \$1000 and up

John & Lois Sheldrake♥, James & Valinda Hokinson, Autzen Foundation, George & Jean Hickok, Arlen & Rita Sheldrake, Pacific Power Foundation, Gordon Zimmerman, Tom Steeves, Bill & Doris Field♥ Misc. Anonymous

Rail level: \$500 to \$999 Darel & Diana Mack, Al & Judy Hall, Mark & Carolyn Reynolds, Steve & Mimi Cogswell, Maxine Rodabaugh

Cross-Tie level: \$100 to \$499

Friends of SP 4449, Judson Parsons, Todd Landwehr, Al Baker, Dale Reynolds, Chuck McGaffey, Thomas Barrett, Bill & Teresa Hyde, Ron McCoy & Christopher Bowers, Jerry Tanquist, Michael Bryans, Kent Hutchens, Kenneth Vannice, Roger Sackett, Roberta Ballard, Fred Gullette, Bob Slover

Tie Plate level: \$50 to \$99

Doug & Tammy Auburg, Robert Wenzel, Mark Whitson, Phil Barney, Rolf Schuler, Raymond DeBuse

Steel spike: \$1 to \$49

Brian & Laurie Hester, Monica Winkley, Thomas Vandegriff, George Mickelson, Gerald & Olive Schuler, David Larsen, Keith Bydman, Trent Stetz, Ted Ahlberg♥, Peter Baker, Jim Long, Dennis Seacal, Olive Schuler

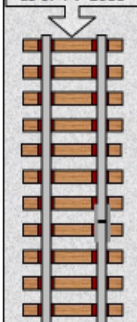
♥= In Memoriam

**Target
\$40,000**

\$26,913

raised!

as of 4-7-2011



Chapter Officers

President	Keith Fleschner	503.516.9272
Vice President	Mark Reynolds	503.638.7411
Treasurer	George Hickok	503.649.5762
Secretary	Jim Hokinson	503.635.4826
National Director	Edward M. Berntsen	253.383.2626

Chapter Directors-at-Large

Randy Rock	2010-2012	360.574.9083
Al Baker	2010-2012	503.645.9079
Ron McCoy	2009-2011	503.310.4811
Christopher Bowers	2009-2011	503.577.0063
Jean Hickok	2011-2013	503.649.5762
Trent Stetz	2011-2013	503.582.6406

Committee Chairs

Activities	Ron McCoy	503.310.4811
Archives	William Hyde	503.666.5530
Auditor	Bob McCoy	360.459.3251
Car Host	Karl Westcott	503.658.4943
Concessions	Al Hall	503.699.5042
Chapter Rep., Oregon Rail Heritage Foundation		

	Keith Fleschner	503.516.9272
Chapter Home	George Hickok	503.649.5762
Elections	Jim Loomis	503.253.3926
Excursions	Jim Long	503.313.7382
Flanger Restoration	Ron McCoy	503.310.4811
	Eileen Brazil	503.647.5667

Library	Bob Weaver	503.654.4274
Meeting Programs	Al Baker	503.645.9079
Membership	Diana Mack	503.723.3345
Rolling Stock	George Hickok	503.649.5762

	Keith Fleschner	503.516.9272
Chief Mech. Officer	Peter Rodabaugh	503.771.8545
Car Rental Agt	Bob Jackson	503.231.4808
Safety Officer	Keith Fleschner	503.516.9272
S-2 Restoration	Mark Reynolds	503.638.7411
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	Mark Whitson	503.533.7005

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* does not express the official position of the organization on any subject unless specifically noted as such. Material from *The Trainmaster* may be reprinted in other publications provided credit is given as to the source, except in cases where the article originated in a third party publication and special permission was given to *The Trainmaster* to print the article here. Please address contributions and correspondence to:



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PACIFIC NORTHWEST CHAPTER TIMETABLE #587

Board of Director's meetings: June 9 & July 7, Thursdays, 9320 SW Barbur Blvd Suite 200, 7:30 pm (Note address for Board meetings; follow instructions posted on the door for entry.)

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

June 17: *NO MEMBERSHIP MEETING DUE TO CASCADE RAILS 2011*

July 15: *Trains In War*, video

August 19: *"NW News Reels", Scenes of SP&S & UP in Northwest Oregon*, John Davis

September 16: *Cascade Rails 2011 Recap*

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

NOTABLE NON-CHAPTER EVENTS:

Sundays, May-October, *Shady Dell Train Park*, 11:30 am-5 pm, near Molalla, Oregon, www.pnls.org / 503.829.6866
June 4-5 & 11-12, *Day Out With Thomas*, West Coast Railway Heritage Park, Squamish, BC, www.wcra.org
June 9-13, *White Pass Railfan Week*, White Pass & Yukon Railroad, Skagway, Alaska, www.extra2200south.com
June 10-12, *Dunsmuir Railroad Days*, www.dunsmuir.com
June 18-19, *Zooliner & Steamer Oregon Birthday*, Oregon Zoo, www.oregonzoo.org
June 18-19 & 25-26, *Day Out With Thomas*, Mt. Hood RR, Hood River, www.mthoodrr.com / 800.872.4661
June 20-26, *Cascade Rails 2011*, NRHS Convention, Tacoma, Washington, www.cascaderails2011.com
June 30, *Portland-Milwaukie Light Rail Bridge Groundbreaking*, 10 am, Eastbank Esplanade, SE Portland.
July 2-3, *SP 4449 Portland-Wishram trips*, all day with lunch at Wishram, www.4449.com
July 4, *Fireworks Spectacular Train*, Oregon Coast Scenic Railroad, www.ocsr.net / 503.842.7972
July 7-10, *Milwaukee Road Historical Association Annual Convention*, Austin, Minnesota, www.mrha.com
July 9, *Rails to Ales Brewfest*, 4-10 pm, Cascade Rail Foundation, South Cle Elum, WA, www.RailsToAlesBrewfest.com
July 13-16, *Northern Pacific Railway Historical Association Convention*, Carlton, Minnesota, www.nprha.org
July 15-17, *SP&S Historical Society Convention*, Spokane, Washington, www.spshs.org
July 16-20, *Great Northern Railway Historical Society Annual Convention*, St. Cloud, Minnesota, www.gnrhs.org
July 21-24, *Train Festival 2011*, Rock Island, Illinois, www.trainfestival2011.com
July 27-30, *27th Annual Convention, Union Pacific Historical Society*, Spokane, Washington, www.uphs.org
July 30-31 & August 6-7, *Great Oregon Steam-Up*, Brooks, Oregon, www.antiquepowerland.com
August 12, *Portland Streetcar 10th Anniversary Celebration*, Portland Jamison Square, www.portlandstreetcar.org
August 18-21, *73rd Snoqualmie Railroad Days*, www.trainmuseum.org
August 18-21, *29th Annual Portola Railroad Days*, Portola, California, www.PortolaRailroadDays.com / 530.836.6811
Sept. 3-5, *Steamer Oregon* scheduled to operate, Oregon Zoo. www.oregonzoo.org
Sept. 8-10, *Southern Pacific Historical & Technical Society Annual Meeting*, Portland, Oregon, www.sphts07.org
October 1, *Rail To Ales*, Mount Rainier Scenic Railroad, Elbe, Washington, www.mrsr.com / (888) STEAM11
Nov 25-Jan. 1, *Zoolights*, Steamer Oregon scheduled to operate, Oregon Zoo, www.oregon.org
January 2012, *Brooklyn Roundhouse*, vacated and steam locomotives moved, www.orhf.org
June 1, 2013, *SP 4449 15-year renewal* required

Bill of Lading

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