

The Trainmaster

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Santa Maria Valley No. 205

Text and Photos By Martin E. Hansen



January 30th was a big day for many of us lovers of steam in the Pacific Northwest. We were able to see literally decades of hard work by our small group of steam lovers on a project spearheaded by our good friend, George Lavacot, take a huge step forward. You are looking at George's pride and joy, the Santa Maria Valley Railroad (SMV) No. 205 under steam for the first time in 65 years! Yes, you saw that right, she has not had a fire in her since 1950, some 65 years ago when she was retired by the SMV Railroad and placed on display in the fairgrounds in Santa Maria, CA.

It was in 1983 that George was able to acquire the 1924 Baldwin 2-6-2 from the fairgrounds and move her by flatcar to his shops at the old Valley & Siletz RR yard in Independence, Oregon. Thus started what would be a 32 year restoration job by George and his circle of close friends and lovers of steam. George likes to point out that, while many steam engines

SMV No. 205: 8th Operable Steam Loco in Oregon

Photos and text by Martin E. Hansen

put on display were thought to be "freshly shopped" just before they were retired, that was not the case for "Porky" as No. 205 is lovingly referred to. [Editor's Note: Notice the plush pig atop the headlight in the photo] George points out the No. 205 "was thoroughly worn out, then run another 10 years, and THEN put on display"!

The rebuilding included constructing an entirely new tender tank, new cab and fabricating or rebuilding every other piece that you see here along with extensive firebox and other boiler work. January 30th was the big day. We arrived early in the unusually sunny day in the Willamette Valley of Oregon and got to work. The first order of business was to drag out the engine and tender from the shop and get them hooked up with the draw bar for the first time in 32 years. With that accomplished, it was time to get a fire in her.



George and his wife Marsha in the cab

Using a ceremonial piece of local steam history soaked in oil, we lit her off and started to get the old girl hot for the first time. You can see from the second shot that George is definitely happy to see this day come. In just a few hours as I tended to the fire the 2 steam gauges in the cab slowly rose off the peg until finally in the afternoon the safeties lifted at 185 psi as they were supposed to. I was honored that George asked me to fire her on No. 205's first day back in steam. She drafted well and we found so few issues that need to be addressed that they are not worth mentioning. Next we will be getting

the drive rods on her and the jacket and lagging taken care of while finishing a myriad of other small things to complete her.

George made sure that No. 205 was rebuilt to better than she was when she left the Baldwin factory in 1924 for her original owner, the San Joaquin & Eastern Ry. Thanks to George's hard work and that of his close friends, Oregon now has an 8th operable steam locomotive. Congratulations George!



Photo By Martin E. Hansen

Owner George Lavacot

In just a few hours

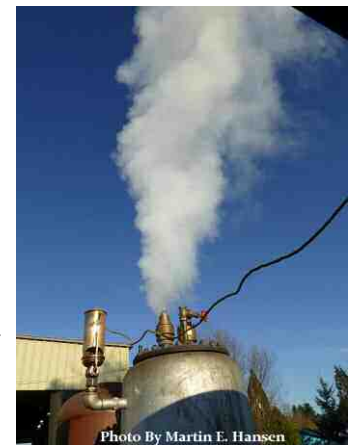


Photo By Martin E. Hansen

No. 205 Under Steam!

The Santa Maria Valley Railway (SMV) was incorporated on July 14, 1911 at Los Angeles, California with A. A. Dougherty listed as President. The first 3.26 miles of track, from the Southern Pacific (SP) connection at Guadalupe to Betteravia Junction, was actually built by the SP in August 1899 to get to a sugar mill. The SP leased the track to the SMV years later. From Betteravia the SMV built to Santa Maria and on to Roadamite. The SMV also had branches running from Stowell to Air Base, Suey to Rosemary Farms and Rex to Gates. By 1925 the railway traffic had steeply declined and the railway went bankrupt. Captain George Allan Hancock, a principal of the Dominion Oil Company, purchased the railroad for \$75,000 at a Sheriff's auction. The railroad was then reorganized as the Santa Maria Valley Railroad in 1926. Until 2006, the railroad was owned by Captain G. Allan Hancock's estate. Special passenger service was only offered during World War II on the Air Base branch to transport military personnel to the Santa Maria Army Air Base for training. The Air Base branch was constructed in 1943. Excursions were offered for the first time on the SMVRR in November 2006, continuing into 2007. The original line ran for 23 miles, from Guadalupe to Roadamite. The track from Gates to Roadamite was abandoned in 1950. The last run of No. 21, (a 1925 Baldwin 2-8-2) Captain Hancock's favorite steam locomotive, was in February 1962. Captain Hancock took the throttle one last time. Walt Disney was in the cab with Captain Hancock. The Union Sugar Beet plant closed in 1993, ending the beet train era. In 1999 the G. Allan Hancock Estate gained full control of the SMV. The assets of the railroad was sold to Coast Belle Rail Corporation in 2006, ending an 81 year ownership by the Hancock family. Currently, 14.8 miles remain of the railroad which interchanges with the Union Pacific Railroad's Coast Line at Guadalupe, California *from http://en.wikipedia.org/wiki/Santa_Maria_Valley_Railroad*



www.smvrr.com

Date Blocks Have New Homes

Text and Photos By Arlen L. Sheldrake

During the first week of March the two Oregon Department of Transportation preserved date blocks from the demolished historic 1913 Oregon Electric built retaining wall along I-5 in Portland* found new homes. On March 5th the City of Tigard picked up one and on March 6th the Oregon Electric Railroad Historical Society picked up the other. Thus ends an almost 5 year odyssey launched by PNWC's Ron McCoy to preserve these artifacts.



The 1913 date block as installed

The October 2010 *Trainmaster* article written by Ron described the Oregon Department of Transportation I-5: Iowa Street Viaduct Replacement Project and how it required the removal and replacement of the Oregon Electric built retaining wall. Ron's article also described his tireless efforts to get ODOT to preserve these blocks.



Working with Ron H. Kroop, ODOT District

Manager, Ron McCoy successfully convinced ODOT to have their contractor extract and preserve the date blocks. The extracted date blocks went to the ODOT Baldock Maintenance Facility in SW Portland for storage where over the years they grew a healthy moss covering; such a good covering that the year date was not easily readable. Thus proving, if you needed proof, that moss grows well in the Willamette Valley.

Over months that turned into years, locating permanent homes for the two date blocks turned into a difficult task. The Oregon Rail Heritage Center didn't want one, neither did PNWC. The staff at the Baldock Maintenance Facility were tiring of being the storage location for two chunks of non-descript (to them) concrete and were calling Bob Melbo, ODOT Rail Planner/rail historian to see if he couldn't get them gone or they would send them to the concrete recycler.



One of the many things I enjoy about “working” at the Oregon Rail Heritage Center is that you never know who might walk through the door. On January 16, 2015, it was such a day and one of the Docents came to me saying that there was a lady I should meet. Thus began an interesting conversation with Suenn Ho, Principal – Urban Designer, RESOLVE Architecture + Planning. Suenn worked on the City of Astoria *Garden of Surging Waves* and was now working with the City of Tigard on designing a trail on the former Oregon Electric right-of-way in historic downtown Tigard. This trail will parallel the current Portland & Western Railroad tracks from Main Street to Tiedeman Avenue that are also used by TriMet's Westside Express Service commuter rail.

In subsequent discussions, I mentioned to Suenn that she might incorporate one of the date blocks in her trail design. She jumped on this idea and on March 5th the City of Tigard picked up a date block. While Tigard has yet to secure construction funding, working with suggestions on local railroad history from Ron McCoy, Suenn continues to develop the design.

John Nagy of the Oregon Electric Railway Historical Society championed the OERHS date block acquisition and on March 6th OERHS picked up their date block. Expect to see it in the near future at their Antique Powerland Museum facility.



Moss Covered Date Block as stored



The 1913 Oregon Electric Retaining Wall along the I-5 Terwilliger Curves before 2010

Historic preservation sometimes takes a long time but with many helping hands and a lot of patience, preservation does happen. As these two historic date blocks take their respective places at Antique Powerland Museum and downtown Tigard, look for updates in *The Trainmaster*.

* This section of the Interstate 5 freeway system in Southwest Portland is built on the former Oregon Electric line right-of-way in an area commonly referred to on traffic reports as the Tewilliger Curves.



President's Dispatch



by Keith Fleschner

Where has 2015 gone, its hard to fathom that it's a quarter gone. There's a lot going on; recently chapter members Arlen Sheldrake, Todd Landwehr, David Cautley and Trent Stetz spent the day at ORHF so that 160 Boys Scouts could get their Railroading Merit Badge. This was a partnership with Amtrak, and I think all involved would say it was a day well spent. Ron McCoy and Christopher are busy planning this year's banquet, you know if it's a Ron event, it will be a great evening. See the Banquet Flyer which accompanies this issue.

As many of you know the Chapter has a car, the Red River No. 6800, on lease to the Albany and Eastern Railroad. What you may not know is that Chapter Member, George Hickok, is acting as the agent for not just us, but the other car owners involved (friends of SP4449 and NRM). He and Pete Rodabaugh have been hard at work making sure the cars perform well for the excursion trains.

Recently I ran into long time member Leonard Morgan. He wanted me to assure folks that he was still a happy PNWC member, even though he has not been able to attend meetings for a while do to a conflict. Leonard has a great history with the chapter, and a great history with tourist railroads in the area as a locomotive engineer. Listening to Leonard's story remind me of one of my few true regrets as Chapter President, no one is recording these stories. We have some members and friends around us that have been working in rail history and preservation since the 1970's. We should be recording their stories before it's too late. I'd love to find someone who would like to start a oral history program - any takers ?

6200 Stars in Railroad Merit Badge Day



By Arlen L. Sheldrake



The Train Ticket for the Day

On March 14th, the Oregon Pacific Railroad (OPR) added the PNWC 6200 coach to their regular Saturday consist as 160 Boy Scouts worked to earn their Railroad Merit Badges from the Boy Scouts of America. Accompanying the Scouts were 60 adults.

Originating from the Oregon Rail Heritage Center (ORHC), the Oregon Pacific Railroad added two morning runs to their regular Saturday afternoon service to accommodate the four groups of scouts and adults as they visited ORHC to complete two of the merit badge items.

The primary organizers of this event were Amtrak Cascades, Amtrak, Oregon Department of Transportation and the Cascade Pacific Council of the Boy Scouts of America. Supporting organizations included AORTA, BNSF, Oregon Rail Heritage Foundation, PNWC and the Oregon Pacific Railroad. PNWC provided the 6200, car hosts, and carmen to the event at no cost.



Arlen Talking with the Boy Scouts

George Hickok and Arlen Sheldrake worked prior to the event getting the 6200 ready with Doyle McCormack, ORHF President, provided event support and switching service to have the 6200 in a position for OPR to easily pickup. ORHF also provided the ORHC facility at no cost to the event.

During the event BSA Railroad Badge counselors Dennis Mattoon, Todd Landwehr, and Arlen Sheldrake worked with the Scouts to complete two of the eight merit badge requirements assigned to ORHC. The other six were completed during activities at Union Station. At the completion of the long day, all participating Scouts had earned the Railroad Merit Badge.

On board the 6200 during all four runs was PNWC board member David Cautley performing Car Host services. T. Trent Stetz designed a beautiful train ticket that was provided to each Scout and punched with one of the PNWC Archives loaned historic conductor ticket punches. The OPR staff was, as always, very supportive and helpful.



The Chapter's Coach 6200 on the OPR Train at ORHC

And thanks to PNWC for providing the 6200 coach and staff, this very successful day would have not been possible without it.



PNW SHORT LINES



by Arlen L. Sheldrake

Sure is a lot of world out there. Rita and I recently returned from an Insight Vacations land tour of India; quite the interesting country, a country of contrasts; lots of trains both freight and passenger. While one finds litter everywhere, multiple freight trains had zero graffiti. The 17+ hours each way in the air have us thinking that future trips will be closer to home.

Lots of great information on the Internet....Posted on You Tube (www.youtube.com) is a 24:39 minute video **Rails To Rubber: 1940 Seattle Streetcar and Trolley Bus Film**. This 1940 film is about the transition in Seattle from streetcars to trackless electric trolley buses. Produced from a biased viewpoint, but lots of interesting pre-war photos of Seattle neighborhoods.

In response to a question about when the Kenton Line into Portland was built, Bob Melbo provided the following: "The **Kenton Line**, Troutdale to Peninsula Jct., was constructed in 1910/1911 by the Oregon Railroad & Navigation Co. and the Oregon-Washington Railroad & Navigation Co. (mid-construction, UP moved to simplify its corporate structure by consolidating a number of subsidiaries, including OR&N, into a new railroad, the Oregon-Washington Railroad & Navigation Co. incorporated in Oregon on November 23, 1910.) The Kenton Line was turned over to the operating department on June 6, 1911." **Bob Melbo email 02/26/2015.**

The Siskiyou rail line will see a revival by the end of this year thanks to the award of grant funds for track repairs according to the Oregon Department of Transportation. The line, which runs from Ashland, Oregon to Weed, California, has been dormant since 2008, following a dispute between shippers and the operator of the line, Central Oregon Pacific Railroad (CORP). The line's revival will come as the result of a federal Transportation Investment Generating Economic Recovery grant award of \$7 million for track and repair of Tunnel 14 which is near the Siskiyou Summit. Bids for the tunnel repair work closed on February 25th and CORP expects to give the winning contractor a Notice to Proceed (NTP) in March. There are two other phases of the project, both of which are expected to have a NTP issued in April. One includes repair work on the rail, ties and surfacing and the other includes repair work on the various bridges. The work is expected to be completed by fall of this year. **The Siskiyou Daily News 2/26/2015.**



TIGER GRANTS

Beginning on March 1st, the TriMet construction of the Orange Line in SE Portland achieved another milestone with the establishment of quiet zones at the SE track crossings and bus operator training along the shared transitway and approaches to Tilikum Crossing, *Bridge of the People*. The Union Pacific Railroad and Orange Line crossings at SE 8th, 11th, and 12th Avenues are now designated quiet zones for both freight and light rail. **Coral Egnew, TriMet, email 2/25/3015.** Also of note is that the rail diamond interlock at Water Avenue/Tilikum Way is now operational requiring changes in operations for the Oregon Pacific Railroad. This is a rare crossing of light and heavy rail and a noted Oregon Rail Heritage Center exhibit; the protection infrastructure is amazing. **Brian McCamish email 2/18/2015.**



Sound Transit's trains reach record ridership levels in 2014:

- Central Link light rail: 32,924 average weekday ridership – a 13.7% increase from 2013
- Sounder commuter rail: 12,694 average weekday ridership – a 9.6% increase from 2013
- Central Link light rail: 10.9 million annual boardings, 13% increase from 2013
- Sounder commuter rail: 3.4 million annual boardings, 11% increase from 2012.



Sound Transit press release 2/26/2015.

The Sound Transit Board has approved a contract to supply cell service in all underground transit tunnels and stations. The Board action allows the execution of a license with Mobilitie Investments III to install, operate and maintain a cell host network and provide non-discriminatory access to wireless carriers in the current and future transit tunnels and underground stations owned by Sound Transit and King County. After installation of the host network any wireless carrier will be able to provide cell service to the underground transit facilities. Service is currently scheduled to be available by mid-2016. Mobilitie will fund the design, installation, operation and maintenance of the system and pay Sound Transit a minimum monthly fee of \$7,500 for the entire license term, including any option years. Mobilitie will also make one-time payments of \$250,000 for University Link and East Link and a one-time payment of \$300,000 for Northgate Link. **Sound Transit March 6, 2016 news release.**

Sound Transit tunneling contractors reached the wall of the future Roosevelt light rail station on March 18th. The tunnel work completed by the boring machine nicknamed “Brenda” is the first of six tunnels being mined as part of the Northgate Link light rail expansion. The machine launched last July from the Maple Leaf Portal at NE 92nd Street just east of Interstate 5 and south of Northgate Mall. Once it finishes boring through the station wall at Roosevelt, it will undergo maintenance at the site before continuing south and connecting later with the completed University of Washington Station, which opens with University Line early next year. The tunnel boring machine weights 600 tons and is more than 300 feet long including the trailing gear; the cutterhead is 21 ½ feet in diameter. **Sound Transit 3/18/2015 press release.**

The Portland Streetcar system will expand in September, with more cars, more operating money and more miles of track. Starting September 12th, when the Tilikum Crossing Bridge formally opens, Portland Streetcar will be able to make a complete loop through downtown and the inter-east side, on both sides of the Willamette River in Portland. The system will grow to 17 streetcars, 76 stops, and 14.7 miles of track. **The Portland Tribune 2/25/2015.** [Note: the OMSI/Water Avenue Streetcar stop is just one block west of the Oregon Rail Heritage Center.]



Congratulations to both Chehalis-Centralia Railroad (April) and Mount Rainier Scenic Railroad (September) for being featured in the **2015 Orchard Supply Hardware** calendar. This is the 40th year for Orchard Supply Hardware calendars.

Tiger Cool Express LLC., which provides temperature-controlled intermodal transportation of produce and food products, has placed a firm order for 200 refrigerated containers and options on another 300. The 200 53-foot containers will enter the Overland Park, Kansas – based company's fleet starting in May. All of the containers should be in the fleet in July. The additional 300 units, if the options are exercised, will enter the fleet by the end of November. The containers are manufactured by Qingdao CIMC Special Reefer Co. Ltd., which is based in Qingdao, China. The new equipment is 800 pounds lighter than previously manufactured domestic intermodal refrigerated boxes. Union Pacific is Tiger Cool's primary partner in the west. Its eastern U.S. Business is roughly split between CSX Corp and Norfolk Southern Corp with Canadian National Railway its main rail partner in Canada. **DC Velocity 2/18/2015.**



The **Chelatchie Prairie Railroad** begins their 2015 schedule with Mother's Day Weekend runs May 9 & 10 from Yacolt, Washington. Runs continue through the year on selected weekends concluding with the Steam Winter Spectacular December 19 & 20. Some weekend runs are diesel, others steam. More information on their web site: www.bycx.com.



Mt. Rainier Scenic Railroad and Museum has added two new exhibits. A steam powered sawmill and miniature 7 1/2” gauge scale steam locomotives will join the collection of railroad logging camp artifacts this year. Built in the 1950's by Gene Frase for personal use, the steam powered sawmill was created from equipment other commercial sawmills were discarding. Frase milled timbers used to build barns and other structures all over Western Washington and into Oregon. Last run in 2009, the mill be on display in mid-spring. The new 7 ½” gauge locomotives will be added as part of the House of Gears. One of these models is currently on site at the museum with seven additional engines and one diesel engine added for display in a new engine house later this summer. In the future, MRSR plans to offer rides on these miniature functioning trains. **MRSR 2/23/2015 blog posting.**



Crews in East Kapolei have completed the first two miles of elevated guideway for the Honolulu rail transit project, HART announced today. The two miles of completed guideway is the equivalent of 84 spans. HART has also constructed 140 columns that will support the elevated guideway. **Honolulu Authority for Rapid Transportation 2/18/2015 News Release.**



Senators Ron Wyden (D-Oregon) and Mike Crapo (R-Idaho) introduced March 3rd the Short Line Railroad Rehabilitation and Investment Act of 2015. This bill will extend the Section 45G (26 USC 45G) short line track maintenance tax credit that expired in 2014. The short line railroad track maintenance credit provides short line and regional railroads a 50% tax credit for railroad track maintenance expenses, up to \$3,500 per mile of track owned or leased by the railroad. The bill, S.637, was introduced by Crapo as lead sponsor the third most senior Republican member of the Senate Finance Committee and chairman of the Taxation and IRS Oversight Subcommittee while Wyden is the immediate past chairman and highest ranking Democratic member. The Senate Finance Committee has jurisdiction over all tax legislation. **American Short Line and Regional Railroad Association press release 3/4/2015.**



Port Metro Vancouver [British Columbia] experienced increased cargo volumes in 2014. The port registered a 4.1% increase in import cargo and a 3.3% increase in exports compared with 2013 figures. Total tonnage rose 3% to 139.6 million. The port is served by CN, Canadian Pacific and BNSF Railway Co., while local service is provided by Southern Railway of British Columbia Ltd.



Progressive Railroading 2/17/2015.

For those familiar with the area around Portland's Union Station, you may be interested in what is happening with the 1913 former Portland Fire Department Engine House No. 2 located at the northwest corner of NW 3rd Avenue and NW Glisan Street. This building has long been vacant since the last tenant moved out when their insurance company wouldn't cover them in the seismically un-reinforced masonry building. On February 11th, building owner Portland Development Commission, issued a Request for Interest (RFI) for the Acquisition and Redevelopment of the Old Fire Station Property. Proposals are due March 20th. The property includes 33,580 square feet (0.78 acres) of land and the two-story 6,692 SF building. The building is designated a Portland Historic Landmark but is not on the National Historic Register. In 2010 the building was placed on the "Unsafe Building List" (that Usign) by the Portland Fire Bureau due to its poor condition. The RFI encourages but does not require building preservation. The PDC expects to engage a developer by June 2015. From a 2010 building inspection report: "The roof leaks are destroying the building." **PDC News Release 2/12/2015.**



Firehouse No. 2 in June 2012 (by T. Trent Stetz)

The Port of Prince Rupert is expanding intermodal capacity. Maher Terminals Holding Corp., an affiliate of Maher Terminals LLC of Elizabeth, N.J., will expand the capacity of Port of Prince Rupert's Fairview Container Terminal to more than 1.3 million twenty-foot equivalent units (TEUs) annually, from the current annual container-handling capacity of approximately 850,000 TEUs. In 2014, volume increased 15% over year-earlier volumes. The expansion will benefit CN, as Prince Rupert is the closest major North American port to Asia with direct on-dock access to the railroad's network. **Railway Age 3/10/2015.**



All cities prepare a budget document but how many cities have a picture of a Shay locomotive on the cover of their budget? The **City of Longview**, Washington has a picture of their Shay on the cover of their 312 page 2015-2016 document. www.mylongview.com

Seven months into the current 2014-15 crop year, CN continues its record-setting pace of Western Canadian grain shipments. As of the last week of February 2015, CN has moved an average of approximately 4,700 grain hoppers weekly in Western Canada – a full 21% more than during the same period of the record 100-year crop year of 2013-14. **CN 3/11/2015 press release.**



Congratulations to the **NRHS Tacoma Chapter** on their 50th anniversary year as they celebrate their founding in 1965 with various events this year. On May 17th the Foss Waterway Seaport will open with a Tacoma Chapter built multi-component early-railroad historical exhibit. The Foss Warehouse building itself was built in 1900 by Northern Pacific Railway to serve its ocean trade to the Orient.



Brookville Equipment Corporation, Brookville PA, shipped an all-new highly-customized 88-ton diesel-hydraulic yard switching locomotive to the Puget Sound Naval Shipyard & Intermediate Maintenance Facility in Bremerton, Washington on March 2nd. The new locomotive will operate at speeds of up to 10 mph while performing heavy freight car haulage applications at the naval facility. The BL05 yard switcher features a wide center cab design for easy multi-directional operation, is equipped with standard air brakes for rail applications, car brakes and includes sliding couplers powered by on-board electric motors for negotiating curves of less than 80 feet while operating on standard 56.5-inch rail gauge. The diesel-hydraulic yard switcher features a unique custom truck design, which includes a heavy steel frame, which encases the drive shafts, transfer cases, braking system, and chevron suspension. The yard switcher features a 500-horsepower EPA Tier-3 Cummins engine, four-speed transmission, torque convertor and planetary final drive, providing up to 40,000 lbs. of starting tractive effort. **Brookville Corp. press release 3/9/2015.** [Thanks to Dan Simmering's 3/13 email tip.]



The St. Louis [Missouri] Loop Trolley project broke ground March 12th on their two-mile \$43 million project with hopes of opening in late 2016. This system will operate the two vintage trolleys

acquired from Portland's TriMet. [Interesting to see "our" Council Crest lettered car pictured in the article.] **RailwayAge 3/13/2015.**

BNSF Railway plans to spend about \$326 million this year on improving rail capacity and maintenance in North Dakota. The 2015 projects include building 37 miles of double track between Minot and Williston, installing of traffic control signaling near Devils Lake, Dickinson, Hillsboro and Jamestown to improve traffic flow; extending siding between Mandan and Glendive, Montana, enabling trains on the same line to pass one another; and upgrading the capacity of the rail yard in Dickinson. **The Associated Press 2/12/2015.**



Global Partners will pay \$102, 292 as part of a settlement with the Oregon Department of Environmental Quality for moving six times more crude oil through their Clatskanie facility in 2013 than was allowed. The facility began operating as an ethanol fuel terminal, but went bankrupt in 2009. In June 2012, the Oregon DEQ quickly approved a routine permit change that allowed it to start moving crude oil instead of ethanol. But the DEQ set a limit: 50 million gallons of crude oil annually could move from trains to barges bound for West Coast refineries. The terminal blew past that limit in 2013, moving nearly 300 million gallons of oil. DEQ said the facility committed a "serious violation" of state environmental law by operating without the right permit. [The Clatskanie Port Westward facility is served by Portland & Western Railroad.] **The Oregonian 3/18/2013.**



Another interesting video on-line: History in Motion: The Seattle-Tacoma Interurban Railway, 42 minutes. **www.seattlechannel.org.**



Note on the Rocky Mountaineer web site describing the Whistler Sea to Sky Climb trip: "For 2016, our Whistler route has been added to the amazing Railforest to Gold Rush route. Day trips on the Whistler Sea to Sky Climb will not be available after the 2015 season." **www.rockymountaineer.com**



Union Pacific has applied for permission from the Federal Railroad Administration to haul liquefied natural gas. If granted by the FRA, UP would be the first Class I freight railroad to haul LNG. **Omaha World-Herald 3/19/2015.**



Washington state regulators have recommended BNSF Railway be fined \$700,000 for not properly disclosing that its trains had spilled crude oil and other hazardous materials on 14 occasions over four months. BNSF rail cars leaked hazardous material in 16 separate incidents between November and March but in only two cases were the spills reported to state officials correctly, according to a formal complaint by the Washington Utilities and Transportation Commission. The list of materials spilled from BNSF trains includes crude oil, lube oil, diesel fuel and hazardous solid waste, according the complaint. The \$700,000 fine was the recommendation of the staff of the Washington Utilities and Transportation Commission and must be approved by the board before it is levied. **Reuters 3/20/2015.**



On March 19th the Oregon Department of Transportation Commission overrode for the first time a staff and Review Committee(s) *ConnectOregon* 5 project recommendation. The Port of St. Helens Berth 2- Beaver Dock Reconstruction project asking for \$2 million was rejected. This project would have provided an export coal terminal at Port Westward near Clatskanie. The other rail related project that was approved for a \$2,339,093 grant was the Teevin Bros. Rail Intermodal Consolidation Facility. Along with a match of \$1,002,169 from Teevin Bros. the project will acquire an adjoining brownfield site, extend rail service, provide an all-weather operating surface and install utilities for future construction at their site west of Rainier that is served by the Portland & Western Railroad. Teevin moves 12,000 rail cars per year. **Oregon Live 3/19/2015 & ConnectOregon.**



On a personal note I appreciate my being involved with the successful March 14th Cascade Pacific Council, Boy Scouts of American Railroad Merit badge day. I really enjoyed and appreciated the support from PNWC and the Oregon Rail Heritage Center crews along with working with Dennis Mattoon and Todd Landwehr directly with the Scouts at ORHC; plus the beautiful train tickets designed by T. Trent Stetz and the very supportive Oregon Pacific Railroad owner and crew. Couple all these folk with working with Kathy Holmes and Bob Melbo from ODOT's Rail Division and Dan McFarling from AORTA, some neat people from Amtrak and BSA, and you have one heck of a team. The long day pooped me out but it was one of those real tired but feeling really good days.

Pend Oreille Valley Railroad

by Arlen Shedrake

The original rail line between Metaline Falls and Newport, Washington was constructed during the years 1909 to 1911 by Fredrick Blackwell and was named the Idaho and Washington Northern (I&WN). In 1913, when Mr. Blackwell was unable to make the interest payments on his construction bonds due to a continued slump in the lumber market and a four-month delay in getting the cement plant operational, the Chicago, Milwaukee and St. Paul Railroad took over operating the I&WN for a period of two years. On January 25, 1916 the I&WN was sold at auction to the Milwaukee Road. The Milwaukee Road ran the railroad until 1979 when it declared it was no longer economically feasible to keep the line in operation.



Rather than abandoning the line, the citizens of Pend Oreille County joined together and voted to create the Port of Pend Oreille to operate the Penn Oreille Valley Railroad (POVA).



POVA Locomotive 1745, a Rebuilt EMD GP10

The Port of Pend Oreille was voted in without taxing authority. The sole purpose of the Port was to save the railroad and the two mills that were dependent upon it for rail service on the northern end of the line. These two companies were Lehigh Portland Cement Company at Metaline Falls and Louisiana Pacific Corporation at Ione, Washington. From 1979 until October 1984, the Port leased the rail line to Kyle Railways. In October 1984, the Port began operating the railroad five days per week from Metaline Falls to Newport and return.

Economic time have since virtually closed the cement facility at Metaline Falls, on rare occasions the facility receives cement to store in its large capacity silos. The lumber plant at Ione (sold to Vaagen Brothers Lumber) battled its own economic struggles for many years and Vaagen Brothers also closed its doors and completely dismantled the lumber mill. The remaining shipper on the line between Metaline Falls and Newport is located at Usk. Ponderay Newsprint Company ships newsprint, and recycle paper and a few loads of chemicals per year by rail.

Knowing that more shippers were needed for the railroad to survive, and being given an opportunity to add a small section of Burlington Northern Santa Fe track to its operations, the Port signed a 20-year lease agreement with Burlington Northern Santa Fe Railroad in 1998 which took this small Port District's railroad operations into the State of Idaho. POVA currently employs 13 full time employees, plus additional summer help for track maintenance as needed POVA track crews provide all the track maintenance for the line. In the POVA shop, in addition to day-to-day railroad operations, crews rebuild locomotives not only for our own business but does so on a contract basis as well.

The Port of Pend Oreille is one of only a few Port District's within Washington that does not collect a property tax. The main source of revenue for the Port is the operation of the railroad.

An on-going function of the Port is to try to get more businesses to locate in Pend Oreille County. To accomplish this Port staff work with Pend Oreille County Economic Development Council personnel in attempting to find businesses to locate in our rural, natural resource based county.

The Port District leases a portion of the POVA line, from Ione to Metaline Falls, to the North Pend Oreille Valley Lions Club to facilitate the Lions excursion train operations. The Lions Club provides excursion rides in this scenic 10-mile stretch approximately six weekends per year. The 20-mile round trip runs from Ione to Metaline Falls along the spectacular Box Canyon, passing through several tunnels and crossing several bridges and wooden trestles. The passenger cars typically consist of 3 standard coaches as well as 3 open-air cars and a caboose with some equipment borrowed from the Inland Empire Railroad Historical Society. The 2015 schedule includes runs on: July 25 & 26, September 5 & 6, October 3 & 4, 10 & 11, 17 & 18, and 24 & 25. More information: www.lionstrainrides.com.



NPOV LIONS CLUB

This article extracted from: www.povarr.com. Also see: http://en.wikipedia.org/wiki/Pend_Oreille_Valley_Railroad

March Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on March 20, 2014

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

Two guests were present, Tom Marney and Daniel Wolfenbarger.

The February minutes were called. Arlen Sheldrake made a motion to approve the minutes and Rick Banton seconded. The membership voted to approve the minutes.

George Hickok gave the monthly treasurers report and said that all accounts balance, and the previous 99¢ problem was cleared. He reported that one hundred ninety five members have renewed and sixty three family members have paid their dues. Doug Auburg made a motion to accept the report and Scott Etlinger seconded. The membership voted to accept the report.

Ron McCoy reported that the 2015 banquet is set for May 2 at Saylor's Old Country Kitchen. The banquet speaker, Steve Dotterrer, will tell of Portland's city transportation history.

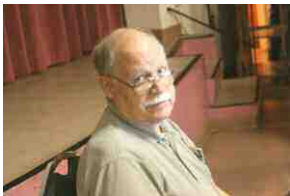
Ron McCoy then presented the March Unsung Hero award to Alfred Mullett. Mr. McCoy then appealed to the membership for additional volunteers to give talks to interested groups.

George Hickok reported on the repairs made to the air conditioning on the Plum Creek car which is in Lebanon, leased to the Albany and Eastern Railroad for their dinner train excursions. He said the excursions have started and information can be found at www.santiamexcursiontrains.com.

Jean Hickok reported that she still has several chapter vests for sale.

Arlen Sheldrake gave thanks to the chapter for allowing the use of the 6200 car last Saturday that was used for transporting one hundred sixty Boy Scouts as they obtained their Railroad Merit badges.

Al Baker reported that the program for the evening is to be presented by Doug Auburg. The April program will be passenger trains of the United States and May will be the railroad museum of India presented by Arlen Sheldrake.



Doug Auburg provided the Evening's Program

Jean Hickok announced that there is a chocolate cake for the birthday of Keith Fleschner; And the members sang a hearty Happy Birthday.

The meeting was adjourned at 8:12pm.

Jean Hickok again provided a great snack time! Thanks!

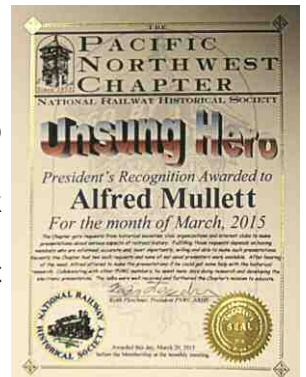
The program of the evening was presented by Doug Auburg on the Railroads of New Zealand with some great photographs and history lesson.

Respectfully submitted by Jim Hokinson, Secretary.

Photos by Jim Hokinson and Trent Stetz



President Keith Fleschner presides over the Meeting (and celebrates his birthday!)



Ron McCoy Presents Alfred Mullett with the Unsung Hero Award

If you haven't already, Please pay your 2015 NRHS (National) dues !

According to current records, some people have paid their PNWC chapter dues, but not National. As has been said before, starting this year, you must pay these separately. Your NRHS membership expired March 31st, if you haven't paid. (see nrhs.com/membership/renew). I ask you to pay the national dues, even if you have some doubts about how or what National is doing. Having been part of many meetings with the national Board of Directors, I can assure you that the national leadership is working very hard to improve things and get NRHS headed down a good and productive path. Dues revenue is the primary source of operational funds, and NRHS very much needs your help by paying your dues. If you don't pay your dues, then you are unfortunately, part of the problem. If you have any questions about the well-being of national, please contact me: Al Baker, PNWC National Representative, Albaker33@comcast.net, 503-645-9079. Thanks for your Support!

Note: Effective Monday, March 30, 2015

Updated address for mailing to NRHS:



NRHS
c/o John K Fiorilla, Esq
Capehart & Scatchard PA
P.O. Box 5016
8000 Midlantic Drive, STE 300S
Mt. Laurel, NJ 08054

East Portland Connection Project



Progress as of March 21, 2015 on Union Pacific's East Portland Connection Project to construct the Graham line connection to the Brooklyn Sub under the I-84 / I-5 freeway interchange. The first project stage is to build a retaining wall and move the existing line a bit to the north. (Photo by Arlen Sheldrake)

Detailed information on the various Layout, Prototype, and General tours is available in a PDF file for download from the website. This is an expanded version of what was published in the NMRA Magazine. It also includes information on other "extra fare" items such as the meals and the "Modeling with the Masters" sessions. All of these items will be available for purchase through the NMRA Company Store once they are there.

Plan to attend

PORTLAND DAYLIGHT EXPRESS

NMRA NATIONAL CONVENTION

August 23 – 29, 2015

For information and registration
www.nmra2015portland.org/

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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
Bryan Ackler	2015-2017	503.246.2165
David Cautley	2015-2017	503.631.7516
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
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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
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	Mark Whitson	503.533.7005

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PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 633

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

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.

May 2: **Annual Chapter Banquet**, 5pm at Saylor's Old Country Kitchen, 10519 SE Stark Street. Guest Speaker: Former Portland City Planner, Steve Dotterer, will guide us through the last century of transit in our area and show us that what's old is new again (See separate Banquet Flyer for more details!)

May 15: *A Visit to the India National Rail Museum*, New Delhi, by Arlen L. Sheldrake

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

Board of Director's Meetings: April 9, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm
May 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:

- Jan. – Nov. *Portland Train Rides*, every Sat., Oregon Rail Heritage Center, www.portlandtrainrides.com
Jan. 31 *SP&S: Northwest's Own Railway exhibit opens*, Vancouver Amtrak Depot, www.cchmuseum.org
Feb. 4 – April 19 *Rails Through Salem - A Black History Connection*, World Beat Gallery, Salem OR
April 4 *Bunny Express*, Mount Rainier Scenic Railroad, Elbe WA, www.mrsr.com
April 11 *Santiam Excursion Brunch Train*, 11am, Lebanon, OR, www.santiamexcursiontrains.com
May *Willamette Shore Trolley*, resumes service, Lake Oswego boarding, oerhs.org/wst
May 10 *Mother's Day Brunch*, Eagle Cap Excursion Train, Elgin OR, eaglecaptrainrides.com
May 26 – June 1 *Portland Wine & Roses Train*, LA-Portland roundtrip, www.larail.com / 877-452-7245
May 1 – October 15 *Northern Pacific Railway Museum open*, Toppenish WA, www.nprymuseum.org
May 9 *Santiam Excursion Picnic Train*, 11am, 1:30pm, 4pm, Lebanon, OR, www.santiamexcursiontrains.com
May 16 *Amtrak Train Days*, Riverfront Park, Salem OR, 10am-4pm, www.amtraktraindays.com
May 16-18, 23-24 *Thomas @ Railway Heritage Park*, Squamish B.C., www.wcra.org
May 23 *Memorial Day Weekend Wine Run*, Chelatchie Prairie Railroad, Yacolt WA, www.bycx.com
May 23-24-25 *Memorial Day Weekend*, Chelatchie Prairie Railroad, Yacolt WA, bycx.com
May 26 – June 1 *Portland Wine & Roses Train*, LA-Portland roundtrip, www.larail.com / 877-452-7245
May 30 *Santiam Excursion Happy Hour Train*, 3pm, Lebanon, OR, www.santiamexcursiontrains.com
June 4-7 *Union Pacific Historical Society Convention*, Omaha NE, uphs.org
June 4-10, *Portland Wine & Roses Train*, Los Angeles-Portland Roundtrip, www.larail.com / 877-452-7245
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 20 *Annual Public Open House Tour of Garden Railroads in the Portland Area*, RCGRS.COM/annualtour.html
June 20-21 **Steam** *Father's Day Weekend*, Chelatchie Prairie Railroad, Yacolt WA, www.bycx.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

PNWC – NRHS MISSION

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



Longview, Washington



WHO WE ARE

As CF Rail Services' shop in Longview, we offer cleaning and maintenance services to customers doing business in the Pacific Northwest. Located along the border of Washington and Oregon, and a stone's throw from access points to overseas shipping, this facility is convenient for a wide range of industries. We pride ourselves on a job done well with a focus on the safety, timeliness and customer satisfaction.

MISSION

We will continue to provide quality output by working together, taking pride in our performance and honoring timelines. Our customers are our top priority and we will meet or exceed their specific needs as efficiently as possible.

VALUES

- To maintain a customer-centric focus and deliver the highest level of customer service.
- To treat our customers, employees and community with respect.
- To foster teamwork and innovation.
- To achieve quality, efficiency and effectiveness in every service.
- To strive for continuous improvement.



Our Facility

Services Type:	Full Service Repair Shop
Delivering Line:	Columbia & Cowlitz Railway and Patriot Woods Railroad
Interchanges:	UP and BNSF
Routing:	CLC
Track Capacity:	100 Cars

Our Customers

We serve major railcar owners, leasing companies, railroads and rail shippers, many of which are Fortune 500 companies.

WHAT WE DO

Our Longview facility offers comprehensive repair services for railcars and locomotives. In addition, we can quickly turn around exterior cleaning and restenciling projects.

Our Services

Railcar Repair

- Inspection/Assessment
- Minor Wreck Repair
- Heavy Freight Car Repair
- Field Manual Repair
- Railcar General Repair
- PD Car Repair
- Mobile Repair
- Certified Code Welding
- On-site Derailment

Railcar Lining & Coating

- Restenciling

Railcar Cleaning

- Exterior Wash

Billing

- Electronic Estimate Submittal
- AAR Billing
- 500 Byte Electronic Billing Available

Locomotive Repair & Maintenance

- 92 Day Inspection
- Annual Inspection
- Load Bank Testing
- Retorque
- Steam Cleaning
- FRA Inspection
- Oil & Filter Changes
- Wheel Replacement

Railcar Testing & Inspection

- Railcar Interchange/
Condition Inspection
- AAR Rule 88.B.2 Inspection
- Air Brake Testing
- Certified Weld Inspection



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800-819-6261
www.cfrailservices.com

Annual Chapter Banquet

SATURDAY - MAY 2nd - 6PM

Saylor's **OLD COUNTRY KITCHEN**
10519 SE Stark Street, Portland Oregon, 97216

Guest Speaker Steve Dotterer

Principal Planner at City of Portland Bureau of Planning & Sustainability

"Transit on Tap"

5 PM- No host bar

6 PM- Banquet

7 PM- Program & Jack Holst Award

Seating is limited - Orders must be received by April 25th

Questions? Send email to ronaldmccoy@mac.com or call 503-244-4315

**Two ways
to order**

- **By credit card on the website WWW.PNWC-NRHS.ORG**
- **By check via mail using the order form below**

COMPLETE FULL DINNERS \$33

Filet Mignon 8oz..... QTY []
Halibut Steak 6 oz..... QTY []
Seafood Combo (Halibut, Prawns & Scallops). QTY []

OPTIONAL LIGHTER MEAL \$27

For our members over 62 – still a complete dinner
Tenderloin steak 4 oz QTY []

MAIL TO:

**Jean Hickok
PNWC Banquet
PO Box 6212
Aloha, OR 97007-0212**

Name: _____

Member ID on Trainmaster label# M _____ (optional)

Phone #:(_____) _____

Email _____

**Make checks
payable to
PNWC-NRHS**

Check # _____