

The Trainmaster

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NEVADA STEAM



The Nevada Northern No. 40 is a 4-6-0 steam locomotive which was built by the Baldwin Locomotive Works in July 1910, for \$13,139, for the Nevada Northern Railroad. It originally served as a passenger locomotive during the original years of when the Nevada Northern was a US Class 2 railroad. It currently is used as a mixed traffic unit with the other Nevada Northern steam and diesel locomotives. It was most recently restored in 2005 and continues to operate on the Nevada Northern Railway. For more information, see <http://www.nnry.com/pages/40Rebuild.php> (Photo by Dave Larsen)

Silver State Rails 2014

Text and Photos By Dave Larsen

This year the Railway & Locomotive Historical Society (R&LHS) held its annual meeting and get together at East Ely, Nevada and the Nevada Northern Railway. When you look at Ely on the map, it doesn't seem to be near anything. In truth, it isn't near anything. The town and railroad sit out there in the middle of a high desert surrounded by scrub land with occasional water sources. This made the organized trip by the R&LHS an attractive way to see and experience and have full access to one of the great surviving American rail treasures, the Nevada Northern (NN).

The group met at the Sunset Station Hotel and Casino in Henderson, Nevada on Thursday, June 5th. However, many of the participants including myself and fellow PNWC member, Roger Mattson, opted for a more interesting journey to Henderson. Both Roger and I took the Coast Starlight to Los Angeles, but on different days. Roger bussed from LA to Las Vegas, while I opted to fly. On the morning of the 5th, I was able to visit a number of Pacific Electric sites in downtown LA and get my electric interurban fix before hitting the desert.

On the morning of the 6th we set out by bus. Our guide was Mark Bassett, Executive Director of the Nevada Northern, who is a real rail historian and archaeologist. Our first stop on a less than direct route to Ely was the ghost town of Rhyolite. On the way Mark pointed out the surviving railroad grades of the two railroads that reached Rhyolite. In Rhyolite, the only surviving building largely intact was the impressive station of the Las Vegas and Tonopah which never got further than Goldfield. Mark covered the development and history of each railroad including the personalities of the principles including Twenty Mule Team Borax Smith and Senator Clark, for whom Clark County is named.



Las Vegas and Tonopah station in Rhyolite, NV

Our next stop was Goldfield, a not so thriving town with a lot of ruins. In Goldfield I met Henry Bender, a former PNWC member and author of several books including the *Uintah Railway: The Gilsonite Route* and his new book, *Southern Pacific Lines Standard-Design Depots* published by Signature Press. At Goldfield, Mark took us to the ruins of the Tonopah and Goldfield engine facilities where we climbed around and photographed the turntable pit and the company vault that still had the railroad name on the lintel. In Goldfield we also examined some equipment that was being restored. However the hit was a visit to an old saloon that boasted the meanest bartender in town. I discovered that R&LHS members can hoist a beer with the best of them.



Mizpah Mine in Tonopah, NV

Then we were on to Tonopah, a more prosperous burg. In Tonopah, we visited the city mining museum which included the famous Mizpah Mine and were regaled with stories about the discovery of the silver strike in Tonopah. The mine head house and surroundings look like the workers had just walked away several hours before. If you are intrigued by large mine machinery, it is there and intact.

Our last stop of the day was Ely and East Ely. After Goldfield and Tonopah, I was expecting the town to resemble an old mining town. Surprise, the main drag has modern motels and eating establishments. Our hotel, The Prospector Hotel and Casino was quite nice with lots of amenities. There was also an indoor pool. As an aside, I had a theme room which was decorated with memorabilia of Nevada brothels. The hotel also had a thing for pictures of Marilyn Monroe everywhere. Lest you wonder, everything was done in good taste, even my room.

The next morning, Mark met us at the East Ely depot where we boarded a two car passenger train pulled by 4-6-0 No. 40. We had a beautifully restored baggage car and coach that dated back to the late 1800's in their original lives. Both had been purchased used by the Nevada Northern. He also assembled a wreck train for us pulled by 2-8-0 No. 93. We were out on the line all morning and had several runbys. The best site was watching 93's train and 40's train come blasting out of the tunnel. That set up was so good they did it twice with each train so we could change our picture locations. As another aside, I was surprised to see chase cars in the middle of nowhere following our train. Railfans are nothing if not persistent.



No. 40 on a photo runby, blasting out of a tunnel

In the afternoon, we received a complete tour of the facilities and



No. 93 in the Enginehouse

particularly the RIP shop and engine house. Each contained numerous pieces of interesting rail equipment. In the engine house the Nevada Northern has, among other things, two Baldwin diesel switchers including an early VO. The VO is really huge. They hope to have it running soon. They also have two military road switchers, MRS-1's built by Alco, which they use for parts on their RS-2 and RS-3. They are in excellent external condition and look nothing like their civilian brethren. I had never seen one before and they have two. They look more like Baldwin road switchers than an Alco product.

Their main diesel power is an RS-3, No. 109, and it hauled the tourists while we had the steam tied up. It was interesting to watch it make its way across the East Ely yard past old operating wig wag signals with every switch hand thrown by a crew member

until it reached the engine house. The engine house was a treat with numerous locomotives including another steamer, inactive, and the RS-2 and a Kennebec electric as well as the two Baldwins and some cars. Mark was an excellent guide with stories about every piece and ancient workshop in the many outbuildings. The wheel lathe in the engine house looked to be about twelve feet high, although I did not measure it.

After touring the facilities, there was a bus tour of the copper mine. I opted for a shower before the night dinner meeting. Although we were in the desert, Ely is high and the temperature never got over the mid 80's.

All of our meals in Ely, except breakfast, were served in the Nevada Northern Freight House. The dinner meeting was mostly dinner with an abbreviated business meeting that elected several new board members. Afterwards, most of the participants either collapsed or sampled the inexpensive margaritas in the hotel bar.



Alco RS-2, No. 105, Built in 1949, in the NN enginehouse



UP GP30 No. 844, built in 1962

On Sunday, the 8th, we boarded our bus for a short three and a half hour trip to Boulder City outside of Las Vegas. There we rode the Nevada Southern, a division of the Nevada State Railroad Museum. The main locomotive is UP GP30 No. 844, which was responsible for the more famous 844 having to change its number for a few years. This is the first tourist railroad that I have ever seen that had air conditioned cars. It was 104 degrees, but they had good crowds. I chose to ride outside in a covered open car and with the breeze of the moving train, it was fine. The scenic highlight(?) of the trip was the Railroad Pass Casino, the oldest licensed casino in the state. So, for scenic highlights, you could skip the Nevada Southern.

The trip was outstanding. I had read about places like Tonopah and Goldfield and had always wanted to visit the Nevada Northern. I got the history and access that most tourists never get thanks to Mark Bassett and the staff of the Nevada Northern. Along the way, I got to meet and talk to a lot of interesting people. I also got some great pictures.

THE NEVADA NORTHERN RAILROAD - A Brief History by Dave Larsen

The railroad was built between 1905 and 1908 to tap the large copper deposits in the Ely area by Mark Requa with Guggenheim financial backing. The Guggenheim interests forced Requa out before the railroad was completed. The Ely strike was different from other boom and bust towns in Nevada. Silver was particularly vulnerable due to government price support. Gold deposits tended to play out their rich veins. The copper strike was playing into the rise of electricity in the early part of the century, two world wars and the insatiable need for copper, so the mines survived long after other metal mining faded.

The railroad runs from the mines outside of Ely and the smelter at McGill to East Ely and then north to Cobre for a connection with the Central Pacific, now the Union Pacific. Currently only the trackage in the immediate Ely area is in use.

Kennecott took control of the mines, smelter and railroad in 1933, but continued the local names until 1943 when they put their brand on everything. Finally, in 1983 the smelter at McGill was closed and almost all employees were laid off.

Kennecott met with scrappers, one from Portland, about tearing up the railroad. Instead they began gifting the railroad and equipment in chunks to the City of Ely and White Pine Historical Railroad Foundation. The process began in 1985 and was finished by 1986.

In 2006, the railroad was granted National Historic Landmark status. The maintain thirty miles of track and a fifty six acre complex containing over seventy historic structures.

The mine is open again and the Nevada Northern has applied for a federal TIGER grant to reopen the line to Cobre and the connection with the Union Pacific for the purpose of hauling ore out and supplies in.

Streamliners at Spencer

Text and Photos by Arlen L. Sheldrake



This May 29 – June 1 event was hosted by the North Carolina Transportation Museum in Spencer, North Carolina. The roster of 26 attending locomotives was truly impressive.

But before I get into the event some background about the venue. The Mission of the North Carolina Transportation Museum and Foundation at historic Spencer Shops is to preserve and interpret the history of transportation in North Carolina and to present this history in a manner that allows visitors to enjoy their experience as well as learn from it. Objectives related to the mission are:

- To preserve the buildings and other historic features of Spencer Shops.
- To interpret the history of the Southern Railway repair facility, the community and the people who were associated with it.
- To operate an on-going program of transportation artifact restoration and conservation.

The museum is located on the site of what was once Southern Railway Company's largest steam locomotive servicing facility. J.P. Morgan, Southern's owner, chose the site because of its location midway between the railroad's major terminal points of Washington, D.C., and Atlanta, Georgia. Construction of the shops began in 1896, and they were named in honor of the first president of Southern Railway, Samuel Spencer. During its peak, Spencer Shops employed nearly 3,000 people, which directly and indirectly provided most of the jobs for the towns of Spencer, East Spencer and other surrounding Rowan County communities.



Inside the Roundhouse

In September 1977, Southern Railway donated four acres of the site, including three buildings, to the state of North Carolina. A second donation in 1979 included several additional historic structures and land. The entire site was eventually placed under the administration of the Historic Sites section of the North Carolina Department of Cultural Resources. The museum and Foundation achieved restoration success with the completion of the Roundhouse, exhibits, Barber Junction Depot, turntable, parking lots and overhead bridge in 1996. The total cost for the restoration projects was \$8 million.

The complex includes eighteen structures spread over 57-acres. Four buildings, including the 1924 built, 120,000 square-foot, 37-stall Bob Julian Roundhouse, contain exhibits open to the public including 80 pieces of rolling stock, including 25 locomotives.

In May 2002, the museum received the prestigious honor of being named a Smithsonian Affiliate. As an affiliate, the museum works closely with the Smithsonian, shares its collections and exhibits, and uses its outreach services for traveling workshops and presentations.



The 40&8 Merci Train Boxcar

With this background information, back to the *Streamliners at Spencer* and the purpose of my trip which was to visit this unique site and experience some of the reasons it was so important to Doyle McCormack and crew to expend so much effort to get his NKP No. 190 PA-1 to the event.

Upon advice from John Holloway, I flew into Greensboro instead of Charlotte, since Spencer is about half way between, one has a choice; I found Greensboro to be a great choice. Spencer is a really, really small community; the biggest thing in town is the Museum.

The first thing that hit me upon entering the facility is just how big the North Carolina Transportation Museum is; it is gigantic. If you visit, wear really, really good walking shoes because you will walk, then walk some more. The Bob Julian 37-stall roundhouse is definitely the jewel in the crown of the Museum. On a non-event visit you can see a restored Korean War vintage Hospital Car, multiple steam locomotives, the 40&8 Merci Train boxcar, multiple caboose cars, and the shop facilities to name just some of the attractions. And as fitting to a transportation museum some cars, some airplanes and a fire truck or two.

The highlight of the show for me and many others was the Nickel Plate 190 PA-1 owned by Doyle McCormack. Doyle's PA started its dead-in-consist trip to North Carolina by being one of the prime exhibits at Portland's National Train Day Show on May 10th. BNSF then picked up the 190 from Union Station and the journey eastward began.

In April Doyle noted that he planned to shadow in his truck the move east to ensure the 190 experienced no problems. Hearing this, Pete Rodabaugh and George Hickok offered to provide Doyle with tracking capabilities like they had installed on some PNWC cars during their charter moves. The installation was accomplished with Doyle (and wife Laurie at home) able to electronically track the 190 as it moved cross country. He really appreciated this capability! While the event organizers had a tracking system available for the locomotive moves, it wasn't real time like the one George and Pete installed on the 190. The 190 arrived in Spencer without any major incidents thanks to BNSF and Norfolk Southern.

Each day of the four-day event was a bit different with different locomotives pulling the short excursion train runs and providing

operating photo shots as they passed through the Museum. Three pedestrian crossings gave the audience and town some horn. Night photo sessions were held the first three nights with different locomotives staged at three different photos locations.

The official event program included descriptions of all attending locomotives and this description of the locomotive from Portland:

- **Nickel Plate Road No. 190**
- Current Owner: Doyle McCormack
- Locomotive Type: PA-1
- History: This unit was built for the Santa Fe as No. 62L. It was retired and sold to the Delaware & Hudson around 1967, where it became D&H No. 18. It was sold to Ferrocarriles Nacionales de Mexico, Mexico's state owned railway system. After developing mechanical issues, it became a parts source for other engines. Current owner Doyle McCormack, and fan since childhood of the Nickel Plate Road line, which also ran PA-1s, worked alongside the Smithsonian to negotiate the return of this unit and one other PA-1, the Santa Fe No. 59L, to the United States. Both engines arrived back in the U.S. in 2000, on Easter Sunday, and extensive restoration began soon after. They are the only two PA-1 units in the country. The locomotive now bears Nickel Plate colors and has been re-numbered to 190. It is housed at the Oregon Rail Heritage Center in Portland, Oregon.



Doyle and Laurie McCormack viewing the PA No. 190



No. 190 at the Barber Junction Depot

The North Carolina Department of Transportation provided their Piedmont trainset as one of the major displays for this event. The consist included: F59PHI locomotive #1755 *City of Salisbury* built 1998 by EMD; 64-seat coach #400005 *Scotch Bonnet* built in 1965 for KCS; 56-seat coach #400012 *Carolina Lily* built in 1964 for UP; and baggage/lounge car #400204 *Currituck Sound* built 1953 as a US Army hospital car. The entire train set was beautifully refurbished.



One of the highlights of the convention was the Streamliner Special; an exclusive roundtrip excursion from the new Charlotte Regional Intermodal Facility to the North Carolina Transportation Museum. Powering the Streamliner Special was the

Pennsylvania Railroad 5711 and 5809 locomotives. These 1950s-era streamliners represent two-thirds of the original Conrail Office Car Special locomotive fleet. The train set included four historic business class or parlor cars; all in PRR livery. These special excursions were made possible through the generous support of Norfolk Southern Corporation, by allowing access to the newly-opened Charlotte Regional Intermodal Facility and use of their rail lines, as well as through the generosity of railroad enthusiast Bennett Levin, owner and operator of the Juniata Terminal Company, by providing the train set. Of the \$1,000 ticket price, \$750 went to the Transportation Museum. While I didn't get to ride this trip, it was a beautiful consist to photograph.



Streamliner Special

For a break, I did some train watching at the Amtrak station in Salisbury, the closest stop to Spencer. The Museum provided rubber-tired trolley rides to/from the station. The 1908 train station was purchased by the Historic Salisbury Foundation in 1984 and has undergone extensive restoration with one half being used as an event venue and the other half the Amtrak station and offices. NS freight trains bust past the station at a 50 mph track speed. The station is served by the North Carolina Department of Transportation Carolinian and Piedmont trains; one was on display at this event.



Salisbury Station

On June 17th Doyle's 190 was in BNSF's Lake Yard in Northwest Portland awaiting the UP move home to the Oregon Rail Heritage Center completing a long but highly successful trip. The move was completed on June 18th and the No. 190 was placed back into the ORHC enginehouse on June 19th.



No. 190 in BNSF's Lake Yard

I was very pleased to me one of the nearly 10,000 event attendees. If you would like to see more pictures of this historic event, I will be presenting an event slideshow at the chapter membership meeting on September 19th.

One final note, Doyle says that he put 6,843 miles on his pickup's odometer for this historic event.

(Sources: North Carolina Transportation Museum, <http://nctrans.org>; North Carolina Department of Transportation, <http://www.ncdot.gov>; Historic Salisbury Foundation, <http://www.historicsalisbury.org>; North Carolina Transportation Museum, Streamliners at Spencer Official Event Program; Doyle McCormack.)

PNW SHORT LINES

by Arlen L. Sheldrake

The U.S. Environmental Protection Agency (EPA) has named Coos Bay Rail Link as a new member in its SmartWay Transport Partnership program. The EPA noted the rail line's green standards, including improving fuel efficiency and reducing greenhouse gas emissions and air pollution. The rail line is the 19th rail carrier in the nation to become a SmartWay member. The SmartWay program began a decade ago and now has more than 3,000 members. It works to reduce "transportation-related emissions by creating incentives to improve supply chain fuel efficiency. **Wallowa County Chieftain 5/19/2014.**



Unpaid internships seem like a fact of life for young workers. But unpaid internships haven't always been around. In the late 1940s, the Portland [Oregon] Terminal Company offered a training program for railroad brakemen. The program ran for seven to eight days and progressively allowed trainees to practice the skills they learned, even if it slowed things down a bit. And crucially, those brakemen trainees were unpaid. Some trainees sued to get pay for that week of work, and that case, *Walling v. Portland Terminal Company*, made it to the Supreme Court. In 1947, the court decided that the trainees did not have to be paid, creating an exemption to the Fair Labor Standards Act that governs all sorts of workplace fairness issues like minimum wages and child labor. **Vox**



Media, Inc. 5/16/2014.

Puget Sound & Pacific Railroad (PSAP) shut down trains for repairs and inspection of rail after experiencing three low-speed grain car derailments in the previous 17 days. According to PSAP, safety is always their first priority and we will not run another train while we examine the recent track inspections results. PSAP was acquired 16 months ago by Genesee & Wyoming, the largest owner of short line and regional freight railroads in North America and a safety leader in the industry. Since then, PSAP has been continuously upgraded with \$4.3 million in track investments, including the installation of 17,500 railroad ties and 25 miles of track resurfacing. **Newstalk KBKW 5/19/2014.**



In many parts of the country, abandoned train tracks have been re-purposed into multi-use exercise trails. The best of them – a little more than two dozen routes in all – are in the Rail-to-Trails Conservancy Hall of Fame, and several of those are located in the Northwest.



- Seattle's Burke-Gilman Trail: Goes through the University of Washington and hugs northeastern Lake Washington.
- Trail of the Coeur d'Alene's, 72-miles from Plummer to Mullan, Idaho.
- Springwater Corridor: 21-miles, Portland to Boring, Oregon. (and goes by ORHC!)

Corvallis Gazette-Times 5/13/2014.

From the **Port of Tacoma 2013 Annual Report**: "We signed a 20-year agreement with Tacoma Rail, our shortline and switching provider, to clarify roles and establish six performance targets. The targets seek to improve on-time switching and train departure performance, service to Tideflat commercial customers, efficiencies for export cargo and financial controls to maintain competitive cost-of-service requirements. The agreement also encourages continued cargo growth by devoting a portion of revenue from increased Port volumes to build more infrastructure. We work with Tacoma Rail, as well as Burlington Northern Santa Fe Railway and Union Pacific Railroad, to identify infrastructure projects necessary to increase rail capacity throughout the system." The Port is designing lead tracks to serve the former Kaiser site as well as other locations on the Blair-Hylebos Peninsula.



The **Clark County Historical Museum** is getting close to installing the SP&S Railway exhibit in the city of Vancouver owned depot. With Amtrak ticketing and waiting area is in the north side of the depot, the south side will house this historic display. Yet another reason to visit this great train watching location.

The Payette River Flyer began operations on May 31st running trains on Saturdays and Sundays. They are operating on the Idaho Northern and Pacific Railroad's subdivision between Smiths Ferry and Cascade, Idaho. This new service will operate with two Budd RDC cars and a raft storage flat car. The RDCs were formally owned by the Wallowa Union Railroad and before that ran on the Lewis & Clark Explorer on the Astoria line. If not interested in rafting, round trip tickets are available. The operation will run May 31 – August 31. More



information: <http://www.payetteriverflyer.com>.

For the first time in their inter-related history, the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) and Union Pacific have a policing agreement permitting UP Police to assist in law enforcement within the reservation located between Pendleton and La Grande, Oregon. As part of the Master Access Agreement which represents almost two years of negotiations, tribal members living on or near the reservation now can gain access to land constituting the UP right of way near the Meacham Creek Road but only after passing a railroad safety course [30 minutes]. The Umatilla Reservation covers about 172,000 acres, almost 273 square miles, some of which is quite rugged and remote. UP's easement covers about 24 miles of track with associated rights of way, and for safety and security reasons, the railroad usually doesn't allow access to that area.

UP press release 4/23/2014.

Beginning May 17th the Joseph Branch Railriders, launched treks on the Wallowa Union Railroad between Joseph and Enterprise. Riders sit in a two-seat recumbent bicycle fitted with four wheels for the rails. Rides are Friday, Saturday, and Sunday at 8 a.m., 11 a.m. and 2 p.m., \$20 for adults and \$10 for kids. Rides are rider powered downhill from Joseph to Enterprise and riders are towed back uphill to Joseph or are provided bus tickets. Tickets may be purchased at Mountain Works Vacation Rentals (308 Main Street) in Joseph. **Wallowa County Chieftain 5/21/2014.**

The folk north of the Columbia River are scheduling events on or about November 11, 2014 to celebrate Washington State's 125th anniversary. Expect some railroad related events to help commemorate this birthday. Washington became a separate territory from Oregon on March 2, 1853 and became a state on November 11, 1889. Event coordination is being done by the Washington State Historical Society and the Washington Secretary of State. Washington State Historical Society press release, <http://www.washingtonhistory.org> or www.wa125.org



Oregon Ironworks has merged with Vigor Industrial. Oregon Ironworks builds streetcars through its United Streetcar division in Clackamas, Oregon. The company is merging with Vigor Industrial, which owns a shipyard in the Portland Harbor among their many holdings. The combined company will employ about 2,300 people in Alaska, Oregon and Washington. **Portland Tribune 5/27/2014.**

Canadian oil-by-rail exports rise more than 50%, over the same period last year reaching record high of 160,000 bpd (barrels per day) in the first quarter of 2014. The crude-by-rail boom in Canada has been gathering pace over the past two years as producers seek alternatives to congested export pipelines that can leave crude bottlenecked in the oil-rich province of Alberta and weigh on prices. Midstream companies such as Gibson Energy Inc. and some major Alberta oil sands producers such as Imperial Oil are rushing to build new unit train terminals that can load more than 100 cars or up to 70,000 barrels of crude in one go. Canada, which has the world's third-largest crude reserves after Saudi Arabia and Venezuela, exports around 2.6 million bpd in total. **Reuters 5/26/2014.**

A group of Cheney, Washington residents is working to save the city's 1927 Northern Pacific depot. It is estimated that \$415,000 is needed to move and fix the station. BNSF isn't using the building and has put the demolition on hold to allow Save Our Station time to come up with a proposal. BNSF will not allow the building to be re-purposed in place as it is too close to their tracks. The Spanish mission-style station replaced an 1881 wooden depot that served the early years of rail service. The depot is one of two surviving historic train stations in Cheney. The other, Cheney Interurban Depot is listed on the National Register of Historic Places. **The Spokesman-Review 5/19/2014.**



Linn County, Oregon has acknowledged that a log reloading yard in Crabtree, Oregon, owned by Albany & Eastern Railroad does not have to fit within the county's zoning regulations because it is governed by the Interstate Commerce Commission Termination Act (ICCTA). On May 30th the Board of Commissioners signed a resolution that the operations zoning, land use regulations and development approval are in fact the responsibility of the ICCTA, a federal agency. The issues dates back to 2012, when Albany & Eastern Railroad renovated a piece of property that had been a lumber mill in the 1930s and '40s but had been vacant for decades in downtown Crabtree without seeking county zoning approval. **Albany Democrat-Herald 5/31/2014.**

On May 28th, the President & CEO of VIA Rail Canada, Yves Desjardins-Siciliano made the following comments at their annual general meeting: "The Vancouver Island service was suspended in April 2011 for safety reasons. The BC Authority determined that the operation was not safe for passenger service and VIA Rail concurred with that. As soon as the track is fit for service, we will resume service. A Train Service Agreement that has been in negotiation for the longest of times between

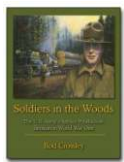
the owner of the track, the Island Corridor Foundation (ICF), its contractor, Southern Vancouver Island Railways (SVI), and VIA, is for all intents and purposes concluded and hopefully by the end of this month will be officially signed. Which allow SVI and ICF to get on with getting their funding and doing the work required to return this track to safe operation.” **Island Corridor Foundation email 5/30/2014.**



In December 2013, a workgroup began developing an EPA Environmental Site Assessment grant application for the Salmonberry Rails and Trails Project portion located in Tillamook County. In late May, the EPA awarded \$400,000 in EPA Environmental Site Assessment (Brownfields) funding that Tillamook County will use to conduct public outreach, assessment work, and remediation planning work. The public outreach will include two phases. The first phase of public meeting will focus on garnering support for the project and to educate the public about Brownfields. The second phase of public meetings will be focused on community health and well-being of Tillamook County's citizens and environment. Specifically, the re-use of the site and its impacts on the community's health will be explored. <http://salmonberrycorridor.wordpress.com>.



The construction of a wye connecting the Graham Line to the Brooklyn Subdivision at the Interstate 5/I-84 highway interchange area is still pending City of Portland permit(s) approval according to June 4th information from Union Pacific. This new wye will greatly facilitate intermodal movement to/from the UP Brooklyn Intermodal Yard; especially needed as UP continues to pick up intermodal contracts. For those familiar with the Sullivan Gulch, it has lots of utilities in it including a sewer pumping station right next door to the planned wye leg.



New pre-publication book offer: TimberTimes is offering a pre-publication 10% discount on *Soldiers in the Words*, The U.S. Army's Spruce Production Division in World War One, by Rod Crossley for orders received by July 31st. Order before 7/31 for \$53 postpaid, after 7/31 \$58.95 plus \$5 shipping. The book is scheduled to ship in July 2014. The 328-page hardbound volume has 300 photographs, illustrations and maps. TimberTimes, PO Box 19089, Portland OR 97280 or www.timbertimes.com.

CN Rail has been unable to reach a deal with private firms to keep the rail line between Coldstream (Vernon) and Kelowna [British Columbia] in operation. The 50 kilometre line is now being offered to the federal government for purchase for 30 days, followed by the provincial and municipal governments. The track has been quiet since last July when the last operator, Kelowna Pacific Railway, went into receivership. A group called the Okanagan Rail Trail Initiative (<http://www.okanaganrailtrail.ca>) is pushing for government to buy the land, make the corridor public, and use it for a recreation path, with an option for a future transportation system. The scenic route of the line passes along Kalamalka Lake, Wood Lake, and Duck Lake. **Global News & Kelowna Daily Courier 6/3/2014.** [Some great photos on the noted web site!]



The 2014 Washington State Freight Mobility Plan is now available for public comments. Two public meetings will be held: July 24th in Spokane and August 1st in Seattle. Public comments may be made before 5:00 pm on August 8th. More information and access to the plan: <http://www.wsdot.wa.gov/Freight/freightmobilityplan>.

TriMet is pleased to announce that Sam Marra will join the agency as the Executive Director of Maintenance Operations, beginning July 8. In this role, Marra will oversee and provide leadership for TriMet's bus and rail fleet maintenance, rail maintenance of way operations, and the agency's facilities management. Marra joins TriMet with more than 30 years of expertise in transit maintenance and operations. **TriMet media release 6/9/2014.**

Eastmoreland Neighborhood Association president Robert McCullough has personally purchased a \$1,500 drone to watch neighborhood construction projects for permit compliance and check up on Union Pacific Railroad's compliance with a 2012 settlement with the neighborhood requiring UP to use cleaner operating locomotives in their Brooklyn Rail Yard. The 2.6-pound flying camera was christened "Flying Monkey 1." **Oregon Live 6/9/2014.**

Two of the Oregon Zoo's historic train locomotives, the Oregon steam locomotive and the retro-modern Zooliner were transported by flat-bed truck to Ridgefield, Washington for repairs this week. The railway, which has been closed since September, will reopen for ZooLights in late November this year. When it does, the trains will run along a new route designed to provide unique views of animals. It will circle on an elevated trestle in the forest north of the new elephant habitat. Engine experts with Pacific Power Group will test the Oregon's boiler, install a new smoke box and replace the steel-frame carriage on the locomotive's tender. The Zooliner will get a new diesel engine with emissions-control technology. Both locomotives will receive custom paintwork to spruce them up while retaining their historic attributes. The railway's third locomotive, the Oregon Express, remains at the zoo, though it is not currently running. All three trains were temporarily taken out of service last September, as crew began laying track for a new train route designed to provide unique views of animals as well as

President's Dispatch

by Keith Fleschner

This is important. Many of you have been following the recent challenges facing the National organization, mostly related to money. [Editor's Note: documents and information from National can be found at: <https://admin.nrhs.com/public/>] I want to let you know that whatever happens to National, PNWC intends to continue on. Your board has spent hours discussing the situation. We've consulted with friends throughout the NRHS community to insure we have current information. We've hired an attorney to review our organization and our relationship with National. We are a separate organization; we exist as an Oregon nonprofit corporation, and have our own status with the IRS as a 501(c)(3) educational charity.

If National were to disappear tomorrow, we would still exist and still function.

One area that may change is dues renewal, in the past this has been a corporative venture between National and the chapters. National had announced a plan to separate the National and local dues payment process, but as of this month that effort is on hold. PNWC has a standalone renewal system well under way if needed.

Your board is developing a survey so that we can understand the feelings of the membership as a whole. When you receive it please fill it out and return it, your opinion is important! PNWC is a strong stable organization because of our dedicated members –Thank You!

If you have any questions or concerns please contact me: keithfleschner@msn.com or 503.516.9272

PNW SHORT LINES - CONTINUED

improved looks at ZooLights, the annual winter lights display. “We're privileged to run one of the most beloved railways in the Northwest,” said Teri Dresler, acting zoo director. “The work we're doing now will build on that rich history and take this community zoo into the future with some entirely new viewing opportunities.” This project is part of the \$125 million zoo bond measure passed by voters in 2008. **Oregon Live & METRO new release 6/11/2014**



Tacoma Rail will once again be holding an Open House on Saturday, August 23, 2014 from 10 AM to 2 PM. Tacoma Rail has provided rail transportation as a public entity since 1914. With 14 locomotives, more than 100 employees and about 200 miles of track, Tacoma Rail provides key freight connections for customers in greater Tacoma and Olympia, Washington, handling in excess of 165,000 freight shipments per year. Tacoma Rail is self-funded, just like a privately owned railroad, generating tax revenue for the City of Tacoma and Washington state. Unlike a private railroad, our rates are cost based, not “what the traffic will bear,” providing our customers with low-cost, high-quality rail freight service. More information: <http://www.mytpu.org/tacomarail/>

Where should mass transit go when current Sound Transit projects are complete in 2023? On June 13th the Sound Transit Board called for more public input on the future of mass transit as the agency published a Draft Supplemental Environmental Impact Statement (SEIS) in preparation for updating the regional transit Long-Range Plan. The comment period for the Draft SEIS will extend through July 28th. There are several methods to provide feedback: - Email comments to: LongRangePlan@soundtransit.org; - Attend a hearing; Redmond – 7/8, Tacoma – 7/10, Seattle – 7/15, Federal Way – 7/16, Everett – 7/17, Seattle – 7/10; - Mail comments to Sound Transit, Attn: Karin Ertl, 401 S Jackson Street, Seattle, WA 98104; - Take an online survey at www.soundtransit.org/longrangeplan. More information: <http://www.soundtransit.org>.

Southern Railway and the Nanaimo Port Authority have announced that they are looking into a new Vancouver Island rail excursion service for cruise ship passengers. Southern Railway sees the new service as a way to boost the use of the tracks, which are only expected to see twice-a-day runs between Nanaimo and Victoria when passenger service first resumes. While the new train wouldn't be the only solution to increase the number of ships docking in the Nanaimo harbor, it will get the port noticed, according to the port authority's manager of communications and public affairs. The study is expected to be completed in September with service in full operation for the 2015 cruise season. **Nanaimo News Bulletin 6/18/2014.**

The August *Trainmaster* won't have a PNW Short Lines as I will be taking a break for a family trip. Back in the September issue with more “stuff”. Hope you are having a great summer!

June Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on June 20, 2014

The meeting was called to order by President Keith Fleschner at 7:32pm.

The guests recognized were David Cantlin, Mrs. Cantlin and their daughter.

The minutes of the May meeting were called. Trent Stetz made a motion to approve the minutes and George Hickok seconded the motion. The membership voted to approve the minutes.

George Hickok gave the monthly Treasurers report and reported that all accounts balanced. He reported that we made a 'slight' profit on the annual banquet; that there has been the sale of twenty seven of the Brix logging book; there is no change in the status of the 4449 poster project; there have been five hundred eighty five copies of the Steel Bridge book sold; and only slightly over one fourth of the S2 restoration budget has been spent. Arlen Sheldrake made a motion to accept the treasurer's report and Bruce Strange seconded. The membership voted to accept the report.

Bill Hyde announced that Steam-Up is approaching and volunteers are needed for four locations on four days and requested sign-ups soon.

George Hickok said the National Organization has sent out the 2013 financial report and it shows decreasing assets. He reported that an attorney we hired came to our June board meeting and assured us that we have no liability or obligation to the National Organization in case it should fail.

Ron McCoy then presented the June 2014 Unsung Hero award to David Cautley for his many contributions.

Al Baker said he attended the June 2014 NRHS National Convention in Arkansas. He reported that National is having severe financial problems and they are working to correct the problems. The leadership gave National officers *carte blanche* to handle any problem that they found without getting Board approval, appointed a committee to produce a new business model, and have rescinded the plan to make 2015 dues payable online. There is a possibility the NRHS could be out of money by the end of the year.

Keith Fleschner said that members could send him an e-mail if they wanted the National Organization to have their e-mail. He said the membership will be contacted for their thoughts on the continued association with the National Organization. We may be possibly amending our bylaws to change our standing with the National Organization.

President Fleschner reiterated that we need volunteers for steam-up plus the usual volunteers for ORHF.

George Hickok reported that we provide mailing service for other organizations such as ORHF. Due to experience and expertise we get a postal discount and free electronic updates, plus we make a slight profit. Mr. Hickok reminded the membership that we recently leased several railcars to Coos Bay Railroad which turned out very nice for everyone and now we have the opportunity to do it again in the future. The details will be forthcoming.

Ken Peters announced that the Willamette Shore Trolley should have their 2014 start-up soon.

Tom Steeves announced that he works as a volunteer at the *Booktique* in Lake Oswego and recently received a book about the Santa Fe Railroad on maintaining and operating air brake apparatus. The book was written in 1911. He is donating it to our library. Thank you Tom.

Jean Hickok said she has some new chapter vests for those who wish to purchase one.

Trent Stetz announced that Henri Larose is eighty years old today. He is not in attendance but the membership wished him a Happy Birthday.

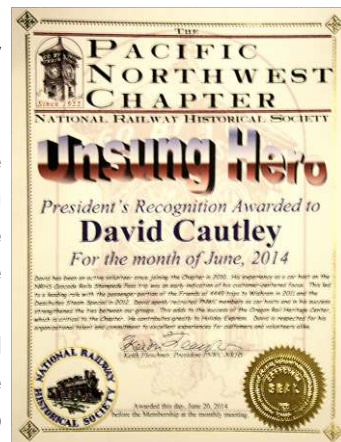
Al Baker said he has programs lined up for the months of July, August, September and October.

The meeting was adjourned at 8:22pm.

Snack time was again provided by Jean Hickok. Thank you Jean.

Al Baker introduced David Cantlin who gave the evening's program on Tacoma Rail. Mr. Cantlin has written a book on the history of Tacoma Rail. The information was very interesting and well received.

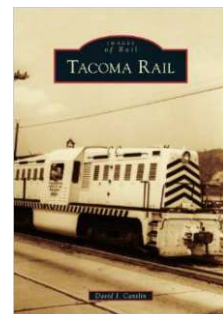
Respectfully submitted by Jim Hokinson, Secretary. Photos by Jim Hokinson



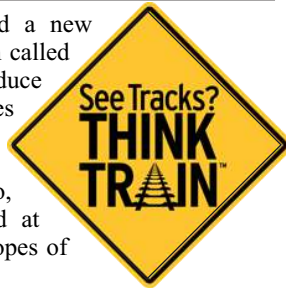
David Cautley receives the June Unsung Hero Award



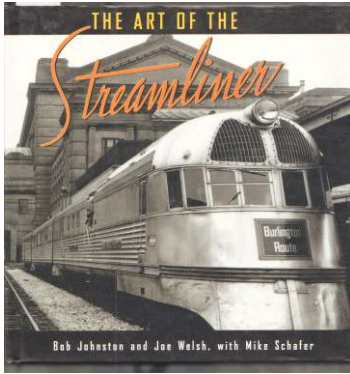
David Cantlin provides the presentation on Tacoma Rail



Operation Lifesaver, Inc. (OLI) launched a new public service advertising (PSA) campaign called See Tracks? Think Train! which aims to reduce pedestrian and driver injuries and fatalities around railroad tracks by highlighting behaviors that put people at risk. The PSA campaign features bilingual television, radio, print and billboard advertisements aimed at educating drivers and pedestrians in the hopes of saving lives.



New Book in the Chapter Library



The Art of the Streamliner, by Bob Johnston and Joe Welsh, with Mike Schafer. Published by MetroBooks in 2001. With 144 pages, with illustrations (chiefly color), photographs, and facsimiles.

Luxury passenger travel on America's railroads is described and illustrated with photos and reproductions of promotional brochures and posters.

Pacific Northwest Chapter Lending Library

Visit Us!

OPEN Mondays and July 19th

July 19th (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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PACIFIC NORTHWEST CHAPTER TIMETABLE Nº. 624

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

July 18: *The History of the OMSI/Water Street MAX Station Area*, Nick Stewart, Real Property Specialist, Capital Projects & Facilities Division, TriMet. Nick will present a slideshow of historic photos, maps and newspaper articles that he collected while researching property acquisitions TriMet needed for the Portland Milwaukie Light Rail project. You will see images of the world's largest sawmill which once occupied the site, learn why Water Avenue got its name, find out about Elizabeth Caruthers (Caruthers Street), look at track maps for the PTC East Portland Yard, see construction photos of the original Grand Avenue Viaduct, and find out how the Oregon Rail Heritage Center site is technically a big triangular street.

August 15: *Portland Terminal & Union Station*, Alfred Mullett. This will be an introduction to the Portland Terminal Railroad's 130+ year history and some of the accomplishments as well as things that didn't go as planned. It will also be a sneak peek at what is coming in the book that will be released late 2015.

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

Board of Director's Meetings: July 10, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm
August 7, 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:

Apr 12-July 27 *All Aboard! Railroads in the High Desert*, High Desert Museum, Bend, OR, www.highdesertmuseum.org
May 1-Dec 31 *Brooklyn Rail Yard Exhibit*, Oregon Rail Heritage Center, www.orhf.org
May 9- July 20 *Rolling Stock of the IR&N*, Ilwaco, WA, www.columbiapacificheritagemuseum.com
July 4 *Fireworks Train*, Oregon Coast Scenic Railroad, Garibaldi, www.oregoncoastscenic.org
July 11-13 & July 18-20 *Day Out With Thomas 2014*, Northwest Railway Museum, www.ticketweb.com/dowt
July 12-16 *Great Northern Railroad Historical Society* convention, Helena MT, www.gnrhs.org
July 18-20 & 25-27 *Dinosaur Train*, Mount Hood Railroad, Hood River, OR, www.mthoodrr.com
July 19 *VIP Railfan Event*, Mount Rainier Scenic Railroad, www.mrsr.com
July 19-20 *Clamshell Railroad Days*, Ilwaco, WA, www.columbiapacificheritagemuseum.com
July 19-20 *Founder's Day*, Pacific Northwest Live Steamers, Mollala, OR, www.pnls.org
July 19-20 *Steam Train Robbery Weekend*, Chelatchie Prairie Railroad, Yacoult, WA, www.bycx.com
July 26-27 *Down River Days*, North Pend Oreille Lions, Ione, WA, www.liontrainrides.com
July 26-27 *Great Oregon Steam-Up*, Antique Powerland, Brooks, OR, www.antiquepowerland.com
July 26 *Murder Mystery Dinner Train*, Chehalis-Centralia Railroad, Centralia, WA, steamtrainride.com
July 26 *Western Train*, Mount Rainier Scenic Railroad, www.mrsr.com
July 27-Aug 3, 2014 *RailCamp Northwest*, Tacoma, www.nrhs.com
July 30-Aug 2 *UP Historical Society* convention, Ogden, UT, uphs.org
Aug 2-3 *Great Oregon Steam-Up*, Antique Powerland, Brooks, OR, www.antiquepowerland.com
Aug 8-10 *60th Anniversary Event*, Pacific Northwest Live Steamers, Mollala, OR, www.pnls.org
Aug 15-17 *Snoqualmie Railroad Days*, Northwest Railway Museum, Snoqualmie, WA, www.railroaddays.com
Aug 21-23 *SP&S Historical Society Convention*, Vancouver Red Lion Hotel at the Quay, www.spsrhs.org
Aug 23 *17th Annual Railroad Show*, NP Railway Museum, Toppenish WA, www.nprmuseum.org
Aug 23 *Tacoma Rail Centennial Open House*, Tacoma WA, www.mytpu.org/tacomarail/2014-open-house.htm
Aug 30-31 *Affair on Main Street*, North Pend Oreille Lions, Ione, WA, liontrainrides.com
Aug 30-Sep 1 *Train Fest*, Pacific Northwest Live Steamers, Mollala, OR, www.pnls.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.