

The Trainmaster

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MT HOOD RAILWAY BAGGAGE EXPRESS CAR

by Mark Moore



Originally numbered 102 when it was delivered in 1912 with sister baggage express car 101, it is the only piece of rolling stock left that was part of the original 1911 Kuhlman order of cars for the Mt. Hood Railway. Both cars were delivered as standard gauge interurban trailer cars that were pulled by steam engines. Each side of these baggage express cars had two large freight doors as well as a large window. Each car had three windows in the front and back.

A cash crunch within several months after the Mt. Hood Railway & Power Company line opened hastened the merger of the Mt. Hood Railway with the Portland Railway Light & Power Company (PRL&P) in March 1912. The PRL&P began electrifying the renamed Mt. Hood Division in 1913. At this time, the cars were assigned to the Sellwood carbarn.

In 1914, PRL&P added four GE electric motors each to cars 101 and 102. The cars were wired for electricity and a controller was added to each end of both cars. It is assumed that the baggage express cars were renumbered 1190 and 1191 when they were electrified.

Mt. Hood Railway & Power Co. - Part 2

Article and Photos Provided By Mark Moore

According to an article in The Oregonian from June 28, 1917, car 1191 was involved in a fiery crash and explosion the previous day with an automobile in Gresham. Two people in the "Lindsey Automobile" lost their lives and a third was seriously injured in the crash when the car was tossed and rolled 300 to 400 feet.

Railway express car 1191 was rebuilt in PRL&P shops at Sellwood and it returned to service in 1918. According to roster information provided by Portland streetcar historian and author Richard Thompson, car 1191 was overhauled and painted in 1926. Then, two years later in 1928, the motors and running gears were overhauled.

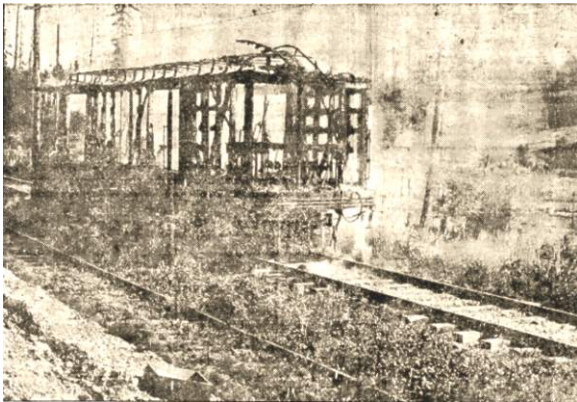
According to John Labbe's Fares Please, "on April 26, 1924, PRL&P reorganized and emerged as the Portland Electric Power Company, better known as PEPCO. Under the new title an extensive rehabilitation program was instituted."



This view of Railway Express car 1190 at Gresham shows the newly added trolley pole in 1914. (Richard Thompson photo)

Almost before the company had an opportunity to realize anything from the capital outlay, the Great Depression brought financial woes once more. On March 13, 1930, the company was again reorganized.

The name was changed to the Pacific Northwest Public Service Company (PNPS). It acted as a holding company for Portland General Electric and Portland Electric Power, which were separated from each other once more. PEPCO was the operating company for the rail and bus lines, while the light and power department remained under Portland General Electric.

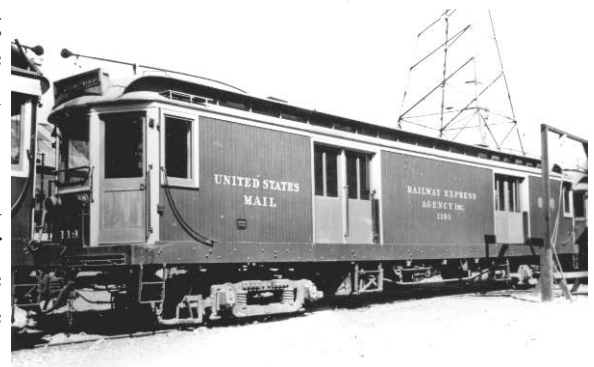


A photo of the burned shell of car 1191 after a fiery crash with a car in 1917. (Oregonian photo)

A short time later the city lines were again separated from the interurban lines and turned over to a company called Portland Traction Company, the third to bear that title. At this time the interurban system was not profitable, and it was hoped that by separating the operations, the burden might be lifted from the city lines.

Meanwhile, efforts were made to find a buyer for the interurban lines. The change to the Pacific Northwest Public Service Company was not popular with the citizens of Portland, who accused the owners of bleeding off the profits for the benefit of Eastern stockholders.

Therefore, on April 5, 1933, the holding company was dissolved and the name was changed back to the Portland Electric Power Company. Throughout all the various changes in titles, the ownership remained essentially the same as it had been under the Portland Railway Light & Power Company.

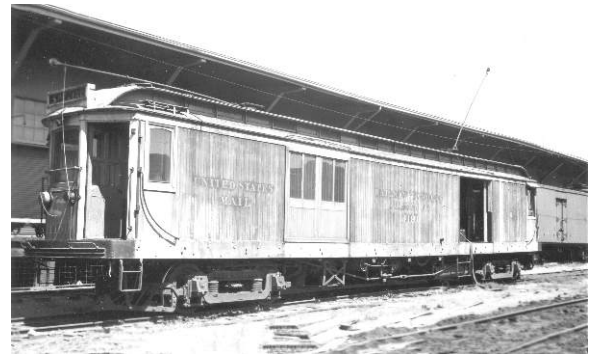


In 1936, PRL&P retired both railway express cars 1190 and 1191. The trucks and running gears were removed and car 1191 was sold

Railway Express car 1191 as it looked in 1935. Car 1191 is probably the only car to have been lettered for the PNPS. (Charles Savage photo)

to Bell Sand & Gravel on Johnson Creek Boulevard near Wichita station on the Bellrose line where it was used as a storage shed. Car 1190 was brought out of retirement in 1937 and it was converted to a fire car.

After serving as a fire car until 1951, car 1190 was scrapped and burned in 1953. The body of car 1191 was to become an exhibit at a proposed Willamette Valley Electric Railway Historical Association Museum that was planned near Oregon City. The museum was never built and car 1191 continued to sit exposed and uncovered next to Johnson Creek.



This photo shows a weather-beaten car 1190 at Gresham before it was retired.

The property where the car body sat was purchased in the 1970's by Dave and Ginny Stabenow. Over the next 20 years, plans were formulated to move the car body and convert it to a cabin on Mount Hood. In preparation for anticipated heavy snow loads, the roof was replaced.



This view of 1190 from the 1940's shows the car after it was converted to a fire car. A reservoir filled most of the body and new pumps were installed. The car was also used for weed spraying (Jerry Risberg photo)

In 1990, the Stabenows decided to donate the car to the Oregon Electric Railway Historical Society and the car was finally moved in 1992 from the Stabenow's back yard by Johnson Creek to Antique Powerland at Brooks, Oregon where it sits today.

This car is one of a handful of Railway Express Post Office cars left in the world, and it is thought to be the only surviving Kuhlman car in Oregon. The Oregon Electric Railway Historical Society is committed to preserving local streetcars, and car 1191 would make a prime candidate for a museum/carbarn exhibit featuring cars used in Portland. The current OERHS carbarn is filled to capacity, so options

are being explored to build a new carbarn and this could take several years to accomplish.

In the meantime, plans are being formulated to move the car to its original service area where it will be loaned to the Powerhouse Center on the Bull Run, a non-profit group that wants to turn the old Mt. Hood Railway Powerhouse into a museum. The car would be kept out of the weather and protected from vandalism. The powerhouse has a machine shop where parts can be refurbished or built to restore the car.

Please help us save car 1191! If you have some time and would like to volunteer to help restore car 1191, please email me at mark@pdxhistory.com.

Your help is also needed to fund restoration and refurbishing efforts to rescue car 1191 and preserve this valuable piece of Oregon rail history. If you can contribute to this worthy cause, please visit: www.oerhs.org/oerm/roster/mthood_1191.htm. Click on the PayPal button to make your donation.

Thanks to OERHS members Richard Thompson, Greg Bonn, Mark Kavanaugh and John Nagy for helping with research for this article.



Here is car 1191 as it looks today. It is in dire need of restoration

1917 Business Car Comes to Oregon

by Arlen Sheldrake

In October 2011 the Oregon Pacific Railroad (OPR) purchased the 1917 Pullman built Santa Rosa heavy weight business car. This car was originally ordered by and built for the El Paso & Southwestern Railroad (EP&SW). It was named the Santa Rosa and numbered 500.

The Santa Rosa was built under Pullman plan No. 2794 and listed as a private car. It was the only Pullman private car directly ordered by EP&SW. The car appears to have been first used on a regular basis by the general manager of the EP&SW Arthur Edwin Sweet. When the Southern Pacific Railroad took over operations of the EP&SW, but leaving the railroad and name intact, Mr. Sweet continued as the SP general manager of the EP&SW. Upon the SP take over in approximately 1924, the Santa Rosa became a Southern Pacific asset and was renumbered No. 128 in line with the existing Southern Pacific business car fleet.

Mr. Sweet continued to use the Santa Rosa as his private business car as the Southern Pacific manager of the EP&SW through at least the mid to late 1920s. He was then promoted to Southern Pacific Assistant General Manager. It is believed he still used this same private car until his death on October 13, 1934.

Following Mr. Sweet's death it is unclear who used the car. In approximately 1937, the Santa Rosa was upgraded by Southern Pacific and modernized for that era undergoing a complete rebuild. Air conditioning and a generator were added.

In the 1960s the car was sold to Yreka Western Railroad. At some point ownership changed to Kyle Railways and was sold to a private owner in 2004 where it was restored and stored at the Port of Redwood City. It was also renumbered RPCX 415, renamed Niles and the interior was repainted. The car was put up for sale in the spring of 2011.

The car interior retains most of the original fixtures and furniture from its SP days. The previous owner repainted the car to the former Pullman Southern Pacific colors.

The interior car layout includes a large observation lounge, secretary's room, two connecting bedrooms, shower & restroom, dining room, crew room, and kitchen. Mechanical details include: E couplers, grease bearings, drop equalizers, DC electrical system, Waukasha air conditioning system, Waukasha generator, body mounted cylinders, and cast shoes. The car sports a nice observation platform on the rear of the car.

The Oregon Pacific Railroad plans to use the car in private charter service and some public excursions on their East Portland Branch. This branch runs from near OMSI/ORHC to Milwaukie in SE Portland. OPR will also return the car name to the Santa Rosa and return the car to number 128.

The Santa Rosa is currently being used in regular service Saturday afternoons with departures through March 15th from the Oregon Rail Heritage Center. Beginning March 22nd the Saturday afternoon departures will be from Oaks Amusement Park in Sellwood and the Santa Rosa may be dropped from the consist; check the OPR web site for more information. At least the first three Saturdays in March are an excellent opportunity to see a very historic 96-year old business car.

This information extracted with permission by Arlen Sheldrake from Brian McCamish's extensive and interesting web site: www.oregonpacificrr.com



The Santa Rosa on the Brooklyn Turntable, with Dick Samuels aboard



Runs from the Oregon Rail Heritage Center on Saturdays

PNW SHORT LINES

by Arlen L. Sheldrake

In response to a question about “strange metal boxes” under seats in TriMet MAX light rail cars, TriMet says that each light rail car has four boxes, one for each truck, containing sand and the sand is automatically applied when wheels spin during acceleration or slide during braking. **Oregon Live 1/2014.**

The Amtrak 2014 wall calendar has a nice photo of Amtrak's #42 locomotive in “America's Railroad SALUTES OUR VETERANS” livery. The Steve Ostrowski photo is captioned: “Deep in the heart of the magnificent Cascade Range, the westbound *Empire Builder* crosses Gaynor Trestle on its way to the summit at Cascade Tunnel. Leading the train is engine #42, painted in a special scheme to honor America's veterans.” The desk calendar also has a Steve Ostrowski photo captioned: “On an overcast summer day, Amtrak's *Coast Starlight* passes close to the shore of Puget Sound at the beginning of a trip that will end in sunny Los Angeles. Leading the train is a colorful lashup of Amtrak's Veteran's Locomotive #42, followed by #156, which wears a Heritage scheme dating from the early 1970s.” So Amtrak's two 2014 calendars feature both their PNW trains! Available from store/amtrak.com.

For those planning 2014 trips, you might consider heading down to Arizona and riding the Grand Canyon Railway on one of their steam trips. For 2014 they will operate the 90-year old 4960 on the first Saturday of every month from April through September as well as on April 19 and September 17 on the regular scheduled runs from Williams to the South Rim. The Grand Canyon Railway operates daily (excluding December 25) and is normally powered with diesel electric engines. **Global Travel Industry News 1/17/2014.**

The 2014 Union Pacific calendar has a couple of nice PNW photos: May, Spokane, Washington by Sean Kelly and November, Hood River, Oregon by Adam Pizante.

Among the Union Pacific Railroad 21 public safety grants, ranging from \$500 to \$5,000, announced (www.uprr.com) December 17th were:

- City of Kuna, Idaho for rail safety signage in a community park, railroad safety materials distributed via community schools' website and a community coloring contest.
- Point2Point Solutions-Smart Trips, Eugene, Oregon, for bicycle education focused on safely cycling across railroad tracks.



BNSF named Montana Rail Link (MRL) the 2013 shortline of the year. As a critical part of the BNSF route network, MRL connects with BNSF main lines at Huntley, Montana, and Sandpoint, Idaho. MRL has been handling record volumes of “overhead” traffic in 2013 through a 2012 agreement that ensures adequate capacity on the MRL routes to meet future demand. MRL operates a 957-mile rail system across a tri-state (Montana, Idaho & Washington) region. It serves three oil refineries, an electric utility, a large woodchip facility, intermodal and automotive terminals and producers of agriculture, talc, finished lumber, particle board lime and cement. **BNSF press release 10/29/2013.**



On December 13th Travel Portland and Amtrak Cascades unveiled the city's “Portland Express” train car, the first-ever train car takeover of this kind for the passenger line, at Seattle's King Street Station. With the car's graphically driven exterior wrap and retrofitted interior featuring furnishings, art and décor from Portland's retailers and vendors, the Portland experience begins the moment passengers reach the platform. Passengers will be able to ride the “Portland Express” between Eugene and Vancouver, B.C. through March. **Travel Portland (travelportland.com).**



Train Car at Portland Union Station

The Sandpoint, Idaho Amtrak station will receive \$1 million in upgrades. A designer will be selected soon with a construction contractor selected in late April. Upgrades may include a new roof; repairs to rafters and trusses; a remodeled waiting room and restroom; modern HVAC system and improved lighting. **TRAINS News Wire 1/23/2014.**

A six-man crew from SRC Industries of Salt Lake City arrived on January 27th to start dismantling the Bailey Branch south of Corvallis. The defunct freight line starts at Llewellyn Road, about 5 miles south of Corvallis, and runs along the west side of Highway 99W as far south as Alpine Junction, just north of Monroe. From there it runs west to Hull-Oakes Lumber Mill at Dawson. Benton County purchased the right of way from Union Pacific for \$486,000 to preserve the line for possible future use. The line has been out of service since 2007. The salvage contractor hired by Union Pacific will remove rails, ties and related materials; the wooden trestles will remain. **Albany Democrat-Herald 1/30/2014.**

The Eagle Cap Excursion will be running excursions on 15 days between May and October on the Wallowa-Union Railroad in northeastern Oregon. This year three of the trips will be on Thursdays. Most trips will depart from the new depot in Elgin. More information: eaglecaptrainrides.com.

Mt. Rainier Scenic Railroad SteamFest: It's a steam train revival. See six (6) beautiful steam engines during an all-day special event featuring locomotives on parade! Discover the world's most comprehensive collection of steam logging locomotives and take a peek into one of the busiest locomotive restoration shops in North America. This all day event includes special run-bys, opportunities to purchase cab rides, and the unique opportunity to see rare engines steaming down the track. Refreshments for sale on site while supplies last. A portion of ticket sale proceeds will go towards preserving and maintaining the historic exhibits at the Mt. Rainier Scenic Railroad. www.mrsr.com



Coos Bay Rail Link moved 4,845 revenue car loads in 2013 the second full year of freight operations, a 95% increase over 2012's 2,480 car loads. *Railway Age* 2/4/2014. There are now more than dozen shippers on the line, and while forest products and wood fiber are the dominant commodities, other goods such as fertilizers and organic dairy feed are increasing in volume. **CBRL News Release 2/4/2014.**

In a letter to environmental groups, Whatcom County says it is too late to revoke permits already granted for construction of oil rail terminals at Cherry Point, Washington. Phillips 66 expects to have its facility operational by the end of 2014 receiving a train every other day. BP Cherry Point is now receiving North Dakota crude on a yearly average of one train per day. **Bellingham Herald 2/4/2014.**

The Vancouver Island, British Columbia Island Corridor Foundation (ICF) had hoped for railway track repairs to begin in the fall of 2013, but an agreement has yet to be finalized with VIA Rail. The ICF, which owns the island railroad, has secured C\$20 million from three levels of government for track and trestle improvement but funding depends on passenger rail service being re-established. Southern Railway continues to operate freight traffic for ICF. Passenger rail service was suspended in 2011 due to unsafe track conditions. **Comox Valley Record 1/1/2014.**

Another PNW recent release from Arcadia Publishing, *Tacoma Rail* by David J. Cantlin is 128 pages with 200 black and white photographs. David is a railroad historian and photographer who works for the City of Fife Parks Department. The book takes the reader along for a journey that is today's Tacoma Rail, from its humble beginnings as a rickety trolley line to the economic engine that helps power the Port of Tacoma and surrounding communities. Arcadia Publishing, www.arcadiapublishing.com.

The State of Washington on February 6th released a RFP looking for a freight rail operator to provide rail services to businesses in Grant and Adams Counties. The successful bidder will operate and maintain 26-miles of track that runs between Othello and Royal City. The track has been out of service for 16 years but has now received \$750,000 in maintenance and rehabilitation (including 20,000 ties & 2,700 tons of ballast). WSDOT purchased the corridor in 1993 to prevent it from being abandoned and to preserve the rail infrastructure; it was previously operated as the Royal Slope Railroad. The line is expected to resume operation in May interchanging with Columbia Basin Railroad at Othello and then with BNSF at Connell. **WSDOT News 2/6/2014.**



Due to generous support from a Transportation Enhancement Grant and a BNSF Foundation grant, the Clark County [Washington] Historical Museum is currently working on a permanent interpretive exhibit on the SP&S Railway that will be installed in Vancouver's 1909 train depot (Amtrak Station). Stay tuned for opening details this spring. www.cchmuseum.org



The North Pole Flint Hills Refinery shut down will cause a significant reduction in Alaska Railroad southbound freight traffic. High operating costs at North Pole made it difficult for the company to compete against products made by refineries in places like Singapore. Gasoline production will end May 1st with jet fuel and other refined product production ending June 1st. Other issues are significant problems at the site with soil and groundwater contamination from when the site was owned by Williams but Flint Hills is promising to continue remediation processes. **Alaska Dispatch 2/9/2014.**



In mid-February Sound Transit held an open house to provide the public an early opportunity to learn about the proposed concepts for replacing the aging 1/3 mile long Tacoma Trestle. The timber trestle east of Freighthouse Square, which was originally constructed more than 100 years ago by the Milwaukee Road, will be replaced with a modern, concrete, double-track structure. Other improvements include upgrading railroad signals, reinforcing the embankment along the bridge, making minor street repairs and relocating some utilities. The project will enable Sound Transit to handle planned increases in

passenger rail trains. Construction is scheduled to begin in 2015 and be finished by 2017. Planning and construction of this project will occur independently of work on the Point Defiance Bypass project. **Sound Transit new release 2/11/2014.**

On December 19th the Salem Historic Landmark Commission approved plans to renovate the 1889 built Salem Railroad Baggage Depot into a regional multimodal transportation hub. The city of Salem had already approved the plans and recommended that the commission also approve. When the restorer, Oculus Fine Carpentry removed the first six brackets on the building they were surprised to discover that the brackets were made of redwood. According to rail historian Ed Austin, SP often sourced material from California, thus redwood was fairly common in their rail facilities on the west coast, www.oregon.gov/odot.



Rendering of Restored Salem Baggage Depot

Interurban rail service between Everett and Seattle ended February 20, 1939 marking the end of 40 years of regional interurban service on Puget Sound. **HistoryLink.org Essay 2669**; Washington State History.



John Cyrus, Portland & Western Railroad's general manager, will be returning to his seniority as a PNWR conductor/locomotive engineer effective Monday, February 24, 2014. No word yet on who will take his place. **ODOT Rail 2/21/2014.** [Portland & Western is Oregon's second largest operating railroad with 520 miles.]

The Oregon Legislative Assembly is considering Senate Bill 1516 that would require the development of the plan for the Salmonberry Trail, establish the Salmonberry Trail Trust Fund and continuously appropriates moneys in the fund for development and implementing the plan. The State Parks and Recreation Department and the State Forestry Department, along with other interested parties and stakeholders are to develop a plan to construct a trail along or adjacent to the portion of the former Pacific Railway and Navigation Company line [Port of Tillamook Bay Railroad] between Banks and Tillamook. The plan is to be submitted to an appropriate interim committee of the Legislative Assembly no later than October 1, 2015. salmonberrycorridor.wordpress.com

Close to 60 community representatives participated in a workshop for the new Tacoma Freighthouse Square station location on February 19th. The Washington Department of Transportation, Amtrak station design team, and City of Tacoma's architect provided concept drawing for the station location, spanning westside, central and eastside areas of the Freighthouse Square building. The preferred location concept will be presented to the community at the Amtrak Station Relocation Citizens Advisory Committee on March 12th. Another public meeting will follow in July 2014 on the preferred building method and materials. The schedule calls for preliminary design to occur July to October 2014, before it goes to the Federal Rail Administration for approval. Construction is planned for late 2015/early 2016, and will be completed one year later. **WSDOT 2/20/2014 news release.**

In last month's PNW Short Lines my lead paragraph was about BNSF and coal dust. One of our astute readers noted that "fowling" has something to do with birds while BNSF and their coal dust problem had to do with "fouling" the ballast. Maybe BNSF has bird problems but I doubt that birds have much to do with ballast drainage; sorry for the error... Thanks to our astute reader!

All* of the Issues of The Trainmaster are Now Online!

The complete collection of back issues of *The Trainmaster* are now online on the chapter's website: www.pnwc-nrhs.org/trainmaster.html. Much thanks to Christopher Bowers for all of the hard work on this project. Issues from 1956 through 2008 are available to all visitors to the website. More recent issue are available to members only, with instructions for logon, at www.pnwc-nrhs.org/trainmaster-recent.php.

*We are missing a few of our issues of *The Trainmaster* in the archives. Do you have any the following issues? If you do, please contact your editor at: trainmaster@pnwc-nrhs.org. Thanks!

February 1993 - Issue No. 365
October 1993 - Issue No. 373
November 1993 - Issue No. 374
November 1998 - Issue No. 433

Historic 231 & 644 Locomotives Utah Bound

by Chris Fussell and Arlen Sheldrake

With very limited secure storage and display space in Portland, these two historic locomotives headed to Ogden, Utah under the new ownership of Dynamic Rail Preservation (aka DynaRail), a California corporation formed May 2013. Both locomotives are now located at the Utah State Railroad Museum in Ogden, Utah under a 5-year contract to use the grounds for restoring the locomotives to Amtrak livery. Chris Fussell, the long-time champion of preserving the 231, is the President of DynaRail. John Magnusson is DynaRail's Secretary; both are well known Pacific Northwest rail preservation volunteers.

Amtrak 644

EMD manufactured 150 SDP40F (Special Duty Passenger) six-axle 3000 HP locomotives for Amtrak between June 1973 and August 1974. The 649 was last one built August 1974. They came with a full-width carbody, 2 vapor steam generators to service the passenger cars, and were geared to allow 100 MPH operation. The Northwest Rail Museum (NRM) received the 644 as a donation in its final Maersk Line operational livery and was required to paint out the Maersk Line lettering. This distinctive blue and white livery was used in a Maersk Line unit train container shipping commercial. During a period of power shortage, Portland & Western Railroad leased the locomotive and put it into freight service. The 644 was donated to DynaRail by the NRM following failed attempts by Portland-based NRM to find a railroad willing to lease and run the operational locomotive. This is the only known relatively complete SDP40F to survive the scrapper's torch. Two heavily modified units reside at the Department of Transportation testing facility at Pueblo, Colorado.



No. 644 leased to Portland and Western

Following service on Amtrak, the 644 went to Santa Fe as ATSF #5266, and then to BNSF #6976, dropping the SDP40F designation for SDF40-2. The only configuration change that was made was the installation of front-end handrails, removal of the steam generator and equipment, and the re-gearing of its axles. As it continued in service on the Santa Fe, based out of Barstow, California, FRA requirements forced the notching of the nose along with the installation of sloped steps on the front platform. The 5266 made it as far as Laurel, Montana and Minneapolis, Minnesota per photo documentation, so it roamed across areas that had Santa Fe trackage rights and wasn't confined to Barstow-based routes. The 5266 was renumbered to BNSF #6976 before doing the Maersk promotional runs, it then retreated to Topeka, Kansas along with the rest of

the SDF40-2 locomotives in 2002. Dan Calhoun, a volunteer with the Snoqualmie, Washington museum, alerted Chris to the rapid scrapping of the dozen or so SDP40F/SDF40 locomotives, and they worked to preserve the 644.

Upon arrival in Portland the 644 was leased to Portland and Western Railroad as they were in need of additional horsepower during an economic bulge; but following that bulge it was stored without work. Some may remember the 644 as it visited Sherwood and Beaverton in a push/pull configuration with the 4449.

Amtrak 231

The F40PH locomotives were built by EMD with a 3000 HP prime mover and were equipped with HEP generators and DC traction motors. The first 30 units, 200-229, were delivered with the F40PH designation. The 231 was one of the units delivered by EMD with the designation F40PHR, the "R" meaning "Rebuild" as they were built with parts from traded in SDP40F's that Amtrak had in the early 1970s. The 231 was built July 1977 as serial number 777001-2. SDP40F #552 donated parts to build



In Portland's Lake Yard awaiting UP move to Albina Yard

231. The 231 bore a unique Operation Lifesaver Amtrak livery. The 231 was purchased from Amtrak in 2002 by Chris Fussell and donated to the Friends of SP4449; it was moved to Portland in April 2003. The 231 was donated by the Friends of SP 4449 to DynaRail as secure storage space and space to work on the locomotive wasn't available in the Portland area. The 231 is currently painted in distinctive Daylight colors applied by Chris in 2005 with leftover paint from the 4449.

The 231 was initially based out of Chicago before relocating its home base to Los Angeles in the early 1980s, and continued to operate out of Los Angeles as an "ATS-equipped" locomotive on ATS-routes. ATS is "Automatic Train Stop" which is a feature that includes wayside magnets



Easing downgrade from Bear River Canyon in northern Utah on M-HKRO-02

that energize when a signal indication is red, and as the locomotive passes over it while in violation of the signal, the magnet opened the air line thus causing the train to go into emergency braking. Trains were generally restricted to 79 mph, but routes featuring ATS infrastructure allowed 90 mph, which was the Southwest Chief and the San Diegan (now Pacific Surfliner). These are the two routes that 231 mostly ran on, but it often strayed to the Desert Wind, Sunset Limited, and Coast Starlight routes when needed.



Moving out of storage in NW Portland via BNSF job #101

One of the unique 231 moves after arriving in Portland was its participation in the 2003 grand opening of the Springwater Trail in Southeast Portland. The 231 functioned as the non-powered cab car for the 4449 backup move from the Brooklyn Rail Yard. Thus the 231 passed the future home of the Oregon Rail Heritage Center.

On January 28th the locomotives began their journey via a freight move from Portland's Lake Yard to Ogden Utah. The move began with BNSF Railway, then Portland Terminal Railroad, and finally with Union Pacific. This movement followed inspections by Union Pacific and BNSF. The journey was successful with the locomotives now secured in Utah.

"It is now time to focus on restoring these two historic locomotives back into Amtrak livery as originally intended. No F40 or SDP40F locomotives painted in Amtrak Phase I or II liveries exist; it is time to change that", according to Chris.

More information on Dynamic Rail Preservation visit www.dynarail.org. The mailing address is: PO Box 91975, City of Industry, CA 91715-1975.

For more information about the Utah State Railroad Museum at Ogden, Utah, visit: theunionstation.org.

Steaming to Salmonberry

Enjoy a full day on the Oregon Coast Scenic Railroad!

...on Saturday, April 26th, the chapter is sponsoring a chartered excursion on the fantastic Oregon Coast Scenic Railroad (www.oregoncoastscenic.org). Step back in time and experience a bit of yesteryear. Enjoy the beautiful Oregon Coast and Nehalem River Canyon by riding the rail in a set of coaches and open air cars behind a historic Steam Locomotive. Box lunch and deluxe motor coach transportation to and from the Sunset Transit Center and the coast are included in the price! The outbound train trip begins at Wheeler to the end-of-track at Salmonberry. The return train trip passes through Wheeler on the way to Garibaldi.

**See the Enclosed
Flyer for more Details!
or
www.pnwc-nrhs.org**



Photo by T. Trent Stetz

**Special PNWC Member Pricing
Coach \$124 or Lounge \$139**

February Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on February 21, 2014

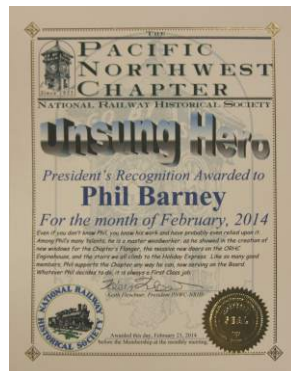
The meeting was called to order at 7:36pm by President Keith Fleschner.

The January minutes were called. Arlen Sheldrake made a motion to approve the minutes and Bryan Ackler seconded. The membership voted to approve the minutes.

The monthly Treasurers report was given by George Hickok, who reported that all accounts balance. He reported that 566 Steel Bridge books have been sold and five of the Brix Logging Story books have been sold. About one fourth of the budget for the S2 restoration has been spent. There is no change in the poster project until the 4449 is finished and running. He reported that dues are still being received. Mr. Hickok then announced that a budget amendment in the amount of thirteen thousand dollars was needed to fund the Steaming to Salmonberry excursion on April 26, 2014. The motion was made by Arlen Sheldrake and seconded by Doug Auburg. The membership voted to make the budget amendment. The trip will start with a bus trip to Wheeler for train boarding. The train will go to Salmonberry and return to Garibaldi for the bus home. Chapter members will get a price reduction. George Hickok reported that Todd Landwehr receives a grant from his employer for his volunteer hours and has gifted it to the chapter to be used for railcar repair. Bryan Ackler made a motion to accept the report and Lila Stephens seconded. The membership voted to accept the report.

President Fleschner announced that Christopher Bowers and Ron McCoy have finished digitizing all of the Chapter *Trainmaster* newsletter. Ron McCoy said the issues from 1956 to 2014 are available on the website. The last five years are only available to members. He said they are missing several editions from the 1990s. If any member has any old copies, please let him know. [Editor's Note: See page 7 for a list of needed *Trainmaster* issues]

Ron McCoy then made the February Unsung Hero award presentation to Phil Barney, for all of his work for the betterment of the chapter and ORHF. If anyone has nominees for the Unsung Hero award please let Ron know.



Ron McCoy announced that the chapter banquet will be held on March 22, at Portland Brewing. Seating is limited so sign up quick.

President Fleschner announced that Ken Vannice has taken over as Chairman of the Library Committee. Ken announced that there is now a list of the library books on the website.



Ron presents the award to Phil Barney

President Fleschner reported that the shelter over the S2 has survived the winter and work will be continuing.

Mark Reynolds announced that there will be a Holiday Express car host debriefing at the enginehouse at 9:00am on Saturday February 22, 2014.

Arlen Sheldrake announced that the OPR is giving rides in the old 1917 Santa Rosa car on Saturdays.

Al Baker reported that the program for the March meeting will be Doyle McCormack talking about restoring his Alco PA engine. In April the program will be the history of the motorcars (speeders). The May program will be about the PRPA and the 700 engine.

Jean Hickok announced that the new vests are here and are thirty dollars. For those who did not order a vest yet, see her to order.

David Cautley announced that the 700 excursion tickets are now on sale for the three day trip to Pendleton.

Christopher Bowers announced that the volunteer hours report form is now available on the website which makes it easy to report your volunteer time.

The meeting was adjourned at 8:25pm.

Lila Stephens announced that there is birthday cake here representing the 65th birthday of Bryan Ackler.

Lila Stephens and Jean Hickok presented the snack time.

The program for the evening was presented by J.J. Thompson on the Oregon Coast Scenic Railroad: More Than Just A Train Ride. Thank you J.J. for an informative and interesting program.



J. J. Thompson giving the presentation

Respectfully submitted by Jim Hokinson, Secretary.

Photos by Jim Hokinson

REMINDER

PNWC Annual Banquet

On Saturday March 22nd, the chapter will be holding its annual banquet! This year it is being held at Portland Brewing starting at 5pm. Rob Eaton, from Amtrak Government Affairs, is the guest speaker. For more information and reservation details, see: www.pnwc-nrhs.org.



Photo by T. Trent Stetz

P42DC Locomotive No. 156, painted in a heritage Phase 1 paint scheme to celebrate 40 years of Amtrak, passes by Oregon Rail Heritage Center in January 2014, pulling the southbound Coast Starlight to Los Angeles.

Pacific Northwest Chapter Lending Library

Visit Us!

OPEN Mondays and Mar. 22nd

March 22nd (Saturday) 1 pm to 4 pm
and open every Monday 10 am to Noon
The Library is normally open the Saturday following the membership meeting.

The Library is located at:

Union Station Annex, 503 NW Irving, Portland
(The Annex is the brick building just south of Union Station.)

library@pnwc-nrhs.org 503-226-NRHS

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Ken Vannice	2013-2015	503.244.8732
Ron McCoy	2012-2014	503.310.4811
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PACIFIC NORTHWEST CHAPTER TIMETABLE No. 620

Special Chapter Events:

- March 22:** *Annual Chapter Banquet:* Portland Brewing-Highland Room, 2730 Northwest 31st Avenue, 5pm. Featured speaker: Rob Eaton, Amtrak Government Affairs
- April 26:** *Steaming to Salmonberry: Steam Excursion,* Oregon Coast Scenic Railroad, 8am to 6pm, see www.pnwc-nrhs.org and enclosed flyer



Membership Meetings: St. Mark's Lutheran Church, 5415 SE Powell Blvd. 7:30 pm
(Guests Most Welcome!)

- March 21:** *Video – Restoring an Alco PA-1:* by Doyle McCormack. Presented at the 2011 NRHS convention in Tacoma, Washington. Doyle will present the video and provide updates and answer questions.
- April 18:** *A brief history of motorcars and an introduction to the North American Rail Car Operators Association (NARCOA),* by Kevin Novak. How unwanted, surplus railroad equipment created a nationwide hobby. Kevin is an 11-year member of NARCOA and is an Event Coordinator in training.
- May 16:** *PRPA and the SP&S 700: 2013 was a Good Year!* By Steve Sedaker, Vice President, PRPA.

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

Board of Director's Meetings: March 13, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm
April 10, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm

(Open to all Chapter Members. Note address for Board meetings; follow instructions posted on the door for entry.)

NOTABLE NON-CHAPTER EVENTS:

- March 8 *WINTERAIL 2014*, Stockton, CA, www.winterail.com
- March 15 *Willamette Model Railroad Club's 29th Annual Model Railroad Swap Meet* [PNWC Concessions Event] at the Kliever Memorial Armory
- April 4 *Snow Removal on Stampede*, White River Valley Museum, Auburn WA, www.wrvmuseum.org
- April 5 *Train Season Opens*, Northwest Railway Museum, Snoqualmie Depot, www.trainmuseum.org
- April 5 *Why has high-speed rail moved so slowly in the US?*, NARP NW Div. luncheon, www.aortarail.org
- Apr 5-6 *26th Annual Willamette Cascade Model Railroad Club Swap Meet & Train Show*, [PNWC Concessions Event] Eugene, OR., Lane Events Center
- April 19 *Season Begins*, Mount Hood Railroad, Hood River OR, www.mthoodrr.com
- April 19 *Bunny Express*, Mount Rainier Scenic Railroad, www.mrsr.com
- May 1 *Brooklyn Rail Yard Exhibit* opens, Oregon Rail Heritage Center
- May 3 *Historic Train Town Museum*, Grand Opening, Dunsmuir, CA, dunsmuirdepot.com
- May 9-10 *Depot Days Classic Car & Motorcycle Show*, NP RR Museum, Wallace ID, www.npdepot.org
- May 10 *Amtrak National Train Day*, Portland Union Station, www.nationaltrainday.com
- May 11 *Mother's Day Brunch*, Eagle Cap Excursion Train, Elgin OR, eaglecaptrainrides.com
- May 17 *SteamFest*, Six (6) steamers!, Mount Rainier Scenic Railroad, www.mrsr.com
- June 10-14 *2014 Annual NRHS Convention*, Northern Arkansas, www.nrhs.com
- June 13-15 *Dunsmuir Railroad Days*, Dunsmuir CA, visitsiskiyou.org
- June 18-21 *Friends of Burlington Northern Railroad*, Tulsa OK, www.forbnr.org
- June 21 *Elgin Stampeders' Train Robbery*, Eagle Cap Excursion Train, Elgin OR, eaglecaptrainrides.com
- June 26-29 *Milwaukee Road Historical Assn. 2014 Convention*, Rock Island, IL, www.mrha.com
- July 4 *Fireworks Train*, Oregon Coast Scenic Railroad, Garibaldi, www.oregoncoastscenic.org
- July 12-16 *Great Northern Railroad Historical Society convention*, Helena MT, www.gnrhs.org
- July 19-20 *Clamshell Railroad Days*, Ilwaco WA, www.columbiapacificheritagemuseum.com

PNWC – NRHS MISSION

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