

The Trainmaster

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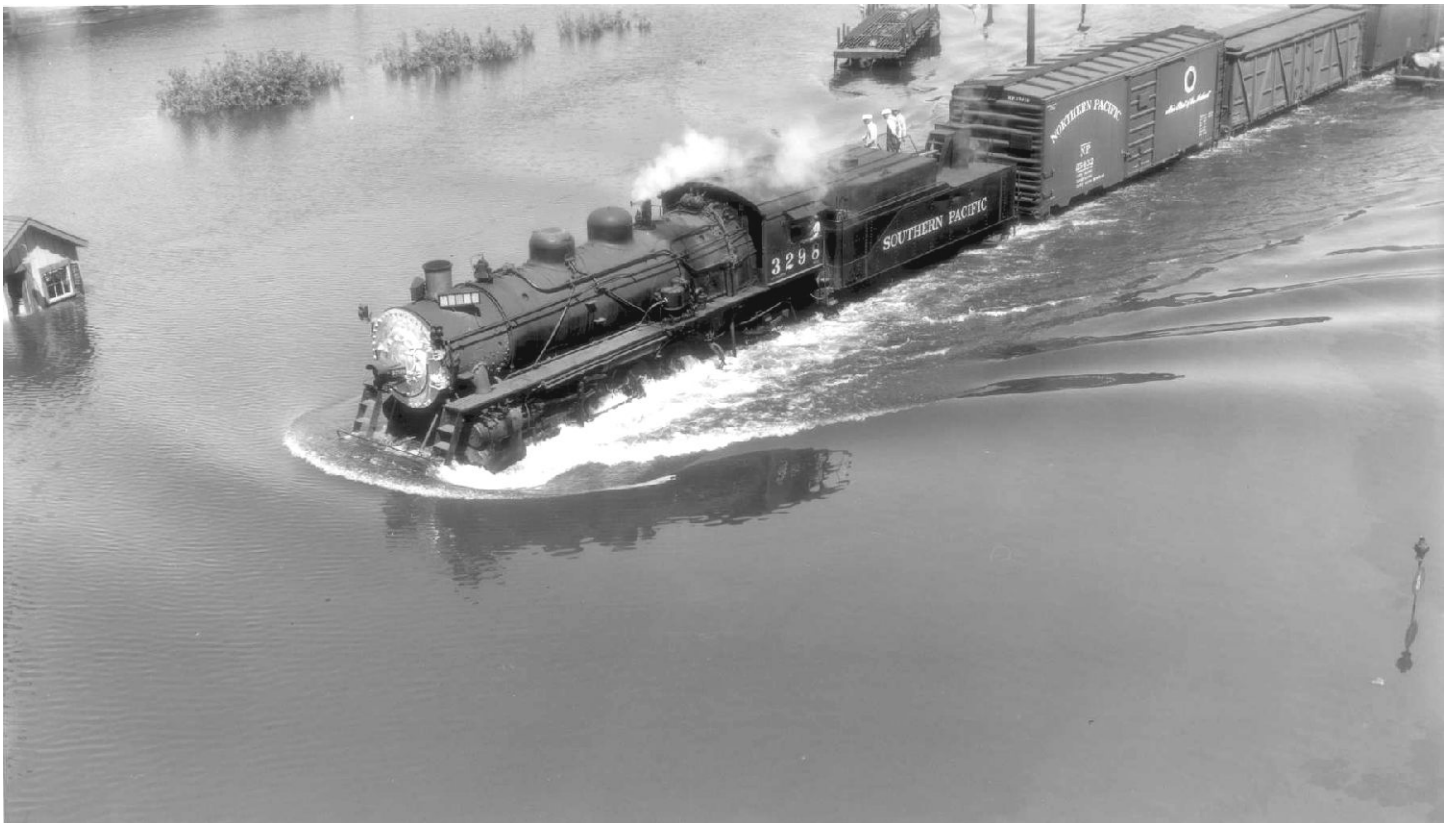
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www.pnwc-nrhs.org

Where Diesels Fear to Tread *SP No. 3298 Makes Waves in 1948!*

By Martin E. Hansen



Southern Pacific No. 3298 makes her way through the flood waters (Martin E. Hansen Collection)

A wet May in the spring of 1948 created one of the biggest natural disasters in the history of Portland, Oregon. The warm weather caused a rapid snow melt in the Cascade Mountains and the waters of the Columbia River and Willamette River that both border Portland began to rise significantly causing the Willamette to rise 8 feet above flood stage.

In the afternoon of May 30, 1948 the railroad dike between Smith Lake and the city of Vanport gave way and a 10-foot wall of water rushed out flooding and destroying most of the town of Vanport. Some 16 persons perished in the flood.

During the weeks after the flood, while the flood waters slowly receded, the rail traffic of the area continued as best it could through the flood waters. Fortunately, steam power was still predominant at the time. Diesel locomotives with their traction motors would never be able to traverse the inundated rail yards. Steam power was still able to make its way through as shown by the great photo of Southern Pacific (SP) 2-8-2 No. 3298 doing just that.

SP No. 3298 and the 1948 Vanport Flood

Photos and Text by Martin E. Hansen

With her brakeman and conductor perched safely above the flood waters on the engine's tender, the cab crew watches as they pilot their own wake through the years as they deliver their train of cars. The firebox of the big SP Mike appears to be just slightly higher here than the flood waters themselves.

All in a day of steam railroading in 1948!

(This article originally appeared in Trainorders.com on 4/11/2015. Article and photos published with the author's permission.)



Locomotive SP No. 3298 was one of two bought second-hand from the Newaukum Valley Railroad during 1943. These two engines were built for the Chicago & Illinois Midland RR in 1914 as No. 21 and 22 but were soon purchased for log hauling duties on the Newaukum Valley RR of Onalaska, WA. Here they became NVR No. 521 and No. 522. They were ideal for hauling heavy log trains with their 45,100 lbs of tractive effort and 51" drivers. Upon purchase by the SP, the pair were designated Class MK-11 and assigned road numbers 3297 and 3298 respectively. SP liked the small drivers on these Mikes as that made them perfect switching engines at yards like Eugene, OR and Dunsmuir, CA. The photo above shows the Alco-Brooks locomotive on much drier land. SP 3298 was retired on September 2, 1954, at Brooklyn and sold for scrap to Oregon Steel Mills on October 11, 1954

(Further information noted above on these locomotives appeared in Trainorders.com on 6/16/2012 and on donsdepot.donrossgroup.net/dr1088.htm)

PORTLAND UNION STATION TOWER SIGNS INSTALLED IN 1948

Just before the famous Vanport Flood in May, 1948, four neon signs were installed atop the clock tower of Portland Union Station. There were two in blue neon reading, "UNION STATION;" and two in canary yellow flashing, "GO BY TRAIN." The signs were a part of the railroad's tremendous investment made in the immediate post-World War II years in an effort to retain their lion's share of the travel market. This effort by the railroad industry included scores of brand-new trains and new facilities, all backed up by marketing, advertising and promotion throughout the nation. When the signs were built by the Electrical Products Corp. of Oregon and leased to Northern Pacific Terminal Company (now Portland Terminal Railroad Co.), Union Station then served Great Northern, Northern Pacific, Southern Pacific, Spokane, Portland and Seattle, and Union Pacific passenger trains.

The neon signs were extinguished in March, 1971 as a cost saving measure after 23 years of service, just two months before Amtrak came into being. Fortunately, the signs were not removed. In effect, they were abandoned when the sign company went out of business.

Late in 1984, the Oregon Association of Railway Passengers (OreARP) and the Pacific Northwest Chapter, National Railway Historical Society (PNWC-NRHS), joined forces to raise sufficient funds for the restoration of the signs to their original operating condition

With the permission of the owners of Portland Union Station, the neon signs were re-painted and the neon tubing restored during the summer of 1985. Amtrak pays the utility bill. Relighted, the signs brought new life to the second busiest railroad passenger station on the West Coast. Located 130 feet up, the signs will also restore a touch of glamour to the station, a designated Portland historic landmark. Each of the 42 fabricated steel letters is three and one-half feet high and the width of each sign display is about 23 feet. The color of gold in the flashing "GO BY TRAIN" signs is impregnated in the glass, while the blue "UNION STATION" signs combine argon gas and mercury that passes through blue powder inside the tubing.



Photo in 2014
by T. Trent Stetz

Adapted from the October 1985 issue of *The Trainmaster*

In Remembrance

Henri Larose

by Dave Larsen

Longtime member, Henri Larose, passed away quietly in his sleep at his brother, Paul's, house on March 23rd in Belmont, California after a six month battle with cancer.

Henri joined the chapter in 2005 and was a regular participant in the library & archives and concessions committee activities in the Union Station Annex on Mondays and at numerous shows and events where he was a regular participant. He faithfully volunteered at every show he could make. In the archives, Henri was a leader at beginning to digitally catalogue our collection of SP drawings. He loved his computer and was always trying new things.



Henri inspecting the Virginia & Truckee locomotive Dayton in Virginia City, NV in September 2014

Our last show together was the October Christine Palmer Show where Henri complained of a sore neck. Within a week, he was in the hospital undergoing numerous tests. His longtime friend, Kane, made the trip up from California and stayed with him both at the hospital and at home until his brother, Paul, arrived to take over. With Paul's help, we arranged a luncheon attended at Henri's house for about nine of us before Paul moved him to California. Henri was his usual entertaining self. He talked about how he became interested in railroads and what it was like to live under the Nazi occupation in his home country of Belgium.

Henri emigrated from Belgium in 1961 in order to get an education in the United States. He had previously served a stint in the Belgian Army as an artillery officer. Until the end of his life, he was on a green card, never having applied for citizenship.

Who was Henri? He was a gentleman in the best sense of the word. Joe Harper remembers that "It was a pleasure to sit next to Henri... to just chat... and appreciate his viewpoints. He was very educated and very wise to the ways of the world."

Henri never married but had a long relationship with his friend, Kane, whom I was fortunate to meet on a 4449 trip. Henri was always attracting interest from the ladies. Judy Hall remembers the Tacoma convention when they met in the hotel bar. "The bartendress just loved Henri and we would sit and joke with the two of them. We laughed and laughed! Henri loved to have a good time and was such a joy to be around! He was a generous, kind and caring person." Henri used to drive from his home in Aloha to North Portland regularly to eat at the Fishwife Restaurant, a few blocks from my house. One evening, Alice and I were eating there and I asked our waitress if she knew Henri. Every one of the wait staff new Henri. He was that interesting.

I have a favorite Henri story about the night he was guarding the 4449 before the ORHC was cleared for occupation. A photographer and a model wanted to pose on the front of the 4449



Henri with Bruce Strange at the Eugene Show

for a series of pictures. It was strictly forbidden, but whomever Henri was with had no objections. So, they started and then Henri realized it was nude photo shoot. He walked away rather than have to explain. He was that kind of gentleman. He is missed and mourned by each of us privileged to know him well.



Henri with Merrill Hugo and Dave Larsen at Steam-Up

News from National



by Al Baker - PNWC National Representative

My primary message to you in this article, is that the NRHS lead by its recently elected President Al Weber, is working very hard to correct the problems of the past, and develop an NRHS that is viable, financially solvent, and provides good value to chapters and individual members. For sure, is that the final NRHS will have some differences from what we have been used to in the past, but that doesn't mean totally different. This article will describe some of the challenges that are being worked on.

We have severed the relationship with the company which had been hired a few years ago to do much of our administrative and financial work. This included the collection of dues. They caused and left us with some very significant problems (that is not to say that we didn't cause some of our own problems).

Financial Management

We were left with some very significant errors in bookkeeping and financial management. Finding and correcting these errors has required a huge effort which has just recently come to conclusion. Secondly, in order to manage our own finances, we have been loading the financial data into a new accounting software package, and hopefully as of this month, May, we will be managing our own finances. Obviously it will take some time to get this all running smoothly.

Membership Database

We just recently received the membership database as maintained by the previous company. They had kept the database for some time because of disputes between NRHS and the company regarding payments. Anyhow, we now have it and after some looking, we have found many errors. So there are people working to resolve those errors.

Dues Renewal

You may remember early last year an all new dues collection process was adopted using primarily on-line collection. The previous process using the aforementioned company, was scrapped. However, after several months, the newly proposed process was also scrapped after it caused quite a bit of turmoil, and was found to be behind schedule for implementation. Therefore, late in the year, we found ourselves without a dues collection process right when we normally would be asking members to renew. So you can imagine the scrambling that caused to get some way in place that members could renew.

This was very important, because dues from members is the primary source of operating income, and NRHS was broke – on the verge of bankruptcy. So that is why it was so very much appreciated, if you paid your dues to national.

These are the big challenges, and it will be a while yet before all of this is worked out and running smooth. But know that progress is being made, and I believe we will get there. Also, I have not described the several lower level, lower priority things which are either being worked on, or are on hold until the bigger problems are fixed.

So that is pretty much where the status of NRHS. I am looking forward to things getting better and better – but it is going to take a little time. I think over the next year or two we will see some very noticeable progress.

I thank you for your support.

Sumpter Valley Railroad

Travel Oregon recently presented two recipients with 2014 Travel and Tourism Industry Achievement awards at the 2015 Governor's Conference on Tourism in Eugene.

One of only two mobile historic districts listed on the National Register of Historic Places, the Sumpter Valley Railroad received the Oregon Heritage Tourism Award for incorporation of Oregon's authentic cultural history as a way to draw visitors to the state. Volunteers from across the state pitch in every summer to continue the restoration and operation of the railroad while sharing the history of the railroad and the important role it played during the region's early timber and mining heyday with visitors.

The annual awards recognize people and organizations across Oregon that go the extra mile to enhance the travel and tourism industry in Oregon. For more information, visit Travel Oregon: <http://traveloregon.com>. For more information about the Sumpter Valley Railroad, visit www.sumptervalleyrailroad.org.

Congratulations to our friends in NE Oregon!

[Information from Oregon Heritage News 2015-04-17 published by the Oregon Heritage Commission.]





PNW SHORT LINES

by Arlen L. Sheldrake



Now that ARG Transportation Services of Eugene, Oregon has decided not to operate the Royal Slope Railroad, the Port of Royal Slope is asking the state to give control of the short line to the Port. The reason the Port wants to take over is to speed up the process of finding an operator. After a five-month study of the potential business on the Royal Slope turned up only 200 rail cars of cargo annually, ARG opted out. ARG said the company needed 750 cars to break even. **The Royal Register News 3/15/2015.**



In a case that captured the attention of Surface Transportation Board lawyers nationwide, the Oregon Coast Scenic Railroad won a pre-emption lawsuit against the state of Oregon and is set to resume work on the former Southern Pacific Tillamook Branch in the remote Salmonberry Canyon in northwest Oregon. Last week, a state judge ruled that the state had no right to stop the railroad from rebuilding track near Enright. The tourist railroad, which began in 2003 on a coastal portion of the Port of Tillamook Bay Railroad, had in 2011 started rebuilding a 25-mile portion of the mountainous section of the railroad that had been heavily damaged in winter 2007 storms. After completing restoration on 20 miles of track and in the midst of work in a heavily damaged section, the railroad received an order from the state in spring 2014 telling the company to stop work and seek permits to move fill dirt. At the time work was halted, the railroad was within a mile and a half of its goal of reaching Enright, where a runaround track and water tank are located. The judge in the ruling said



that the Interstate Commerce Commission Termination Act of 1995 gives exclusive jurisdiction to the Surface Transportation Board over all repair and restoration of railroads and that the State of Oregon has no right to impose any state environmental or other state regulations on the railroad. The law has been upheld before, most notably in 1995 when Burlington Northern reopened the Stampede Pass line in Washington State. The state may try and appeal the State judge's ruling, which will affect when construction will resume.

Martin E. Hansen, TRAINS News Wire 3/19/2015.

An unofficial locomotive roster for Albany and Eastern Railroad motive power from Aaron Zorko, AERC engineer, as posted on Trainorders.com 3/4/2015:

- EMD GP-38 #2001 and #2002 (on lease to Central Oregon and Pacific).
- GE B23-7 #4201 and #4202
- EMD GP-35 #2501 (assigned to Mill City service, has remote control capability)
- EMD SD9 #5399 (purchased from Lavacot Locomotive Works; SP Black Widow paint)
- EMD GP9 #1750 (assigned to what remains of Bailey Branch south of Corvallis, similar paint to 5399)
- GE B39-8 #1807 (will go to St. Louis for shop work at Metro East Industries)
- GE B40-8 #1841 (freshly shopped at St. Louis)



Six park benches are planned for the new Shay Pavilion near the Longview Public Library. Residents, businesses and organizations are invited to purchase a bench in memory of a loved one, or to honor a special person. Each bench may have an engraved granite dedication plaque. A contribution of \$1,964 includes the installation of one bench and dedication plaque. Contributions are being accepted now by the Friends of Longview, a project of the Longview Public Service Group, a 501(c)3 organization. Contributors will receive a receipt which may be used for an income tax deduction. Checks should be made to Friends of Longview and mailed to PO Box 1042, Longview WA 98632. **City of Longview Posting 3/17/2015.**



The 30-mile Weyerhaeuser Woods Railroad owned since 2010 by Patriot Rail Corp. made its last scheduled run March 9th, when it carried wastewater to Longview from the county's Headquarters Landfill. Patriot may continue to store railroad cars on sidings in the Beacon Hill and Headquarters areas, but none of these trains is likely to come through Longview. Another Weyerhaeuser-owned railway, the Columbia & Cowlitz, operated on the same tracks as the Woods railroad, and carried lumber, chemicals and other products to the BNSF Railway main line north of Kelso at Rocky Point.



Weyerhaeuser sold both the Woods railroad and C&C to Patriot Rail in 2010 as part of shedding all of its 160 miles of railroads nationwide. The Columbia & Cowlitz Railway and Patriot Woods Railroad (CLC) connected and operated as one railroad over a total of 37 track miles between Green Mountain and Longview in southwest Washington. The CLC interchanged with the Union Pacific and BNSF through the Longview Switching Company (jointly owned by UP

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and BNSF) in Longview. The Patriot Woods Railroad interchanged directly with the CLC railroad. The CLC owns a locomotive repair facility on the Weyerhaeuser plant site in Longview. **The [Longview] Daily News 3/23/2015 & www.patriotrail.com.**

Climb aboard the Photographer's Special and enjoy a day of capturing the Skunk Train steam locomotive in staged photo runbys. Barbecue lunch served at Northspur. June 7th departure from Fort Bragg, California. More information: skunktrain.com.



The National Model Railroad Association 2015 convention, *Portland Daylight Express 2015*, is coming to Portland August 23-29 and WOW, what a program. Two of their many, many offerings are visits to the Oregon Rail Heritage Center on August 27 and 29. Take a look at the program: www.nmra2015portland.org. Doug Auburg, PNWC member since 1976, is the busy convention chair.

Okanagan Indian Band (OKIB) members are taking legal action for land they say is rightfully theirs. The OKIB has filed a notice of claim for a portion of the CN rail line that it says runs through the Commonage Indian Reserve IR No. 9, a stretch of land that is part of the proposed rail-trail corridor that's set to connect Coldstream to Kelowna, British Columbia. **Global News 3/25/2015.**



The Washington State Department of Transportation published a draft Palouse River and Coulee City (PCC) Rail System Strategic Plan draft and took public comments through April 2nd. The plan can be viewed at www.wsdot.wa.gov/freight/pccplan. The PCC rail system is the longest short-line freight rail system in Washington State, serving five eastern Washington counties: Grant, Lincoln, Spokane, Adams, and Whitman. WSDOT completed the purchase of the lines making up the PCC in 2007. WSDOT contracts with private railroads to operate each of the branches. The Palouse River and Coulee City Railroad operates the PV Hooper Branch; the Eastern Washington Gateway Railroad operates the CW Branch; and the Washington and Idaho Railway operates the P & L Branch. The PCC Rail Authority – an intergovernmental entity formed by Grant, Lincoln, Spokane, and Whitman Counties – oversees the business and economic development portions of the operating leases. The PCC rail system includes: 296.9 miles of main track, 31.6 miles of side track, 19 curves, 48 stations, 891,087 mainline ties, 157 bridges, and 12,067 feet of bridges. www.wsdot.wa.gov



Congratulations to Portland & Western Railroad for receiving the American Short Line and Regional Railroad Association President's Award for the most hours of injury-free operation in 2014. **ASLRRA press release 3/24/2015.**



On Saturday, May 16th, celebrate **Amtrak Train Days** at the Riverfront Park in Salem from 10am-4pm. During the event, explore the Amtrak Exhibit Train, engaging guests about the company's past, present and future. Amtrak will also be showcasing *Reasons to Ride* the train, a dynamic experience that allows attendees to see, hear, and feel the benefits of train travel through interactive elements and informative graphics. For the youngest rail fans, stop off at Chuggington Kids Depot, featuring toy train and coloring tables. All Amtrak activities are free. Location: Salem Riverfront Park, 200 Water Street NE. www.amtraktraindays.com



The U.S. Army's spruce production division built the 36-mile Spruce Railroad to transport timber to Port Angeles, Washington during World War I. The line was forged through forest and tunnels blasted through rock in less than five months. 19 days before the line was completed, the war ended. Sold to commercial logging companies, lumber was transported until 1954. Now, the Spruce Railroad Trail segment of the planned 126-mile Olympic Discovery Trail is open on a portion of the historic corridor through Olympic National Park. More information about the Olympic Discovery Trail: www.olympicdiscoverytrail.com.



In response to my noting last month that the city of Longview had a picture of their Shay locomotive as the budget cover, **Martin E. Hansen** noted: "Last year's City of Prineville Annual Budget document had a photo of Mount Emily Shay #1 on its cover. Maybe that is where Longview got the idea!"

Canpotex has finalized potash supply contracts for 2015 with all of its major customers in China. 2015 shipments to China will reach a minimum of approximately 1.8 million tonnes, surpassing the 1.6 million tonnes shipped in 2014. Under the parameters of its existing Memorandum of Understanding, shipment volumes could increase to a maximum of approximately 2.5 million tonnes, depending on market demand, supply availability and logistics. **Canpotex Ltd press release 3/30/2015.** [The majority of Canpotex product moves in unit trains west, from mine sites in



Saskatchewan through to port facilities in Vancouver, British Columbia and Portland, Oregon. Unit trains are up to 170 railcars long. www.canpotex.com]

An interesting video of the Burke, Idaho, now a ghost town; facilities were crammed into a narrow valley including a hotel that had a railroad running through it. **Western Mining History:** www.westernmininghistory.com, click on Mining Towns, then click Idaho, then click Burke. Run 3:46 minute video. Lots of pictures of other ghost and inhabited mining towns.

On April 1st North Dakota implemented rules that require all crude from the state's oil patch to be treated by heat or pressure to reduce its volatility before being loaded onto train cars. The new rules require North Dakota 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



**NORTH DAKOTA
PETROLEUM
C O U N C I L**

standards as being stable. Winter-blend gasoline that contains 10 percent ethanol is rated at 13.5 psi. Oil drilling companies each have spent an average of about \$250,000 to install equipment needed to comply with the new rules. The new rules require the crude to be

filtered for ethane, propane, and other natural gas liquids (NGLs), which are found naturally co-mingled with oil. About 60 percent of the more than 1.1 million barrels of oil produced daily from the Bakken region is being moved by rail.

Associated Press & Business Insider 4/1/2015.

OPR celebrates its 24th anniversary: On April 1, 1991 Portland Traction Company sold its remaining freight operation in the Portland area to the new East Portland Traction Company. All of the former operations had been abandoned except for the 5 ½ mile segment between the SP (now UP) interchange at East Portland and Milwaukie Industrial Park where it served several cold storage warehouses. Two years later the former SP Molalla Branch was added under the name of Molalla Western Railway and in 1997 both properties became the Oregon Pacific. **Dick Samuels Trainorders.com 4/1/2015 posting.**

Opinion: As I wrote a *Trainmaster* article about Cathlamet's Willamette locomotive, I note the relatively recent name change implemented by our sister chapter in Medford. Instead of the Southern Oregon Chapter, National Railway Historical Society, their new name is Southern Oregon Railway Historical Society. They are still a NRHS chapter but have greatly simplified their name. Pacific Northwest Chapter, National Railway Historical Society...just rolls off your tongue *between breaths* doesn't it. When are we going to follow Medford's lead?

Responding to a question from T. Trent Stetz: "The Orange Line will be interlined with the Yellow Line. That means if you start your trip on a Yellow Line, once arriving downtown the train would turn in to an Orange Line and continue back across the river. **TriMet Customer Service 4/3/2015.** [In other words if boarding the Yellow line at the Expo Center station, one can ride the same light rail vehicle to the Orange Line Oak Grove station south of Milwaukie.]



Sound Transit and the Federal Transit Administration have issued the Final Environmental Impact Statement (FEIS) for the voter-approved Lynnwood Link light rail extension from Northgate to Lynnwood. The Board is scheduled to select the route at its April 23 meeting. It is scheduled to begin construction in 2018 and open in 2023. **Sound Transit**

News Release 4/3/2015.

From the Oregon Zoo web site on 4/5/2015: "The Zoo train will likely not run to Washington Park in 2015." A curiously vague statement, so I asked for clarification. Response: "Thanks for your email. It was forwarded to me by Metro communications staff. Repairs are needed to retaining walls and culverts on the lower section of the Washington Park train tracks. We're currently assessing repair needs and don't know yet when repairs will be completed, but we expect that the train won't be running to Washington Park this summer." **Katie Hentges, Oregon Zoo, 4/8/2015 email.**



While doing some research on a City of Portland topic, I ran across this interesting item: "Seal from an 1884 City of East Portland bearer bond." Nice locomotive! From: City of Portland archives; www.portlandonline.com.



In 1923, one of the last of the Wild West train holdups happened in the mountains of southern Oregon. The attempted robbery of the Southern Pacific train outside of Ashland left four men dead and three brothers on the run. The event sparked the era's largest manhunt and helped establish modern criminal forensics. **Murder on the Southern Pacific** examines the legendary events and explores some new mysteries in the case. The McMenamens Kennedy School screening on April



28th, doors open at 6pm, is free; the program airs on OPB May 4th at 9pm and May 6th at 2am as part of the Oregon Experience series. **Kami Horton, Oregon Experience producer, email 4/8/2015.**

With more and more people wanting a train ride, the current number of cars is not sufficient. So, the **Hawaiian Railway Society**, is building another car. The new car will be the seventh passenger car on the train. Almost all the train rides every Sunday are nearly full with 200 passengers. A Saturday afternoon trip is now being scheduled. The rail car collection includes the 1900 Oahu Railway & Land Company parlor/observation car no. 64 built for founder Benjamin F. Dillingham. The facility is in Ewa on the island of Oahu. More information: www.hawaiianrailway.com **AKAHELE I KE KA'AAHI, Hawaiian Railway Society newsletter March/April 2015.**

The Port of Portland's container-terminal operator confirmed April 6th that shipping line Hapag-Lloyd has given official notice and will no longer stop in Portland. This official announcement comes about a month after Hanjin Shipping Co. stopped calling at Portland. Together, Hanjin and Hapag-Lloyd made up nearly all of the Port's Terminal 6 business. **Oregon Live 4/7/2015.**



Executives of the former rail-based produce express service, Cold Train, from Washington to the Midwest say BNSF Railway ruined their business when the railroad gave priority to coal and oil trains moving to the Pacific Northwest. Former Cold Train executives say the business was growing rapidly until BNSF reneged on a promise of 72-hour service between the Northwest and Chicago. The federal suit alleges that the schedule change angered both produce companies and Cold Train and led to the company's sale cancellation and the ultimate demise of the Cold Train operation. Cold Train's business grew from 300 containers shipped monthly to 700 containers monthly two years later. The company expected its volume would hit 1,000 containers a month by the end of 2013. BNSF initially delivered the produce-filled refrigerated containers within 72 hours 92 percent of the time. But by 2014, that figure had fallen to less than five percent, Cold Train claimed. The suit asks the court to award damages of \$41 million in the case. **The News Tribune 4/7/2015.**



Canadian Northern last spike **Centenary Celebration**, Kamloops, British Columbia, June 19-20, 2015. 2015 marks the 100th anniversary of the completion of what is now the CN main line between Vancouver BC and points east. This event will include a train ride and celebrations with the return to service of Kamloops Heritage ex-CNR 2-8-0 No. 2141, dinner presentation, night photo shoot and rail fan tour. For detailed itinerary and registration before May 15, 2015, go to: www.cnrha.ca.



Travel agents can now book Via Rail Canada packages through Amtrak Vacations thanks to a new partnership between Via Rail Canada and Yankee Leisure Group, Amtrak Vacation's parent company. The partnership allows travel sellers to connect rail travel to and/or from any of the 500 Amtrak stations across the United States to Via Rail packages, and to earn commission on both the Via Rail and Amtrak Vacations portions of the trip through Amtrak Vacations.



Travel Weekly 4/14/2015.

TriMet General Manager Neil McFarlane last week pledged the regional transit agency's qualified support for a Portland – Lake Oswego bike path and pedestrian trail on the former Southern Pacific line currently used by the Willamette Shore Trolley. McFarlane further stated that this doesn't mean TriMet is giving up on trains, quite the contrary, it is vital that any multi-use path development would be implemented in a way that absolutely preserves the acquired alignment for a future rail service. The next step is for the consortium members (the seven governments who purchased the line in 1988) to provide direction and resources to TriMet, the group's property management representative to dive into a tangled property-rights thicket. The right of way along most of the route is provided by various easements; all of these have their own conditions and many are clearly worded as 'for railroad purposes only'. **The Oregonian editorial board 4/7/2015.**

As the Cascade Locks Historical Museum opens May through September, noon to 5pm, closed holidays and Mondays, another 200 **Oregon Pony** special issue *Trainmasters* are headed their way to give to their visitors. The 154 year-old Oregon Pony steam locomotive is located in Cascade Locks Marine Park right adjacent to UP's mainline. portofcascadelocks.org. Many thanks to Jean and Hickok Publishing for continuing to print 1000s of these special issue *Trainmasters* for distribution to the interested public at both Portland's Union Station and the Cascade Locks Historical Museum.



A Visit to Toppenish

Text and Photos by Arlen Shedrake

As you develop your Pacific Northwest summer travel plans, consider central Washington and the city of Toppenish. Housed in a 1911 former Northern Pacific Railway depot in Toppenish is the Northern Pacific Railway Museum.



The Northern Pacific Railway Museum in the restored Depot in Toppenish

The museum is open Tuesday to Saturday 10 am to 4 pm and Sunday 12–4 pm May 1 to October 15.



One can spend a couple of hours checking out the interesting displays within the museum as well as exploring the many pieces of rolling stock on the tracks outside the museum. I thought the World War I artillery piece was a curious item for a railroad museum until I found out it was destined to be placed on a flat car as an exhibit on war material rail transportation.

One of the major museum projects is the restoration of Northern Pacific No. 1364 4-6-0 built by Baldwin Locomotive Works May 1902, serial number 20421. Three other NP S-4 engines still exist in parks in Pasco, Washington (NP 1354), Helena, Montana (NP 1382), and Missoula, Montana (NP 1356). The 1364 was donated by NP to the Metropolitan Parks District of Tacoma in 1954. The locomotive was moved to Toppenish in 1994 and in 2001 it was moved into the museum's adjacent freight house that was converted into an engine house. Work is ongoing as funds and volunteers allow.



Northern Pacific No. 1364 4-6-0 undergoes restoration at the Museum

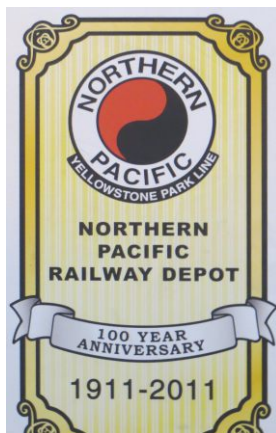
The city of Toppenish is also known for its murals. Some 75 murals are painted on various buildings in the city, with a new one added each year



Displays inside of the Museum

The museum is located at 10 S. Asotin Avenue in downtown Toppenish next to the former Northern Pacific, now Washington Central Railroad.

For more information about the museum: www.nprymuseum.org. This web site provided some of the information included in this article.



Murals within the city of Toppenish

April Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on April 17, 2014

The April 2015 meeting was called to order by President Keith Fleschner at 7:35pm. There were no guests present.

The March meeting minutes were called. Doug Auburg made a motion to approve the minutes and Dave Larsen seconded. The membership voted to approve the minutes.

George Hickok gave the monthly treasurers report that bills had been paid and all accounts balanced. Doug Auburg made a motion to accept the report and Don Klopfenstein seconded. The membership voted to accept the report.

Mr. Hickok then reported that additional electrical work need to done to the Randy Rock Memorial Communications Center at Antique Powerland. The Board of Directors had made a recommendation to amend the budget for the amount of two thousand dollars for our portion of the expense. Doug Auburg made a motion to make the budget amendment for the improvements and Jan Zweerts seconded. The membership voted to pass the motion.

Mr. Hickok then reported that an arrangement had been made to obtain a prefab eight foot by nine foot building to be used by the chapter at the Rail Heritage Center as a 'service center' and potential future 'electrical distribution center' from a company in Oregon, Michigan. Our cost will be four thousand dollars for the freight to bring it here. The board of directors has recommended the membership allow a budget amendment to pay for the shipping. Doug Auburg made a motion to make the budget amendment to pay the shipping cost and Jan Zweerts seconded. The motion carried with eighteen for and five against.

Mr. Hickok then reported that a replacement printer has been obtained for Trainmaster and other printing and it is working very well. It is used but came with full warranty and service contract.

Mr. Hickok then reported that work continues on the three railcars leased to the Albany and Eastern Railroad, the Round-End, the 6800, and the Plum Creek. All three need work on the air conditioning. The 6800 needs the passenger car seat bottoms re-padded. The round-end has several windows that need to be replaced. A quote is forthcoming on the cost.

Dave Larsen requested public outreach items to be used at Amtrak Train Day in Salem. Jean Hickok said they can be provided. The chapter will have a table at the event. Thank You Dave.

It was announced that the Willamette Shore Trolley will be resuming service from Lake Oswego.

Ron McCoy reminded everyone to get signed up for the banquet before next Friday, and said members could sign up on-line. Jean Hickok reported that so far twenty-one have signed up.

Ron McCoy then presented the April, 2015 UNSUNG HERO award to George Hickok. Well deserved. Thank You George for all of your hard work.

Christopher Bowers reported that a list of books and videos available from our library is now online. Next he wishes people to give him action photographs of members in chapter activities.

Arlen Sheldrake reported that the Washington Park Zoo Railway will resume full operation in 2016. The train ride presently is a short circle.

The meeting was adjourned at 8:35pm.

Snack time was nicely presented by Lila Stephens. Thank You Lila.

Doug Auburg then gave a short presentation on the devastation of the 2011 earthquake in New Zealand. Then the main program for the evening was a video on the short history of passenger trains in the United States.

Respectfully submitted by Jim Hokinson, Secretary.

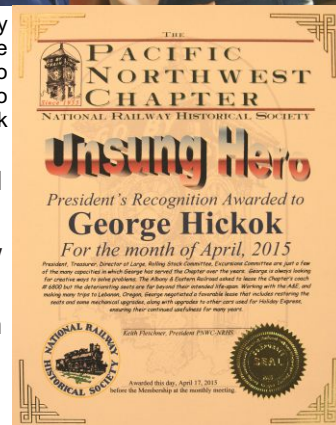
Photos by Jim Hokinson

Mark Reynolds, Chapter Vice President, was named the recipient of the 2014 *Jack Holst Memorial Award*, in honor of his outstanding activities and contributions to the chapter. The award was made at the Chapter's Annual banquet on May 2nd. Congratulations Mark!

Mark Reynolds (l.) receives the Jack Holst Memorial Award from previous recipient T. Trent Stetz (r.)



Ron McCoy presents the Unsung Hero award to George Hickok





Amtrak Train Days

Save the Date... You are invited!

Saturday, 16 May 2015

10 AM to 4 PM

Riverfront Park. Salem, OR

All Aboard Salem!

Join us for this free, family-fun event!

Tour Amtrak's Exhibit train and take a trip through over 40 years of America's railroad. Also, explore the new Amtrak Experience—climb onboard and become familiar with the latest amenities on Amtrak trains.

Model railroad displays, Operation Lifesaver, Oregon Dept. of Transportation, Oregon Rail Heritage Center, AORTA, Travel Salem, and much, much more!

Live music, so pack a picnic lunch & enjoy the park!

More information?

Visit www.amtraktraindays.com



AMTRAK
EXHIBIT TRAIN

AMTRAKTRAINDAYS.COM | #AMTRAKTRAINDAYS

The PNWC Lending Library at Union Station will be open Saturday, May 16th in the afternoon. It is open every Monday morning from 10:00 AM to noon. A wealth of material is available, including over 1100 books, for PNWC member review and/or check-out.

Bill of Lading

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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

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Concessions	Vacant	

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PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 634

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

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

June 19: *Video F Units in Action:* This video shows the development of the EMC/EMD F Unit diesel locomotives. It also describes many interesting railroad historical events and development of diesel locomotives in general.

July 17: To be Announced; Do you have a program to present?

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

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

Jan. – Nov. *Portland Train Rides*, every Sat., Oregon Rail Heritage Center, www.portlandtrainrides.com
May 1 – October 15 *Northern Pacific Railway Museum* open, Toppenish WA, www.nprymuseum.org
May 9 *Santiam Excursion Picnic Train*, 11 am, 1:30pm, 4pm, Lebanon, OR, www.santiamexcursiontrains.com
May 9–10 *Mother's Day Weekend*, Chelatchie Prairie Railroad, Yacolt WA, www.bycx.com
May 10 *Mother's Day Brunch*, Oregon Coast Scenic Railroad, Garibaldi OR, www.oregoncoastscenic.org
May 10 *Mother's Day Brunch*, Eagle Cap Excursion Train, Elgin OR, eaglecaptrainrides.com
May 16 *Amtrak Train Days*, Riverfront Park, Salem OR, 10am-4pm, www.amtraktraindays.com
May 16 *Oregon Coast Scenic Railroad*, season begins, Garibaldi OR, www.oregoncoastscenic.org
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 *Willamette Shore Trolley*, resumes service for 2015, Lake Oswego boarding, oerhs.org/wst
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 6-7 *Amtrak Train Days* at California State RR Museum, Sacramento CA, www.amtraktraindays.com
June 13 *Amtrak Train Days* at Dunsmuir Railroad Days, Dunsmuir CA, www.amtraktraindays.com
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 21 *Father's Day Barbecue*, Oregon Coast Scenic Railroad, Garibaldi OR, www.oregoncoastscenic.org
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
July 18-22 *Great Northern Railway Historical Society Convention*, Minneapolis MN, www.gnrhs.org
July 25-26 *Down River Days*, Pend Oreille Valley Railroad, Ione WA, www.lionstrainrides.com

PNWC – NRHS MISSION

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