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The Skookum Gets Her Boiler!

By Martin E. Hansen



On December 16th Skookum's boiler and running gear were joined in Garibaldi, Oregon at the Oregon Coast Scenic Railroad

Decades after she rolled over on her side in the woods above Grays Harbor, Washington thus bringing an end to her operating career, the famous Skookum is now finishing a big step that will soon see her back in steam.

On December 15th, the Oregon Coast Scenic Railroad crews loaded the Skookum's boiler at their shop in Centralia, Washington for the trip to the OCSR shops in Garibaldi, Oregon where the re-built boiler was placed back on her re-built running gear for the first time in over 54 years.

Chris Baldo is the third owner of the Skookum since her wreck who had dedicated his time and resources to saving and preserving this historic piece of northwest logging railroad history. The first was Charlie Morrow, a Seattle railfan

who bought the Skookum from the insurance company that insured Deep River Logging, her last operator. Charlie dismantled her in 1960 and shipped her to the Northwest Railroad Museum at Snoqualmie Falls, Washington where she was stored for many decades.

After Charlie Morrow passed away, Redwoods logger Rogan Combs bought the Skookum from the Morrow estate and had her shipped up to the Mt. Rainier Scenic Railroad at Mineral, Washington for storage. After Rogan passed away, Chris Baldo bought the Skookum and hired the crews at the Oregon Coast Scenic Railroad to restore her to operation.

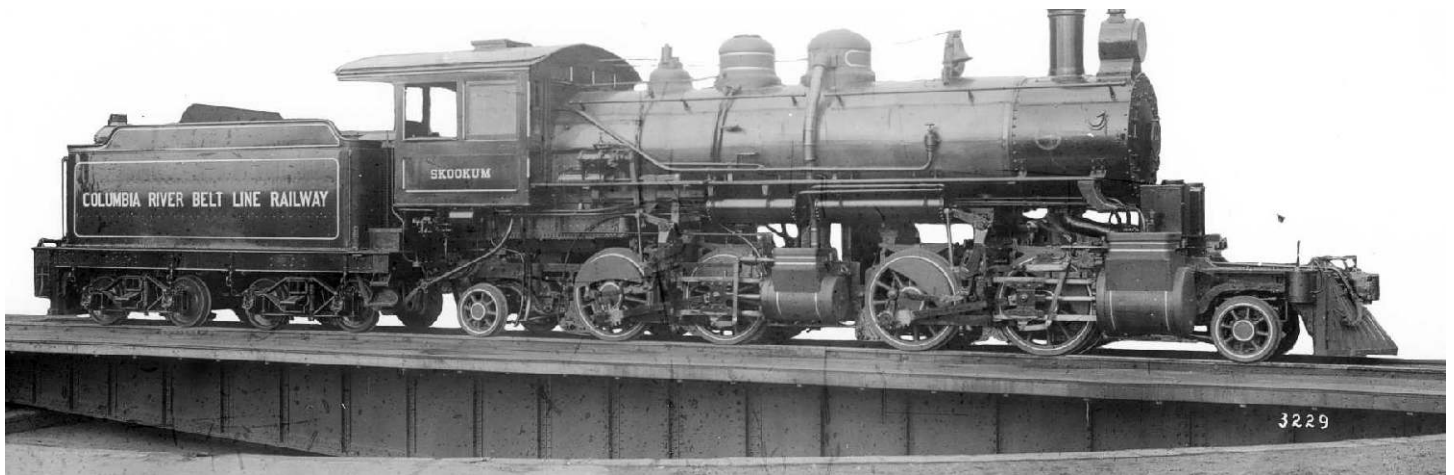


OCSR rebuilt the tender for the Skookum and her boiler at their shops in Centralia several years ago. Over the past two years all attention has been to rebuilding of the Skookum's running gear at the OCSR shops in Garibaldi. While this was going on Chris Baldo had a new wooden cab fabricated for the Skookum using the same materials and patterns originally used by Baldwin.

Now that the running gear is complete, it was time to ship the Skookum's boiler to Garibaldi to be re-united to the frame for the first time since Charlie Morrow disassembled her in the woods 54 years ago in 1960. On December 16th the boiler and running gear were joined in Garibaldi.



Chris Baldo on boiler ready to leave Centralia
(Martin E. Hansen photo)



Skookum Builders Photo (Martin E. Hansen Collection)

The Skookum's specifications:

- Built in 1909 by Baldwin Locomotive Works as a coal burner for the Little River Railroad as their No. 126.
- First of only three 2-4-4-2 engines ever built and all were built by Baldwin.
- As built the engine weighed 142,000 lbs. and the tender weighed 80,000 lbs., 200 PSI boiler pressure.
- The tender was built to hold 7 tons of coal and 4,000 gallons of water.
- Built as a saturated engine with slide valves.
- Compound cylinders with the high pressure cylinders built as 15" x 22" in size and the low pressure cylinders built 23" x 22" in size.
- Tractive effort = 27,430 lbs.

Skookum's history:

Returned by Little River Railroad to Baldwin as she was too large for them. In 1910 Baldwin resold her to the Columbia River Belt Line as their "Skookum" for logging service near Astoria, Oregon. Baldwin gave her a new builder plate when she was resold which was in the new plate design they were then using. It showed her as C/N 33463. She was converted to oil for the CRBL.

The Skookum was soon transferred to CRBL's parent company The Whitney & Company and then to Larkin & Green Logging, all for service on the same trackage to Blind Slough, Oregon.

The Skookum next went to Washington when she was sold to the Carlisle Lumber Company as their #7 to work out of Onalaska, Washington.

While at Carlisle, she was shipped to Mud Bay Logging outside of Olympia, Washington and tested there for possible sale to them. However she was rejected as too light and the sale did not go through.



Photo taken in 1953 by Al Farrow of Deep River No. 7 (Skookum) 2 years before she derailed in the woods. (Martin E. Hansen Collection)

Finally, she was sold in the early 1930's to the Deep River Logging Company as their #7 for logging service out of Deep River, Washington. This would prove to be her last operator. It was at Deep River on the afternoon of February 23, 1955, that the Skookum derailed on a short trestle and then slowly rolled over on her side. With the railroad nearly done operating she was left there and ownership transferred to the

insurance company that insured Deep River. A few years later Seattle rainfan Charlie Morrow bought her "as-is-where-is".

By 1961 the Skookum has been laying on her side in the woods above Deep River, Washington for nearly 6 years. The logging line had been scrapped in 1955 so here was no rail access to the derelict 2-4-4-2. Charlie Morrow had to bulldoze a road into the site and with the help of friends and clearly crude equipment and tools they worked to take the engine apart and get her into small enough pieces for trucking out of the remote area.

This has been an exciting project to be a part of and many of us, especially including Mr. Baldo, cannot wait until the Skookum steams again. Stay tuned for further updates.



Lifting the Boiler onto the trailer for transport

[This article developed in collaboration with Martin (Logger Hogger) by Arlen L. Sheldrake from Martin's Trainorders.com postings on December 15 & 16, 2014. On December 16th, Chris Baldo, Scott Wickert (OCSR President), and Scott Gordon (Flash34 who also helped edit this article) stopped by the Oregon Rail Heritage Center on their way home. This was Chris's first visit to ORHC and my first time meeting this most interesting gentleman. Scott Gordon is a locomotive engineer for Tacoma Rail who does extensive volunteering for the Friends of SP4449, Oregon Coast Scenic Railroad, and other northwest steam operations.]



Skookum Boiler Loaded: pictured left to right: Brian Higgins, Dave Proffitt, Scott Gordon, Scott Wickert, Chris Baldo, Chris (last name unknown), John Wickert, & Chris Baldo's dog Heisler. (Photo by Martin E. Hansen)



Skookum on her running gear in OCSR shops in Garibaldi, Next to McCloud River Railroad No. 25

Skookum is a Chinook Jargon word that has come into occasional use in the Pacific Northwest. It has a range of positive meanings. The word can mean 'good,' 'strong,' 'best,' 'powerful,' 'ultimate,' or 'brave.' Being called skookum may also mean that someone can be counted on as reliable and hard-working, or is big and strong. (from:<http://en.wikipedia.org/wiki/Skookum>)

Steam Program Announced

by Arlen Sheldrake

On October 20th, the Northwest Railway Museum officially announced plans for a steam locomotive program, and identified the locomotives that have been selected for rehabilitation, restoration and operation. This is an exciting time for the Museum, and represents continuing fulfillment of the long-term plan first developed nearly 20 years ago.

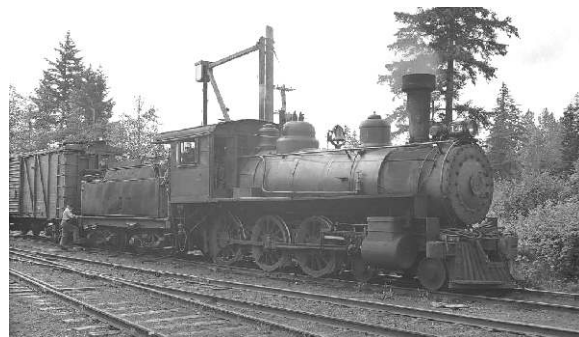
NORTHWEST
RAILWAY MUSEUM



Inland Empire Paper #924 just after her retirement in May 1957 at Millard Washington. (Martin E. Hansen collection.)

Beginning immediately and over the next two years, the Museum will rehabilitate and restore former Northern Pacific Railway 924, a 0-6-0 (six-coupled) locomotive. Built by Rogers Locomotive and Machine Works in 1899 for the St. Paul and Duluth Railroad as their number 74, the locomotive was renumbered 924 after that road was purchased by the Northern Pacific Railway. In the early 1900s it was Seattle's King Street Station coach yard switcher, later serving the Seattle and Tacoma yards, and in light branch line service. Sold in 1925 to the Inland Empire Paper Company in Millwood, Washington she remained on their roster until 1969. [Built 9/1899, builder number 5425, 115,000 lbs., 51' drivers, to PSRHA in 1969.]

Following completion of steam locomotive 924, the Museum will begin the complete rehabilitation of steam locomotive 14, a classic 4-6-0 ("ten wheeler") locomotive. The 14 was built by the Baldwin Locomotive Works in 1898 for the Union Colliery Company as their number 4 using the same design developed for the Esquimalt and Nanaimo Railway. When that Vancouver Island mine was absorbed into Canadian Collieries, it was renumbered 14 and continued in service until 1960 when it was purchased by the Museum. [Built 2/1898, builder number 15771, 56" drivers, to PSRHA in 1960.]



Canadian Collieries #14 takes on water at Union Bay, British Columbia on May 15, 1960 just before her retirement. Stan Styles took the photo, (Martin E. Hansen collection.)

The Museum is making a significant commitment to steam by investing in people and facilities. A qualified team of paid and volunteer staff with prior experience in steam locomotive rehabilitation and restoration has been assembled and is being led by Curator of Collections Stathi Pappas. Pappas has participated or led more than a dozen similar projects.

The machinery required to perform the work has already been obtained for all aspects of boiler and running gear work. The work will be performed inside the Conservation and Restoration Center, the purpose-built collections care facility opened in 2007 and already equipped with an inspection pit, a monolithic floor, and utilities including sanitary sewer with oil-water separator that allow the Museum to maintain the locomotives in an environmentally-responsible manner.

Several major grants and contributions have been pledged and work will begin next week; additional fundraising will be performed during the next 24 months to offset costs that will approach \$1 million. Contributions are encouraged and will be used to directly pay for the work performed; they can be made on the Museum's secure web site (<http://www.trainmuseum.com>) and are tax-deductible to the extent permitted by law. Information from Northwest Railway Museum's Weblog as posted October 22, 2014. (<http://www.trainmuseum.blogspot.com/>)

The Northwest Railway Museum is located about 30 miles east of Seattle off Interstate 90 at 38625 SE King Street in Snoqualmie.

[Information in brackets obtained from an article written August 1969 by Peter J. Replinger for the Puget Sound Railway Historical Association, Inc.(PSRHA); the predecessor of the Museum.]



PNW SHORT LINES

by Arlen L. Sheldrake



BNSF Railway, in partnership with Spokane Regional Clean Air Agency and HOTSTART, is retrofitting 11 locomotives with HOTSTART idle-reduction technology to reduce emissions and conserve fuel in Washington. The pool of locomotives will operate out of the BNSF rail yards in Spokane and Pasco, Washington. BNSF purchased HOTSTART's Auxiliary Power Units to reduce idling during cold weather. When all of the retrofits are complete, it is estimated this project will reduce emissions by more than 22 tons during the six-month, cold weather operational period. **BNSF News Release 11/13/2014.**



Union Pacific is contracting with R. L. Reimers Company, General Contractor, Albany, Oregon to build the subgrade for the new leg of the wye that will connect the Union Pacific Brooklyn Subdivision with the Graham Line. UP crews will then build the track. Project completion is targeted for late 2015. **Bob Melbo, ODOT Rail Planner email 11/18/2014 & Brock Nelson, Union Pacific email 11/26.2014.**

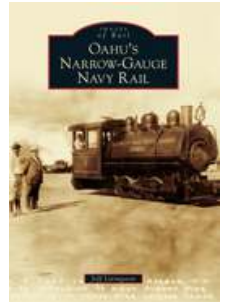


Union Pacific wants to extend a 1.5-mile siding in Mosier [Oregon] by two miles on either side enabling trains to bypass each other without stopping. The project would cost \$25 million. UP has filed permit applications with the U.S. Army Corps of Engineers and it could be over a year before a decision is made. The new track would be almost exclusively on railroad property and would be added to the north side of the existing track, all of which is on the south side of Interstate 84. It would take 12 to 15 months of construction, and will add 15 to 20 feet of new embankment to the existing track. The area is within the Columbia River Gorge National Scenic area rules. **The Dalles Chronicle 12/16/2014.**

The Dalles Chronicle 12/16/2014.

In early 2015 Union Pacific will be installing around 47,000 ties between Albany and Coalca as well as several hundred in the siding at Canby where they interchange with the Oregon Pacific Molalla Branch. **Dick Samuels Trainorders.com 12/18/2014 posting.**

“At the end of World War II, the Navy was operating at least eight steam locomotives, twenty-six diesel locomotives, thirty-two locomotive cranes, and hundreds of freight cars over more than 100 miles of track (not including the Oahu Railway and Land Company's track).” The new (9/2014) Arcadia Publishing **Oahu's Narrow-Gauge Navy Rail** book by Jeff Livingston records in pictures some great 1908-1972 Hawaiian history. Jeff is the historian for the Hawaiian Railroad Society; a NRHS chapter.



Beginning January 12 through March 12, 2015, the Pacific Parlour Car will be removed from the Coast Starlight trains for maintenance. During this period, the Dining Car and Sightseer Lounge Car will continue to be available for passengers. **Amtrak PSN 1114-34.** Due to reductions in operating budgets of the Washington and Oregon departments of transportation who sponsor Amtrak Cascades, Wi-Fi service will no longer be available on Amtrak Cascades trains operating in British Columbia starting on September 29, 2014. If another funding sponsor can be found to cover the costs of Wi-Fi service in Canada, it may be restored in the future. **Amtrak PSN 0914-133.**



The final elements in a decade-long \$275 million effort to improve rail movement at the Port of Vancouver USA are moving toward construction. A \$1.6 million construction contract with Railworks Track Systems of Chehalis, Washington approved in October ties together several parts of the Port's West Vancouver Freight Access Project (WVFA) and is the last piece necessary to make the port's new rail entrance fully operational. It includes:



- Realigning a 500-foot-long section of track between Esther and Grant Streets.
- Constructing a double-track from Esther Street to the port's new rail entrance (also known as “the trench”).
- Installing the port's new main track between companies Albina Fuel and Lafarge at the eastern end of the trench.

Port of Vancouver USA press release 11/12/2014.

The United States Golf Association has dropped plans to use Sounder Commuter Rail service to transport spectators to the 2015 U.S. Open at Chambers Bay next summer according to The News Tribune. The USGA spent nearly two years exploring how they might bring people from Seattle's King Street Station to the University Place waterfront. **TRAINS News Wire 11/2014.**

Five years into service, the Canada Line of TransLink celebrated November 21st their 200 millionth passenger. Opening in 2009, the 19-kilometre route connects downtown Vancouver BC with Vancouver International Airport.



TransLink press release 11/21/2014.

Congratulations to **Don Evans** on his election as Chair of the Canadian Council for Railway Heritage (CCRH). In this role Don hopes to help strengthen the role of railway preservation in Canada, as well as create stronger linkages between CCRH and ATRRM [Association of Tourist Railroads & Railway Museums] to share railway preservation in ways to benefit all of us in both countries that work in this worthy endeavour. More information about CCRH: <http://www.railwayheritagecanada.ca>. **West Coast Railway Association (WCRA)**

December 2014 newsletter. [Don is the editor of the WCRA newsletter and retired long-time President of the WCRA. He has freely provided his expert advice to Antique Powerland Museum and PNWC among others I am certain.]



A fire in Pocatello, Idaho on November 29th destroyed the old Kraft Building built in the 1930s that was being used by the Idaho Rail Shop, a rail car repair shop. **Idaho State Journal 11/29/2014.**

On December 1st, CN sold Vernon-Kelowna railway for \$C22 million to the City of Kelowna, B.C. The 48-kilometre-long corridor, covering 340 acres, has been purchased by the city and portions will be resold to Lake Country, Coldstream, Vernon, and the Central and North Okanagan regional districts. The deal does not include a 2.5 km-long stretch of the abandoned railway that runs through the Okanagan Indian Band's reserve. The band has said it expects to receive that land back from CN. It is anticipated that CN will remove the railway track and ties by next fall. The agreement includes the cash component of \$C22 million, plus lands to be donated by CN in return for a tax receipt. **Kelowna Daily Courier 12/1/2014.**



The Cascade Rail Foundation in South Cle Elum, Washington has acquired former Milwaukee Road 5057 from the Western Pacific Railroad Museum in Portola, California. As of November 27th the General Electric U25B locomotive manufactured in 1965 was beginning its move north. The 5057 is heading to the Pend Oreille Valley Railroad shop in Usk, Washington where it will be restored. Funding is still being solicited for the restoration: <http://www.milwelectric.org> or send to: Cascade Rail Foundation, 5057 Fund, PO Box 462, South Cle Elem WA 98943. **CRF web site.**

5057 PROJECT



DONATE

ORHF received an interesting question November 25th from Sarah Rose Olson: "I'm a research assistant for a book being written about the eruption of Mount St Helens. The unique situation in 1980 had a lot to do with the history of the railroads. My specific question is: What would be the most popular way to travel from Missoula, Montana to Portland in the summer of 1896?" I asked Oregon rail historian, Bob Melbo, to provide an answer which he graciously did: "I would think in terms of simplicity favoring single carrier transportation instead of having to change railroad companies at some point in the journey. Missoula was on the Northern Pacific and NP completed its Stampede Pass line in June of 1887, ending its use of the Oregon Railway & Navigation Company's trackage (today's Union Pacific) along the south bank of the Columbia River in Oregon to access Portland. So, in 1896, I would think the preferred Missoula-to-Portland route would have been NP all the way. I don't know what NP offered in the way of through train service in those days but it's likely that they had transcontinental service that ended in Portland as well as Seattle, and those trains would have passed through Missoula. The worst case would have been taking a Seattle-bound train from Missoula to Seattle and then boarding a Seattle-Portland train for the final leg of the journey, which would have included the train taking the NP-operated ferry *TACOMA* between Kalama, Washington and Goble, Oregon to get across the Columbia River (the railroad bridges over the Columbia weren't built until 1909). The train would have entered Portland via Scappoose and Linnton (today's Astoria line). Or, one could have detrained at Auburn, Washington and caught the Portland-bound train there instead of riding the full distance to Seattle. However, I would be surprised if, by 1896, NP wasn't offering "through" service (no changing cars) to both Portland and Seattle via Missoula." The book coming out next fall: *Eruption, the Untold Story of the Mount St. Helens Volcanic Disaster*. **Email messages 11/25/2014 & 12/03/2014.**



On December 1st the Washington Department of Ecology delivered a comprehensive report to the state legislators outlining key recommendations to improve public safety in response to the rapid increase of oil transportation by rail through Washington state. The Legislature requested the study based on recent changes in how crude oil moves through rail corridors and Washington waters. The Marine and Rail Oil Transportation Study focuses on developing recommendations to foster public health and safety, environmental protection, and respect for tribal treaty rights. The draft report details approximately 40 recommendations for protecting the people and environment of Washington from an oil train derailment or spill. More information: <http://www.ecy.wa.gov>. **Washington Dept. of Ecology news release 12/1/2014.**



United Streetcar, after building 18 streetcars since the prototype unveiling on July 1, 2009 for the District of Columbia, Tucson and Portland, is dormant after shipping the last Portland car on November 21st. There are no new orders for the

[Clackamas, Oregon] facility built to produce up to 24 streetcars a year. Some workers have been laid off, others have been reassigned to United Streetcar's parent company, Oregon Iron Works, which builds bridges and boats. **Washington Post 11/29/2014.**



Some extra time during a November 30th visit to Seattle's King Street gave me my first chance to look at the excellent and extensive remodeling. It really, really looks good; the station is quite attractive, comfortable and bright. The station still suffers from a vehicle traffic flow that dead ends and I wonder why there is no train status board; but otherwise a nice place to spend some time and catch a train.

December 14, 1974, 40 years ago, the SP4449 was pulled out of Oaks Amusement Park by OPR No. 100 and taken to the Hoyt Street Roundhouse for restoration to pull the American Freedom Train. Thus begins a very interesting 40-year history that leads directly to the Oregon Rail Heritage Center. **Doyle McCormack 12/6/2014.** [See photos at: www.4449.com/excursions/74oaks/index.html. There is also the story in the *Trainmaster* from January 1975 at online editions at www.pnwc-nrhs.org/Trainmaster1975/TM-1975-01.pdf]



Rails are now being installed on the rail guideway segments near what will be the Honolulu Authority for Rapid Transportation's (HART) Hoopili rail station in Ewa, Hawaii. **Progressive Railroading 12/8/2014.**



One of the last remnants of Maui's plantation era is getting closer to receiving historic status. The Old Kahului Railroad Building has been nominated to the Hawaii and national registers of historic places. The 1923 administration building across from Maui Mall served as the headquarters for the railroad's rail yard at Kahului Harbor. **The Maui News 12/8/2014.**



Inspection Report: UPRR Bridge Replacement, M.P. 660.2 near Harrisburg, Oregon. The project replaces approximately 1529' of bridge on UPRR's Main Line and includes replacing north and south approaches with ballast deck bridge and replacing through-truss bridge with deck plate girder. Project is 100% completed and temporary construction bridges have been removed. **ODOT Rail Division report 11/28/2014.**



North Dakota regulators imposed new rules effective April 1, 2015 for shipping oil by rail. All crude from the state's oil patch will have to be treated by heat or pressure to remove certain liquids and gases before being loaded onto rail cars. The treated oil from North Dakota's Bakken oil fields will not be inflammable, but will be more stable. About 70% of the more than 1.1 million barrels of oil produced daily from the Bakken region is being moved by rail. The new rules will require the crude to have vapor pressure below 13.7 pounds per square inch, which is less than the 14.7 psi threshold that is recognized national standards as being stable. Winter blend gasoline that contains 10% ethanol is rated at 13.5 psi. About 80% of North Dakota crude already falls well below the new requirement. **Star Tribune 12/9/2014.**



North Vancouver-based Tractive Power Corp has sold its initial TP56 three-axle industrial shunting locomotive to Parish & Heimbecker Ltd. The locomotive is to be used at P&H's site in Cloverdale, British Columbia. The TP56 is intended as a 'railcar mover' for shunting wagons in industrial sidings. It is based on a cut-down EMD SD40 frame with a Caterpillar C9 industrial engine, and is designed to use off-the-shelf industrial and rail components and to be serviced on-site. **Railway Gazette 12/11/2014.**



Stockton, California port officials December 10th welcomed the arrival of the Pacific Spike, a ship custom-built to carry 440-foot lengths of steel rail destined for Union Pacific Railroad expansion and replacement projects throughout the western United States. The ship's arrival marked the start of a new line of business for the inland port. Union Pacific's \$18 million welding facility will produce 1,320-foot or quarter-mile, rail segments that will be laid for company improvement and expansion projects and further welded together into continuous "ribbon rail," running as long as 10 miles. The Pacific Spike is expected to shuttle back and forth across the Pacific Ocean, carrying rail from Japan. **Record Net 12/10/2014.** Onishi Shipyard of Shin Kurushuima Dockyard Co. Ltd completed the Pacific Spike for Sky Tree Shipping S.A. on August 28, 2014. The carrier measures 190m in overall length and has a 155m-long cargo hold provided with three deck cranes. **Japan Ship Exporters Association.**

During 2014 BNSF Railway has hired about 100 people in the Spokane-North Idaho market and the company expects to hire about 50 more in 2015. Across the region, BNSF added about 600 jobs in Washington and the Idaho Panhandle this year, including 100 in Pasco. **The Spokesman-Review 12/10/2014.**



The new lighting system on the Tilikum Crossing, *Bridge of the People* has undergone a couple of tests before they are permanently turned on in September. [It is truly beautiful!]

- There are 178 LED lights aesthetically placed on 40 bridge cables, the four transmission tower above and below the deck, and on the Sonic Dish artwork along the Eastside Esplanade and future Willamette Greenway at the ends of the bridge.
- The lights change colors based on the Willamette River's speed, height and water temperature.
- The water temperature determines the base color.
- The river's speed controls the pace the colors change and move across the bridge.
- The river's height is displayed by a second color that moves vertically up and down the towers and cables.



See where it takes you.

<http://howweroll.trimet.org> **12/10/2014**. Note: The Oregon Rail Heritage Center is now located at the northeast corner of SE Water Avenue and Tilikum Way (a new “street”).

One hundred years ago in December 15, 1914, the Northern Pacific Railway opened the Point Defiance Line between Tacoma and Nisqually Junction. All double-track and with a water-level grade, the 24.7-mile line allowed NP to share its Seattle-Portland line with the Union Pacific and Great Northern under trackage rights agreements. The Point Defiance Line quickly became one of the busiest railroad segments in the Northwest. On December 18th, the Sound Transit Board took action on an agreement that allows Amtrak trains to use the ST-owned line between Tacoma and Nisqually Junction, as part of WSDOT's “Point Defiance Bypass” project. The ST-owned track is part of NP's original line between Kalama and Tacoma opened in 1873. When Amtrak trains begin using the ST track in late 2017, it will end 103 years of continuous passenger service on the Point Defiance Line. **Mike Bergman email 12/15/2014**. [Mike is a member of both the Tacoma and PNW Chapters and works for Sound Transit.]

The Northwest Railway Museum in Snoqualmie (www.TrainMuseum.org) has selected two steam locomotives for restoration [Editor’s Note: See full article on Page 4] **Northwest Railway Museum letter December 10, 2014**.

The Portland Development Commission (PDC), owner of Portland's Union Station, has launched a \$5 million conditions assessment project that includes design/engineering/environmental documentation for all remaining Union Station needs including seismic, mechanical, electrical, and ADA as well as some platform improvements; the project includes the Union Station Annex, the home of PNWC offices/library/archives and the Amtrak Register Room. The project is expected to be completed in mid-2016. There is no construction in this particular phase. For detailed information, see PDC RFPs Union Station Phase III: 13-13 Part A - Building, 13-14 Part B - Tracks, and 13-15 Part C – NEPA/Environmental at <http://www.pdc.us>. These RFPs closed in March. **PDC emails 12/16& 17/2014 & web site**.



During early December, Rick Minorand, staff from Heritage Research Associates of Eugene were on-site inventorying the Scott Hurd preserved artifacts from a previous Union Station construction project. These artifacts are in display cabinets just outside the baggage room. **Scott Hurd email 12/10/2014**.

On December 18th the Sound Transit Board approved a \$1.2 billion 2015 budget that continues major light rail expansions, anticipates carrying more than 32 million riders and prepares for a future Sound Transit 3 ballot measure. Major light rail project funding in the 2015 budget includes:

- \$121 million to complete station construction, systems installation and testing for the University Link project opening in early 2016.
- \$208 million for Northgate Link construction.
- \$143 million for East Link pre-construction work.
- \$16.3 million for Lynwood Link as the project finishes preliminary engineering and moves into final design.



The budget also includes \$19.7 million to replace 22 ST Express buses, including five new double-decker buses to be used on Snohomish County – Seattle routes and overhaul seven Sounder locomotive engines. **Sound Transit press release 12/18/2014**.

ARG Transportation Services announced that Coos Bay Rail Link Director of Rail Operations Darrell “Duke” Rodley has been promoted to newly created position of general manager. **PRNewswire 12/18/2014**.



Alaska Railroad Corporation has received a grant of \$2.5 million from US Department of Transportation Maritime Administration to create a “master land-use plan” for Seward Marine Terminal and surrounding 328 acres of railroad-reserve tidelands and uplands. ARRC contributed \$500,000 as matching funds to the project it calls “Seward Marine Terminal Expansion Planning”. **Seward City News 12/18/2014**.



Tiger Cool Express, a transporter of produce and food products in temperature-controlled intermodal containers, has added 35 domestic containers to its fleet. The new acquisition marks an increase in fleet size to 234 containers. The new containers match Tiger Cool Express's current specifications. They are Hyundai boxes with Carrier X4-7300 refrigeration

units and iBright telematics. The insulated containers are built to hold temperatures to minus 20 degrees Fahrenheit. Employing the latest technology, the containers offer a host of technological safeguards for the safety and security of valuable cargo. The containers are equipped with remote accessibility and can be turned on or off or have temperatures adjusted from any location, remotely. There are four internal sensors that measure temperature including a coring thermometer, to manage and monitor the environment inside the container and record that information during the entire trip. Additional sensors monitor door openings and closing. Cellular sensors monitor location speed and direction; they are equipped with geofencing capability to alert Tiger Cool Express and the customer if the equipment is out of route. Accelerometers measure vertical and horizontal impacts and timing and location of those impacts. Additional sensors measure the quantity of fuel in the containers' 120-gallon diesel tanks. Twin canvas chutes and corrugated aluminum floors ensure that cold air is distributed evenly throughout the container. **Railway Age 12/19/2014.**



December Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on December 19, 2014

As usual, the December meeting started with a great potluck feast and time with friends at 6:30PM.

At 7:53PM President Fleschner called the general meeting to order. The first order of business was to present the donated toys to the Shawn and Brian Cass of Catholic Charities of Oregon. The number of donated toys was seventy nine.



Donated Toys

Doug Auburg announced that Chelatchie Prairie Christmas Tree train will be running on December 20 and 21, 2014.

President Fleschner announced the results of the elections. President – Keith Fleschner, Vice-President – Mark Reynolds, Secretary – Jim

Hokinson, Treasurer – George Hickok, New to the Board of Directors are; David Cautley and Bryan Ackler.

Ron McCoy then presented the December Unsung Hero award to Bob Wyant for his exceptional volunteer work including working every shift on this year's Holiday Express. Thank You Bob!



Jim Loomis monitors the election

The minutes of the November meeting were presented. Mark Reynolds made a motion to approve the minutes and Marge Helander seconded. The membership voted to approve the minutes.

George Hickok presented the 2015 proposed budget. Doug Auburg made a motion to approve the budget and Ron McCoy seconded. The membership voted to approve the budget.

Mark Reynolds gave thanks to all the volunteers who made the Holiday Express a success. We carried over 13,000 guests.

David Cautley announced a special evening for all volunteers at the Heritage Center on January 13, 2015. Food and entertainment will be provided. More details to follow.

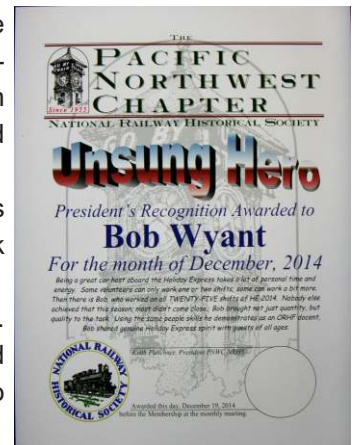
Al Baker reported that the national organization would prefer dues renewal payment online (through PayPal). George Hickok reported that the dues request for the Chapter would be mailed out within the next two weeks.



Mika, having fun



Keith, Ron, Christopher, Jim and other guests enjoying the potluck dinner



Bob Wyant receives the Unsung Hero Award from Ron McCoy

The meeting was adjourned at 8:28PM. Respectfully submitted by Jim Hokinson, Secretary.

Photos by Jim Hokinson and Trent Stetz

HOLIDAY EXPRESS 2014

The Oregon Rail Heritage Foundation's Holiday Express 2014 at Oaks Park was enjoyed by over 13,000 smiling holiday passengers this year. A total of 72 of the 40 minute length runs were completed over the three weekends of operation. The 25 shifts spread over 9 days were staffed by many enthusiastic volunteers from PNWC as well as other ORHF member organizations.



Marge

Rolf

Al

Valerie

George & Keith

Bruce

Dave

Ken

Mark & Gary

Hilary & David



Ken

Jean

Bart

Trent

Dennis

Pete

Santa

Mark

Mark

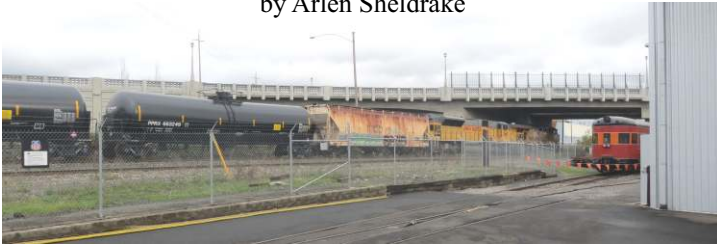
Darrel

Bob & Justin

Photos by Jim Hokinson & Phil Barney & Trent Stetz

UP begins Canada-to-California CBR service

by Arlen Sheldrake



Union Pacific's Can-Am Corridor linking western Canada with the western U.S. entered a new era on November 24, 2014, when the first unit train of Canadian crude rolled across the international border at Eastport, Idaho, headed for a distribution terminal near Bakersfield, California. The 97 loaded tank cars in the train are owned by Phillips 66.

Unit crude-by-rail (CBR) service via the Can-Am represents a major increase in the level of crude traffic that UP and partner Canadian Pacific Railway already move over this route. Since mid-2013, sporadic blocks of crude, ranging from half a dozen cars to upwards of 50 cars per trip, have come south from Canada in UP manifests interchanged from CP. By November of last year, Canadian crude accounted for much of the CBR railed into California, but that business was soon challenged by North Dakota Bakken crude that is either shipped directly to California by rail or transferred through rail-to-barge terminals in the Pacific Northwest, which then forward that crude south along costal waterways. How many of these CBR trains will be generated from this new CP-UP unit crude corridor is unknown. One source indicates there could be an average of one trainload of crude per day coming south out of Canada.

Information extracted from a Railway Age November 23, 2014 article by Bruce E. Kelly. Brooklyn Sub photo by Arlen L. Sheldrake, November 25th, at the Oregon Rail Heritage Center.

Bill of Lading

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PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 630

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

- January 16:** *PNWC Rolling Stock; a Review*, by Keith Fleschner
- February 20:** *Portland & Beaverton Area Railroad History*, by Alfred Mullett and Al Baker. The presentation will cover the history of railroads into the Portland area, and the Beaverton area in particular.
- March 20:** *Railroads of New Zealand*, Doug Auburg takes us on one of his journey riding and photographing trains.
- April 17:** Video: *America & the Passenger Train*; Explores America's passenger trains from the 1830's thru the 1900's. At one time, America's passenger trains set the standard for rail passenger service in the world. Famous trains like the 20th Century Limited, Super Chief, California Zephyr, and Daylight, are profiled in this program.

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

Board of Director's Meetings: January 8, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm
February 12, 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:

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

- Now-Aug 1, 2015 *Brooklyn Rail Yard Exhibit*, Oregon Rail Heritage Center, www.orhf.org
- Jan. 13 *Portland & Beaverton Area Railroad History*, Alfred Mullett, Beaverton History Ctr, www.historicbeaverton.org
- Feb. 14, 2015 *SP&S Historical Society Swapmeet*, 9:30-2:30, Holiday Inn-Portland Airport, www.spschs.org
- Mar. 14, 2015 *WINTERAIL 2015*, Stockton CA, winterail.com
- May 1 – October 15 *Northern Pacific Railway Museum* open, Toppenish WA, www.nprymuseum.org
- June 4-7 *Union Pacific Historical Society Convention*, Omaha NE, uphs.org
- June 14-21 *NRHS 2015 Convention*, Rutland VT, www.nrhs.com
- June 18-21 *Milwaukee Road Historical Association Annual Convention*, Yakima WA, www.mrha.com
- June 27-28 *Pacific Northwest Live Steamers Meet*, Molalla Train Park, www.pnls.org
- July 15-18 *Northern Pacific Railroad Historical Assn. Convention*, Fargo ND, www.nprha.org
- July 18-19 *Clamshell Railroad Days*, Ilwaco, WA, columbiapacificheritagemuseum.com
- July 18-19 *Pacific Northwest Live Steamers Ramble*, Molalla Train Park, www.pnls.org
- Aug 2-9 *NRHS RailCamp West*, University of Puget Sound, Tacoma, www.nrhs.com
- July 18-22 *Great Northern Railway Historical Society Convention*, Minneapolis MN, www.gnrhs.org
- August 23-29, 2015 *Portland Daylight Express*, The NMRA annual convention in Portland, www.nrma2015portland.org
- Sept. 5-6-7 *Pacific Northwest Live Steamers Founders Birthday*, Molalla Train Park, www.pnls.org
- Sept. 12, 2015 *Portland-Milwaukie Light Rail* opens with an OMSI/ORHC station, www.trimet.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.