

# The

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# Trainmaster

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[www.pnwc-nrhs.org](http://www.pnwc-nrhs.org)

## A Visit to the Virginia and Truckee Railroad

Text and Photos by Trent Stetz



McCloud River Railroad No. 18 on the V&T Railroad near at Gold Hill, Nevada

A group of us from the PNWC traveled to Carson City, Nevada to ride the recently extended Virginia and Truckee (V&T) route from near Carson City to Virginia City via Gold Hill. This portion of the route we re-opened on August 14th, 2009 after a 68 year absence. We embarked at the railroad's Eastgate depot in Carson City; about six miles east of downtown Carson City off U.S. 50, just above the Carson River Canyon. The train with its vintage restored passenger coaches runs along the west side of Mound House and across a spectacular railroad bridge over U.S. Hwy. 50, then picked up the historic, Comstock Era V&T route to Virginia City via the rebuilt Crown Point Trestle. Our train was pulled by McCloud River Railroad Company Locomotive No. 18, an oil burner Baldwin 2-8-2 which was built in 1914. This locomotive was sold to the Virginia and Truckee Railroad in 2005 and made her first revenue run on the V&T on July 24th, 2010.

# New Model of the World War I Vancouver Spruce Mill on Display at Pearson Air Museum

By Robert J. Cromwell, Ph.D.  
Manager, Pearson Air Museum

Although air museums are rarely the first place that railroad history buffs look for exhibits of interest, there are many exciting reasons to visit Pearson Air Museum at Fort Vancouver National Historic Site! A unit of the National Park Service, located at 1115 E. 5<sup>th</sup> Street in Vancouver, Washington, Pearson Air Museum is open seven days a week and has no admission fee. Pearson Air Museum is dedicated to tell the place-based aviation history stories related to Pearson Field, one of the nation's oldest continuously operating airfields.



One of the least told stories of the home front efforts of American production during World War I, was the U.S. Army's nationalization of the lumber industry and the formation of the Spruce Production Division (SPD). The SPD was organized in the fall of 1917 to cut and mill aircraft grade Sitka Spruce for the war effort, and to counter the strike efforts of the Industrial Workers of the World that was then crippling the lumber industry. Headquartered at Vancouver Barracks, the SPD ultimately had over 30,000 soldiers working in Oregon and Washington, building railroads, logging spruce and fir trees, and milling logs into lumber for shipment to east coast ports and Europe. The story of the SPD broaches the themes of World War I history, U.S. Army history, aviation history, railroad history, and logging history.



Gary Brooks, model builder, dentist, and ORHF Holiday Express volunteer on the left, Lloyd Palmer, noted historian and author on the right

The SPD constructed three large lumber mills for this effort, in Toledo, Oregon; Port Angeles, Washington; and Vancouver, Washington. The Vancouver Cut up Mill was the largest of the three and in late-1918 was reputed to be the largest cut up mill in the world! The Army depended upon local civilian experts in the lumber industry to design these mills, and the Vancouver Mill started construction in November, 1917. It was up and running in 45 days, but was never truly completed. The quota for the Vancouver mill was 500,000 board feet of lumber

every day, but the mill achieved over 1 million board feet a day in June 1918, and averaged close to 750,000 board feet a day thereafter.

All three mills were dependent upon the railroads for service, and the Vancouver mill was serviced by the Spokane, Portland & Seattle Railway. The SP & S designed and owned two yards (Yard A and Yard B) at the mill. Yard A paralleled and was on the south side of E. 5<sup>th</sup> Street, and serviced the main cut up plant with rived spruce logs on flat cars and gondolas direct from the coast range forests of Oregon and Washington. The B Yard was on the south side of the mill operation, and serviced multiple sorting sheds for loading multi-dimensional lumber into box cars. Available records show that during 1918, the Yard A tracks averaged 80 loads a day, while the Yard B tracked averaged 60 loads a day. When one considers that an equal number of empties were being picked up or dropped off also, this was likely one of the busiest yards on the SP & S in 1918.

The SPD terminated all active operations on Armistice Day, November 11, 1918. In just over a year, the SPD managed to cut over 185 million board feet of lumber for the war effort, and over 45 million board feet was on hand in the storage yard at Vancouver alone. The SPD quickly divested itself from millions of dollars of new lumber equipment, and auctions of thousands of log disconnect trucks, hundreds of steam donkeys, hundreds of trucks, and around a dozen rod and geared locomotives were auctioned from Vancouver Barracks between 1919-1921. The SP & S removed the Yard A and Yard B tracks between 1922-1925, and the mill buildings were all razed by 1925. Pearson Field was established in 1923, and the Headquarters Building of the Army Air Corps 321<sup>st</sup> Observation Squadron (located just west of the Pearson Air Museum complex) is the only surviving structure of the Spruce Mill, originally constructed as the mill's finance office.

As the centennial of the United States entry into World War I looms in the near future, a new exhibit telling the story of the Spruce Production Division and the Vancouver Cut up Mill has been developed at Pearson Air Museum. The exhibit is entitled "Straight Grained Soldiers," and uses a variety of artifacts, exhibit panels, and a diorama to tell the story of the SPD. Dr. Gary Brooks, a dentist from Willamina, Oregon, and a member of the ORHF, has constructed an HO scale diorama of the Vancouver



mill as a part of the permanent exhibits at Pearson Air Museum. Dr. Brooks has signed up as a volunteer for the National Park Service and has donated over 1200 hours to the effort, modeling the diorama on several 8 x 4 sheets of styrofoam and plywood.



Photos of the Model

The National Park Service purchased the majority of the materials for the diorama, but Dr. Brooks has also graciously donated hundreds of dollars of modeling material and rolling stock for the diorama as well. The diorama is almost finished, and currently measures 30 x 8 feet. It is so accurate that Dr. Brooks also modeled the sloping terrain where the mill once sat! What is even more amazing is the fact that each building is constructed board by board, and the entire endeavor was only started one year ago in October 2013. Dr. Brooks and I are busily installing the last of the track and remaining scenic details, and we hope to have it completed before the end of the year.

These photos just do not do this diorama justice, and it must be seen to be appreciated. Feel free to visit Pearson Air Museum, take a look at the diorama, the other new exhibits, and the airplanes that are currently on display as well. If you would like additional information on the SPD, I highly recommend a new book by Rod Crossley entitled "Soldiers in the Woods," published by Timber Times, or for a free National Park Service historic resource study, visit <http://www.nps.gov/fova/historyculture/historical-studies.htm> for Ward Tonsfeldt's "The U.S. Army Spruce Production Division at Vancouver Barracks, Washington, 1917-1919."



Photos of the Model

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## Wood Coach Rehabilitation Completed

By Richard R. Anderson

Years of development effort are beginning to pay off for the Northwest Railway Museum in Snoqualmie.

This fall a multi-year effort to rehabilitate a wood coach achieved substantial completion. The car is typical of those operating on nearly all the major railroads in the Northwest prior to WW II, and at the time represented first class travel. The wooden coach was built by Barney and Smith of Dayton, Ohio in 1912, and operated on the Spokane, Portland and Seattle Railway until 1947. Its reuse as an outfit car until the early 1980s tarnished some of the car's grandeur, but its potential was recognized by several members of the Northwest Railway Museum who purchased it for the Museum at auction. Two decades of storage were hard on the carbody, but it survived largely intact into the 21<sup>st</sup> Century, and long enough to be moved inside the new heated buildings at the Museum.

Volunteers and staff at the Museum mounted a heroic effort to rehabilitate this one-proud first class coach that operated between Vancouver and Spokane, and then later on the Daddy Trains between Portland and Seaside. Nearly every aspect of the coach required care, and several special tools had to be developed to complete the work including a vacuum veneer press to repair or replace interior ceiling panels, a system to form and solder zinc came for the colored glass windows, and a detailed plan to fabricate new interior panels to replace those that were damaged beyond repair, or were missing. Structural repairs, an authentic canvas roof, operable windows, and a new hardwood floor are just a few of the features that distinguish this project. One particularly difficult aspect was restoring the badly deteriorated end platforms, which involved careful layout, hot riveting, and a lot of patience. More than 16,000 hours and the value of a Seattle home have been invested in this incredible project.

The Northwest Railway Museum is located in Snoqualmie, Washington where it operates public programs throughout the year. Coach 218 will operate regularly on the Museum's interpretive railway, including the annual Santa Trains in December. More information is available in the web at: [www.trainmuseum.org](http://www.trainmuseum.org).

Richard is Executive Director of the Northwest Railway Museum and submitted this article for *Trainmaster* publication.



# A Wave & A Toot

By Arlen L. Sheldrake

One of the many benefits of working as a Docent at the Oregon Rail Heritage Center is the opportunity to watch trains running on the Union Pacific double main just feet from the facility. Those trains include Amtrak's Coast Starlight. It doesn't get much better than being trackside with a Mom and Dad and their young children as the Starlight rushes by with the engineer hanging out the door giving a big wave and the locomotive horn saying hello. The wave back and the smile on that child's face and the parent's appreciation are just priceless.

On September 28<sup>th</sup>, the friendliest of Amtrak's Starlight engineers, George Landrock, retires after 40 years, 6 months and 10 days of railroad service. North or south bound, George always gives the ORHC a toot as he passes by. He understands how much we volunteers and visitors appreciate this gesture as he is also a volunteer and has worked to instill this into his fellow engineers.

In addition to his Amtrak engineer duties, George is one of the primary Pacific Railroad Preservation Association volunteers currently serving as one of two SP&S 700 engineers. During his time off one can find George polishing the 700's bell, painting the tires or painting the hand rails or helping pull a spring from the trailing truck. George stays busy and looks for things to do. If a floor needs mopping, don't be surprised when George does it.

Let's hear from George on how he got into trains and his 40+ years in railroad service: "Guess it really started when I was a kid. We grew up along the Northwestern Pacific Railroad in Marin County, California. I would always be out watching the local. A school friend and I would wander out on our bikes and watch and follow the local.

In my teens we joined a small railroad group that was building a narrow gauge railroad along the old Petaluma & Santa Rosa Railway out of Forestville, California. Most of those members were also members of the Nor-Cal Railroad Club out of San Francisco. So we had fun laying track and working on some old equipment. Some residents along the railroad thought we were going to running 100 car trains I guess so they got into a tizzy. So instead of fighting and causing a turmoil in a small town we pulled it all out.

So about that time the Nor-Cal group started to really focus on running multiple steam excursions during the year on the McCloud River Railroad. So after making a couple of trips up there to ride the excursions, I am thinking this would be a pretty cool place to work. So my last year of high school I start writing letters to the Superintendent in McCloud.

Well Sid Muma was a good boss but he was also a parent and that came out when he would write back and say that I should go to college. With a little help and insight from one of the VP's for the railroad, I moved up to McCloud and got a job setting chokers in the woods for US Plywood. Guido, the VP, said if I lived there and was around to pester Sid he might be more willing to hire a young kid. Well it worked.

I went to work on the McCloud River Railroad in March of 1974 as a brakeman. By April of 1975 they asked me if I wanted to go into engine service. As an extra board person they would let you work on the section crew to keep you working. In a way that was pretty good because you learned about lots of different aspects of railroading.

In 1977 the Oregon California & Eastern Railway was looking for an engineer to cover some vacations for about three weeks. So I went up to Klamath Falls to work there as an engineer for what I thought was just for three weeks. I had planned on going back down to McCloud but the three week stint turned into a lot longer. I spent just over a year there running log trains between Klamath Falls and Bly, Oregon. The lumber and logs started to slow down and I was about to get furloughed so I was thinking about heading back to McCloud but they were furloughing also.

So I walked across the street to the Burlington Northern Railroad. They were hiring switchman so why not. Hired on there in August of 1978 and spent a year as a switchman before getting back into engine service. I left Klamath Falls in 1982 when rail traffic slowed down and moved up to Vancouver where my seniority was much better.

In 1987 when Amtrak started hiring their own train and engine crews I made the jump over to them. The idea of a more scheduled life was more appealing than just being on call all the time. So I hired on with Amtrak as a fireman and worked as a fireman until an opening for engineer opened up. In 1990 I was promoted to engineer.

In 1996 I took a Road Foreman's job here in Portland and did that for six years before marking back up as an engineer. I credit my wife Leia with getting me involved with the PRPA and the SP&S 700."

Following George's September 28<sup>th</sup> final run on the Starlight, a retirement party was held in his honor at the Oregon Rail Heritage Center. George and Leia will be enjoying retirement in their new Arizona home.

Thank you George for your waves, toots, friendship and hours of volunteering; have a great and long retirement!



George boarding for last Coast Starlight southbound trip, at Portland Union Station on Sept. 27, 2014







# PNW SHORT LINES

by Arlen L. Sheldrake



BNSF Railway announced September 23<sup>rd</sup> that by the end of this month it will have trained 500 Washington first responders and by early October the railroad will surpass its goal of training 600 first responders in community hazmat trainings that are being held throughout the state. The railroad is sending another 142 Washington firefighters to specialized crude by rail training at national research and training facility in Pueblo, Colorado. BNSF Railway is underwriting the travel and training expenses for more than 750 first responders across its network for the 2014 training season to help ensure first responders are well-equipped to address the unique characteristics associated with the movement of crude-by-rail. **BNSF news release 9/23/2014**



Biofuels made by Fort Collins-based Red Rock Biofuels will power Southwest Airlines jets and military aircraft beginning in 2016. Southwest has agreed to purchase 3 million gallons of low-carbon jet fuel per year from Red Rock, the fuel will be manufactured at a to-be-built plant in Lakeview, Oregon and shipped by rail to Stockton, California and blended with traditional jet fuel. The U.S. Departments of Navy, Energy and Agriculture announced a \$210 million investment in the construction of three biorefineries including the plant in Lakeview. The Lakeview plant is expected to convert approximately 140,000 tons of woody biomass into at least 12 million gallons of renewable jet, diesel and naphtha fuel each year. The federal grant allocated \$70 million to Red Rock. **The Denver Post 9/24/2014.** [The Lake Railway (LRY, LLC dba Lake Railway) leases a 55 mile line from Lakeview, Oregon to Alturas, California and 60 miles of line from Alturas to Perez, California from Union Pacific Railroad. LRY currently hauls perlite, lumber and agricultural products, as well as providing various car storage services. LRY interchanges with UP at Perez. ([www.uprr.com](http://www.uprr.com))].

In a bid to eliminate coal dust, BNSF Railway will start spraying a second coating of sealant on coal cars in Pasco before they enter the windy Columbia River Gorge according to statements made by BNSF to the Gorge Commission on September 9<sup>th</sup>. **The Dalles Chronicle 9/19/2014.**

The Ramsey County Rail Authority has released a well done documentary about the restoration of St. Paul Union Depot. The program begins with a number of politicians speaking but quickly moves to the restoration itself, with commentary by not only the planners but with the workers who accomplished the task. There are also quite a few historic photos included. It's 58 minutes long but worth it if you are interested in building restoration in general or in this unique railroad depot. It's on YouTube, search: Back on Track: The Rebirth of St. Paul's Union Depot. **Trainorders.com posting by Steve Mitchell 9/30/2014.** [This is well done and worth an hour.]



Okanagan municipalities have the “essence of a deal” to buy the abandoned Vernon-Kelowna railway from CN according to the announcement at the recent Kelowna, British Columbia city council meeting. The 50 km rail corridor connects 6 communities with 24 km of waterfront on three lakes. CN has set an asking price of C\$50 million. More information: [www.okanaganrailtrail.ca](http://www.okanaganrailtrail.ca) **Kelowna Daily Courier 9/29/2014.**



Five grain cooperatives in Central and Eastern Washington will build a major rail loading facility on the West Plains to ship wheat on BNSF Railway lines. The \$26.4 million project near Interstate 90 will protect existing shipping rates for growers in the region. The co-ops are Central Washington Grain Growers, Almira Farmers Warehouse, Davenport Union Warehouse, Reardan Grain growers and Odessa Union Warehouse. The plan calls for bringing grain shipments to the



West Plains facility in smaller “scoot trains” for transfer to the 110-car trains that will be assembled at the new facility. The new facility will have an eight-pack of connected grain bins to hold a million bushels of wheat. The main eight-pack structure will be 190 feet tall. The loop track will be 7,250 feet long; another 9,720 feet of auxiliary track are in the plan. The project is also seeking government funding for 6.9 miles of short line track improvements from the facility to Cheney at a cost of \$6 million. These improvements include upgrading load ratings of the rails, better ballast and improved crossings. This line is part of the Eastern Washington Gateway Railroad that interchanges with BNSF at

Cheney. **The Spokesman-Review 10/1/2014.**

The Hines Common Council received a report September 23<sup>rd</sup> from a group seeking to “bring home” a train engine and

caboose that ran on the Oregon & Northwestern Railroad in Hines, Oregon. The project committee organized by Councilor Hilda Allison is seeking to raise funds to purchase OR&N #4 locomotive from the Western Pacific Railroad Museum in Portola. If the project can raise the needed \$50 to \$60,000 to purchase and move the #4, Wayne Monger, co-author of Images of Rail: Oregon & Northwest Railroad is considering donating a refurbished, 100-year old O&NW caboose. The equipment would be displayed at Hines Park. **Burns Times-Herald 10/01/2014.** [#4 is a Baldwin AS-616 c/n 75449 built 3/1952, [www.trainweb.org](http://www.trainweb.org).]

The Oregon Transportation Commission adopted the 2014 Oregon State Rail Plan and supporting information at its September 18, 2014 meeting. The Plan has been submitted to the Federal Railroad Administration for acceptance under the Passenger Rail Investment and Improvement Act. For a copy of the 184 page adopted Plan and supporting materials, visit the project website at: <http://www.oregon.gov/ODOT/TD/TP/Pages/RailPlan.aspx>. **ODOT email 10/2/2014**

UPRR to begin draying from Portland, Oregon any load dwelling 24 or more hours. Effective October 17, 2014 Union Pacific will initiate a dray-off operation at Portland (Brooklyn), Oregon. The purpose of the program is to increase terminal fluidity and create space to handle arriving and departing trains. Although initiating October 17, 2014 the operation, once in place will apply every day for the foreseeable future. Under the program, any arriving shipment awaiting out-gate and dwelling for more than 24 hours will be a candidate for dray-off. Any loads drayed will be moved to UPRR Albina or to the Brooklyn terminal annex. Customers will be responsible for pick-up at this new location. The Brooklyn terminal annex is immediately adjacent and just north of the Brooklyn intermodal terminal. **UPRR Announcement Number IM2014-372.** [Brings back the memory of why ORHF had to move out of the Brooklyn Roundhouse.]



During October Lerro Productions held ticketed photo shoots at four different Pacific Northwest sites. Mount Rainier Scenic on October 11<sup>th</sup>, Chelatchie Prairie Railroad October 13<sup>th</sup>, SP&S 700 at ORHC/OPR October 14, and Oregon Coast Scenic Railroad October 15-16. Lerro Productions based in Glenolden, PA specializes in providing unique photographic charters. More information: <http://www.lerroproductions.com>



The 4T – Trail, Tram, Trolley, Train: Experience an adventure on Portland's famous 4T Trail Loop – where a trail, a tram, a trolley and a train combine for a one-of-a kind, multi-modal way to enjoy Portland. First, get your blood moving with a brisk hike uphill among the trees from the Oregon Zoo to Council Crest Park – at 1,073 feet, the highest point in the city – then enjoy an easy stroll down to Oregon Health and Science University, where you will board the Portland Aerial Tram and glide 3,300 linear feet downhill – in 3 minutes – to the riverfront. From there, board the trolley (aka Portland Streetcar) and ride to the heart of downtown Portland. And then hop on the MAX light rail train back to the start to complete the loop. Or do it in reverse. A portion of the trail follows a part of the old streetcar line along Council Crest's west flank. More information: <http://4ttrail.wordpress.com>.



Canpotex, through its wholly owned subsidiary, Portland Bulk Terminals, L.L.C. (PBT), is investing up to \$140 million in new equipment and infrastructure to improve the efficiency of its shiploading operations and the management of Canpotex's speciality white potash products at Portland's marine Terminal 5 in the Rivergate Industrial District. Canpotex is a joint venture among three Province of Saskatchewan, Canada potash producers: Agrium, Mosaic and PotashCorp. In addition to PBT, Canpotex has terminal operations at Neptune Terminal in Vancouver, B.C. (**Port of Portland news release 10/8/2014.**) The Portland Bulk Terminals facility currently has three loop tracks that can accommodate 3 Canpotex unit trains on site for a total of 390 railcars with two on-site locomotives and two traction slugs with a 7,000 HP combined. The enclosed gravity-fed dumper pit can accommodate four railcars. The storage shed has 135,000 MT of potash storage capacity with two reclaimers with a rated capacity of approximately 3,000 MT/hour. Canpotex has a fleet of approximately 5,400 specialty potash railcars with unit trains running with up to 170 railcars. (<http://www.canpotex.com>)

On October 16, 1999, Seattle's historic Union Station was formally rededicated as the headquarters of the Sound Transit, the regional transit authority for King, Pierce, and Snohomish counties. Union Station was built in 1911 as the Oregon & Washington Railroad Station to serve the Union Pacific Railroad and Milwaukee Road. Passenger rail service was consolidated in the nearby King Street Station by Amtrak in 1971, and Union Station was vacated except for occasional special events. (**HistoryLink File #7751.**)



The Free Online Encyclopedia  
of Washington State History

One of the photos included in the Brooklyn Rail Yard exhibit at the Oregon Rail Heritage Center shows the President Harding special train locomotive with Harding's picture on the pilot at Brooklyn. The 2014 White House Christmas Ornament honors the administration of Warren G. Harding, who served as the 29<sup>th</sup> president from 1921-1923. Harding died during this transcontinental speaking and sightseeing tour called Voyage of Understanding. **The White House Historical Association 2014 catalog.**



Progress on the King Street Station Track Upgrades took a major step forward in June by securing Federal Railroad Administration approval for the project's conceptual design. WSDOT/Amtrak can now begin preliminary engineering work. The project includes new tracks and switches to allow for more efficient train movements between Amtrak's Seattle Maintenance Facility and the westerly platforms of King Street Station. The project is targeted for completion in 2016. **WSDOT September Rail Monthly Update.**

The Willamette Shore Trolley will be running again in December for viewing the Christmas Lighted Ships on the Willamette River; boarding in downtown Lake Oswego. More information: <http://oerhs.org/wst/>

Sound Transit has awarded a construction management services contract for East Link light rail's Bellevue segment to HDR Inc. HDR's services include construction project oversight, quality verification, project controls and scheduling, expertise monitoring, field inspection, commissioning, regulation compliance, and independent cost estimates. The project is expected to open in 2023. **Trains News Wire 10/13/2014.**

October Avery article postscript: I really appreciate the readers who have expressed their enjoyment of my Avery article. That was a really special trip for me; the hospitality Rita and I received was just outstanding. Eighteen color copies of this issue were sent to John Moe for his further distribution to his fellow residents of the Avery community. My thanks also to Trent for the outstanding layout. Gordon Zimmerman was reminded about his June 1941 trip as an 18 year old with his Uncle back to Flint, Michigan to take delivery of a truck and a gleaner. They rode UP to Spokane and east on the Milwaukee Road, Gordon remembers going through Avery.

All Aboard Washington is holding their annual membership (guests are welcome) meeting November 8<sup>th</sup> in the community room of the Centralia Amtrak Station. The meeting goes from 1 to 4 pm and it is suggested folk travel to Centralia via Amtrak and lunch at the next door Olympic Club. Speakers include Kirk Fredrickson, WSDOT Rail Division and Dan McFarling, President of the Association of Oregon Rail and Transit Advocates (AORTA). Thanks to Karen Keller for this information. See <http://allaboardwashington.org> for additional information.

Congratulations to Bruce Carswell who has been named vice president of operations effective December 1<sup>st</sup> for The Western Group. Carswell was recently vice president of Permian Basin logistics for Permian Basin Railways owned by Iowa Pacific Holdings. He has more than 30 years of railroad experience, including a stint as a senior vice president at Genesee & Wyoming [and President of Portland & Western Railroad]. Based in Ogden, Utah, The Western Group owns and operates Western Railroad Builders Inc., Wyoming Colorado Railroad Inc. (Oregon Eastern Branch), Clarkdale Arizona Central Railroad L.C., Verde Canyon Railroad L.C., Southwestern Railroad Inc. and Cimarron Valley Railroad L.C. **Progressive Railroading 10/14/2014**



Over the remainder of 2014, the Regional District of Nanaimo will be working with Koers Engineering & Associates to design the first section of Rail Trail within the Esquimalt and Nanaimo (E&N) railway corridor. With C\$2.6 million in funding support through the Federal Government's Gas Tax Fund, the first sections of trail will total approximately 10km and will connect the City of Parksville with Coombs and with French Creek. The E&N Trail has been a priority for development and is fast growing across the island as other regional districts and municipalities complete sections piece by piece. To date, the Capital Regional District, Cowichan Valley Regional District, City of Nanaimo, and District of Lantzville have all completed some rail with trail. More information: <http://www.rdn.bc.ca>.



The Island Corridor Foundation [Vancouver Island] noted the 100<sup>th</sup> anniversary celebration for the Qualicum Beach train station on September 6<sup>th</sup>. With volunteers and business contributions, the station underwent a major renovation in 2000-2001, including being gutted, being lifted for a new foundation and having all plumbing and wiring replaced. This year the station became home to the Qualicum Beach Digital Media Studio. **Island Corridor Foundation 9/9/2014.**





Union Pacific Railroad conducted tank car safety training for 62 emergency response personnel from 12 states at the rail industry's testing facility in Pueblo, Colorado. Two five-day courses were held this fall with Union Pacific paying all attendees' expenses with no cost to communities or organizations. PNW attending organizations were representatives from Portland and Eugene Fire Departments. **UP news release 10/13/2014.**



By the first week of October the BP Cherry Point rail terminal is no longer accepting or unloading any Bakken region crude oil from pre-2011 standard tank cars. The newer CPC-1232 tank cars have thicker shells, head shields on either end of the car and improved valve protection. Until the rail terminal opened last year, the refinery had received most of its crude oil by tanker ship. For two decades the refinery received only Alaskan North Slope crude oil, adding crude shipments from other areas in the 1990's but Alaskan crude oil has turned into the last type the refinery is interested in due to price. The Cherry Point rail terminal is made up of two complete loops that allow the refinery to hold up to two trains of about 120 cars – one full and one empty. It takes crews from BP contractor Savage Services about 18 to 20 hours to offload a train loaded with crude oil using gravity to drain one quarter of the train at a time. BP's terminal is permitted to receive an average of one unit train per day; it currently gets about 25 per month. This is the third largest refinery on the west coast and the largest in Washington. **The Bellingham Herald 10/15/2014**



Oregon Iron Works, a unit of Vigor Industrial, has been chosen as a subcontractor on the \$4.5 billion transportation and housing project that backers say will create the “Grand Central Station of the West.” Oregon Iron Works will build the structural steel frames for the Transbay Transit Center project. The framing is described as “complex, seismic resistant exoskeleton structural steel frames incorporating castings and large diameter (32”) heavy wall pipe framing systems. The Transbay project will create a new, multimodal transit center in downtown San Francisco – a place where trains and buses from AC Transit, BART, Caltrain, Golden Gate Transit, Greyhound, Muni, SamTrans, WestCat Lynx, Amtrak, Paratransit and eventually perhaps, high-speed rail come and go. It also is creating a mixed-use neighborhood with housing, shops and streets. Phase 1 is scheduled for completion in 2017. The Oregon Iron Works contract [the value was not announced] is with Skanska USA. Oregon Iron Works is headquartered in Clackamas, Oregon. **OregonLive 10/17/2014.**



# Annual Holiday Potluck

**PROVIDED:** Ham main dish & potatoes  
**BRING:** Hot Dishes, Side Dishes, Salads, Pies, Cakes & Cookies

❄️ **DECEMBER 19<sup>th</sup>** ❄️ **6:30PM**

St. Mark's Lutheran Church  
**Toys must be  
 New & unwrapped**  
 Membership meeting &  
 Annual Elections to follow  
 immediately thereafter.







# President's Dispatch



by Keith Fleschner

Last month I spoke of proposed changes by National that would have fundamentally changed your individual, and the chapter's relationship with National. At the time it seemed almost certain that the changes would be implemented. This has not occurred. A new National president has taken office and the proposed changes were not adopted at the special September National board meeting.

So what now? Details are unclear. Our understanding is that for the coming (2015) dues year, National and Chapter dues will be collected separately. The Chapter will take both mailed and online payments. National will inform you of their dues process arrangement separately. The new National president, Al Weber, wants to preserve the existing chapter and member structure, but National remains very weak financially.

The chapter remains a strong independent corporation that intends to continue regardless of what happens to National, your board is proposing a bylaws change to address some of the issues raised by National's actions. Please contact me or come to a membership meeting if you have questions or concerns.

I'd also like to encourage you to sign up for Holiday Express, either (or in addition to) as a car host or as a member of the ground crew. And make plans to attend the December annual meeting for the potluck, election and train toys for tots.

## VOLUNTEER HOURS

### MEMBERS

Remember to report your volunteer hours to Jim Hokinson, Secretary. We need all your hours donated for the benefit of the Chapter and/or for ORHF.

Please report your time to Jim Hokinson at a meeting or by e-mail at [jhokinson@comcast.net](mailto:jhokinson@comcast.net), no later than the January 2015 meeting. Thank You!

## THE 10TH ANNIVERSARY OF HOLIDAY EXPRESS

PNWC will again be providing Car Hosts for this year's 10th Anniversary Holiday Express! This year's event will be held for three weekends, including the last weekend in November, immediately after Thanksgiving, and the first two weekends in December. The dates are Nov. 28-30<sup>th</sup>, Dec. 5-7<sup>th</sup>, and Dec. 12-14<sup>th</sup>. Car hosts are normally scheduled in three run blocks, with each shift taking about 4 hours. There are about 70 scheduled runs this year! If you have never been a car host before, this is the perfect event to begin! Duties include: preparing cars for passengers before and after each trip, greeting and seating passengers, assisting passengers as necessary, explaining the area and equipment history per passenger's questions, ensuring passenger safety, providing an overview of PNWC and ORHF's missions, and assisting with car clean-up after each set of runs.

Non-Chapter members are most welcome, and can work with a chapter member on trips. Sign-up will be available now via ORHF's Volgistics volunteer website. Please contact Al Baker ([albaker33@comcast.net](mailto:albaker33@comcast.net)) for details on getting setup in the system (if you are not already an active ORHF volunteer) and using the Volgistics website. For more info on car hosting, contact Trent Stetz at [Trent.Stetz@yahoo.com](mailto:Trent.Stetz@yahoo.com) or Mark Reynolds at [Mark.Reynolds@powereng.com](mailto:Mark.Reynolds@powereng.com). Please come and join us for the wonderful holiday event again this year. Thank you in advance for your volunteering and supporting the Pacific Northwest Chapter and the Oregon Rail Heritage Foundation.

## THERE IS STILL TIME TO SIGN UP TO BE A CAR HOST!

**Portland's HOLIDAY EXPRESS**  
Now Celebrating our 10th Year!

**Nov 28-30 • Dec 5-7 • Dec 12-14**  
**CAPTURE THE HOLIDAY**  
*Magic* OF A LIVE STEAM LOCOMOTIVE!

**Meet Santa!**  
Join Santa for a ride along the beautiful Willamette River while riding in a comfortable, warm vintage rail car pulled by one of the most powerful live-steam locomotives in the world!

**TicketsWest**  
Go to [TicketsWest.com](http://TicketsWest.com) or charge by phone  
**(503) 224-8499**

**Fun for all ages!**

**Come visit our new Enginehouse & Rail Heritage Center just one block east of OMSI! FREE ADMISSION!**

**OREGON RAIL HERITAGE FOUNDATION**  
An all-volunteer non-profit organization

# October Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on October 17, 2014

The October meeting was called to order by President Fleschner at 7:34pm.

The minutes of the September meeting were called. There were no corrections so 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 Treasurer George Hickok. He reported that all accounts balance between the bank and his records. He reported that the Brix logging book has been making a profit, as has the Steel Bridge book. Some money has been spent from the S2 restoration fund and a few more bills will be forthcoming. He said there is no change to the poster project account. Arlen Sheldrake made a motion to accept the report and Ed Berntsen seconded. The membership voted to accept the report.

Keith Fleschner reported that he is ready to order paint for the S2 locomotive. He said that the engine radiator shutters have been removed and will be sent to be dipped to have the paint removed from them.

President Fleschner reported that the annual chapter elections will be held in the December meeting. All current officers have agreed to run for their respective posts. There are two vacancies for Directors and two members have so far agreed to run, Bryan Ackler and David Cautley. President Fleschner opened the offer to make nominations from the floor. There were no nominations from the floor, so the nominations closed.

Al Baker informed the membership that on September 20, 2014, the National Association held a Board meeting to discuss the 'New Business Model'. It was defeated by a narrow vote. Now the dues collection process is the next challenge for them. The National Organization will send out a letter offering members to renew by PayPal or by check or by credit card. The Chapter will be responsible for collecting Chapter dues from the membership and this can be done through our upcoming website enhancement or by check. Mr. Baker said he will have more complete information by the November meeting.

President Fleschner announced that the Board is doing a bylaws change to create the option of 'subscriber' to the chapter. A subscriber would receive some member benefits but could not vote or hold office. The Board is also purchasing a new domain name to be used in case the National organization ceases to exist.

President Fleschner reminded everyone that Train Toys For Tots will be collected at the December meeting. Jean Hickok announced that members may buy train toys at the Oregon Rail Heritage Center for cost plus shipping, which would be a dollar or two.

Mark Reynolds announced that there will be a car host meeting for new car hosts on Saturday October 18, 2014, at the ORHC. He said all car hosts should have a handbook. Anyone wanting to be a car host can register on-line or contact him by e-mail. He also said there will be a mandatory safety meeting for car hosts on November 22, 2014.

George Hickok advised that the power plant under the baggage car is noisy and inefficient and the decision was made not to use it so an inverter was purchased to attach to the Plum Creek car power generator to provide power for the lights for the Holiday Express.

Ron McCoy then presented the October, 2014 UNSUNG HERO award to Merrill Hugo for his many hours of volunteering.

Mark Reynolds advised that the Antique Powerland may be having an open museum all next summer and would be wanting docents.

George Hickok said that the funds received from the Rock Family in memory of Randy Rock will be used to pay for the foundation of the Randy Rock Memorial Sound Tower at Antique Powerland.

With no further business the meeting was adjourned at 8:41pm.

The evening snack was again provided by Jean Hickok. A big Thank You Jean.

The evening program was given by Arlen Sheldrake with photographs and narration of his trip to the *Streamliners at Spencer* show in Spencer, North Carolina. A very enjoyable program and well presented. Thank You Arlen!



Merrill Hugo



Unsung Hero Award



Arlen reviews his trip to Spencer

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



WILLAMETTE SHORE  
TROLLEY

Christmas  
TROLLEY  
TRIPS

ALONG THE WILLAMETTE RIVER

DEPARTURES FROM LAKE OSWEGO

in DECEMBER 2014

December 8, 10, 12, 17, 19 & 20th

for Information: oerhs.org/wst/  
or Call (503) 697-7436

Pacific Northwest Chapter Lending Library

Visit Us! New Books!

OPEN Mondays and November 22<sup>nd</sup>

November 22<sup>nd</sup> (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

Bill of Lading

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Chapter Officers

President	Keith Fleschner	503.516.9272
Vice President	Mark Reynolds	503.638.7411
Treasurer	George Hickok	503.649.5762
Secretary	Jim Hokinson	503.635.4826
National Rep.	Al Baker	503.645.9079

Chapter Directors-at-Large

Phil Barney	2013-2015	503.706.0498
Ken Vannice	2013-2015	503.244.8732
Ron McCoy	2012-2014	503.310.4811
Christopher Bowers	2012-2014	503.577.0063
Jean Hickok	2014-2016	503.649.5762
Trent Stetz	2014-2016	503.643.1494

Committee Chairs

Activities	Ron McCoy	503.310.4811
Archives	William Hyde	503.666.5530
Auditor	Bob McCoy	360.459.3251
Car Host	Mark Reynolds	503.638.7411
Concessions	Vacant	

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	Phil Barney	503.706.0498
Library	Ken Vannice	503.244.8732
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	503.701.7040
Car Rental Agt.	Bob Jackson	503.231.4808
Safety Officer	Keith Fleschner	503.516.9272
S-2 Restoration	Mark Reynolds	503.638.7411
Webmasters	Jim Long	503.313.7382
	Mark Whitson	503.533.7005

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# **PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 628**

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

**November 21:** Two video programs developed by noted Wasco County historian Jerry Tanquist:  
♦ *Union Pacific Railroad in and around Wasco County*  
♦ *Railroad Race on The Deschutes*

**Nov. 28-30:**

**Dec. 5-7:** *Holiday Express* at Oaks Park, Oregon Pacific Railroad, [www.orhf.org](http://www.orhf.org)

**Dec. 12-14:**



**December 19:** *Starts at 6:30pm Holiday Potluck, Annual Chapter Meeting, Officer Election and Train Toy Drive*

**January 16:** *Railroads of New Zealand*, Doug Auburg takes us on one of his journey riding and photographing trains.

**Forward program ideas to Al Baker, 503.645.9079 or [albaker33@comcast.net](mailto:albaker33@comcast.net)**

**Board of Director's Meetings:** November 13, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm  
December 11, 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:**

May 1-Dec 31 *Brooklyn Rail Yard Exhibit*, Oregon Rail Heritage Center, [www.orhf.org](http://www.orhf.org)

Oct. 29 - Nov. 1 *SP Historical & Technical Society* convention, San Luis Obispo. CA, [www.sphts.org](http://www.sphts.org)

Nov. 28 – Dec. 21 *Polar Express*, Fri/Sat/Sun, Chehalis-Centralia RR, [steamtrainride.com](http://steamtrainride.com)

Nov. 29-30, Dec. 6-7, 13-14, 19-20 *Santa Train 2014*, Northwest Railway Museum., [www.trainmuseum.org](http://www.trainmuseum.org)

Nov. 29-30, Dec. 6-7, 13-14 *Christmas Tree Specials*, Chelatchie Prairie RR, [www.bycx.com](http://www.bycx.com)

Nov. 29-30, Dec. 5-7, 13-14, 20-22 *Santa Express*, Mount Rainier Scenic, [www.mrsr.com](http://www.mrsr.com) 360-492-5588

Dec. 6-7, 13-14 *Candy Cane Express*, Oregon Coast Scenic Railroad, [www.oregoncoastscenic.org](http://www.oregoncoastscenic.org)

Dec. 6 & 7 *Santa Train*, Alberni Pacific Railway, Vancouver Island, [www.alberniheritage.com](http://www.alberniheritage.com)

Dec. 6-7, 13-14 *Candy Cane Express*, Oregon Coast Scenic Railroad, [www.oregoncoastscenic.org](http://www.oregoncoastscenic.org)

Dec. 13-14 *Christmas Trains*, Sumpter Valley Railroad, [www.sumptervalleyrailroad.org](http://www.sumptervalleyrailroad.org)

Dec. 20 *BNSF Vancouver Holiday Event*, SP&S 700attending, [www.sps700.org](http://www.sps700.org)

☆☆☆☆☆☆☆☆ **Happy New Year 2015!** ☆☆☆☆☆☆☆☆☆

Feb. 14, 2015 *SP&S Historical Society Swapmeet*, 9:30-2:30, Holiday Inn-Portland Airport, [www.sps700.org](http://www.sps700.org)

Mar. 14, 2015 *WINTERAIL 2015*, Stockton CA, [winterail.com](http://winterail.com)

July 15-18 *Northern Pacific Railroad Historical Assn. Convention*, Fargo ND, [www.nprha.org](http://www.nprha.org)

July 18-22 *Great Northern Railway Historical Society Convention*, Minneapolis MN, [www.gnrhs.org](http://www.gnrhs.org)

August 23-29, 2015 *Portland Daylight Express*, The NMRA annual convention in Portland, [www.nrma2015portland.org](http://www.nrma2015portland.org)

Sept. 12, 2015 *Portland-Milwaukie Light Rail* opens with an OMSI/ORHC station, [www.trimet.org](http://www.trimet.org)

☆☆☆☆☆☆☆☆ **Happy New Year 2016!** ☆☆☆☆☆☆☆☆☆

Sept. 17-21 *Great Northern Railway Historical Society Convention*, Spokane WA, [www.gnrhs.org](http://www.gnrhs.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.