

# The Trainmaster

June 2015

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The Official Publication of the  
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www.pnwc-nrhs.org

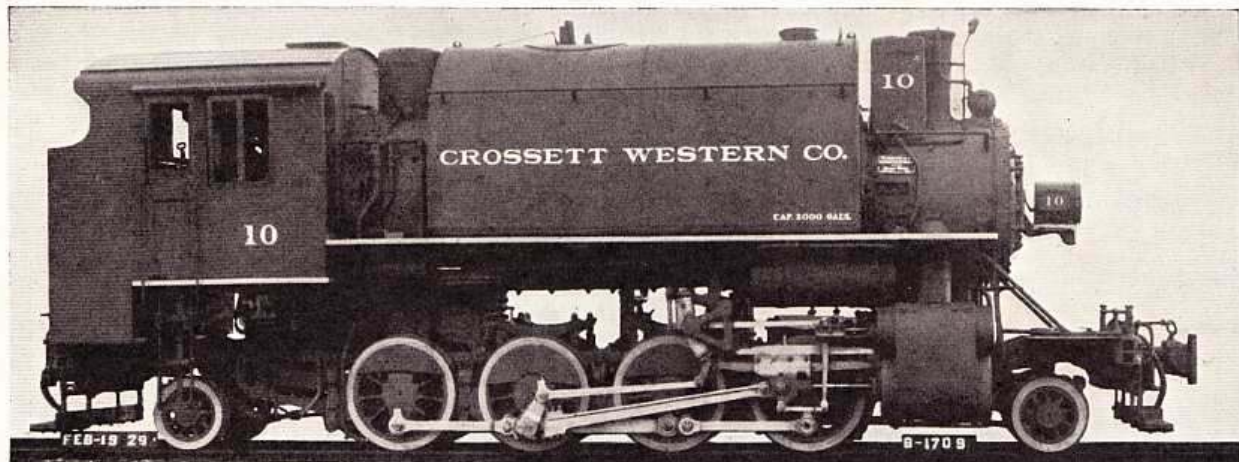
## BREAKING INTO THIS PARTICULAR MARKET WAS NOT EASY FOR ALCO!

Material provided By Martin E. Hansen

JANUARY, 1932

THE TIMBERMAN

Martin E. Hansen Collection 33



*Three American Locomotives are used by Crossett-Western Company, Wauna, Oregon*

### AMERICAN TANK LOCOMOTIVES FOR HEAVY GRADES AND SHARP CURVES

#### *Crossett-Western American Tank Locomotive Specifications*

Total Weight of Engine 168,000 pounds.  
Weight on Driving Wheels 120,500 pounds.  
Diameter of Driving Wheels 44 inches.

Boiler Pressure 190 pounds.  
Size of Cylinders 18x24 inches.  
Maximum Tractive Power 28,500 pounds.

**The AMERICAN LOCOMOTIVE COMPANY** 30 CHURCH ST.  
RIALTO BUILDING NEW YORK CITY  
SAN FRANCISCO, CALIFORNIA Oregon, Washington and Idaho Representatives  
ZIMMERMAN-WELLS-BROWN CO., PORTLAND, OREGON

When one thinks about it, locomotive manufacturers were no different than any other builder of specialized machinery. They had to constantly try and compete with other manufacturers for a share of the market that bought these products.

In the case of the logging locomotive market in the 1920's the market was taken by just a handful of manufacturers. Lima, Heisler and Climax had sewn up the geared engine market years earlier and there was no real opportunity to invade their market share. Also as the demand for geared engines was dwindling with the longer distances between cutting areas and the mills, the real growth area would be for rod-type engines anyway.

# ALCO 2-6-2

Photos and Text by Martin E. Hansen

Baldwin was by far the leader in the area of sales for rod-type logging engines having successfully been building 2-6-2 and 2-8-2 engines for the loggers since shortly before 1910. Now they had perfected 2-6-2 logging mallets both with side tanks and with tenders. There seemed little market left for ALCO at the time.

This would soon change with the introduction by ALCO of the beefy 2-8-2T saddle tank engine first built for the Sugar Pine Lumber Co. of Pinedale, California. The fleet of 4 such engines built by ALCO for the SPL proved to be able to pull heavy trains of log cars up steep grades and still stay on the rough track used by logging outfits. ALCO had a winner on their hands here and they quickly spread the word in ads like this one.

While ALCO would later build some successful 2-6-2 locomotives for the logging industry and a few other variants, it was their development of the 2-8-2T that brought them their biggest inroad to the logging railroad market. Some of these engines survive today, including the one in the ad that currently works on the Chelatchie Prairie out of Yacolt, Washington.

[The Crossett Western Co. No. 10 runs on the following 2015 selected dates:

- June 20 & 21 - Father's Day Weekend
- June 20 - Wine Train run
- July 18 & 19 - Train Robbery Weekend #1
- August 15 16 - Train Robbery Weekend #2
- August 22 & 23 - August Train
- September 19 & 20 - September Run
- September 19 - Wine Run Special
- October 17 & 18 - Fall Leaves Special
- December 19 & 20 - Winter Spectacular

Other runs are available that are pulled by diesel-electric locomotives. More information and tickets are available: [www.bycx.com](http://www.bycx.com). Yacolt is located near Battleground; an enjoyable drive.]



Photo By Martin E. Hansen



Photo By Martin E. Hansen

## WOODBURN'S ROOTS

By Arlen L. Sheldrake

As one drives through Woodburn, Oregon on one of the two major north/south highways, either Interstate 5 or Oregon Highway 99E (Pacific Highway East), one gets the impression that Woodburn is strip malls or outlet stores and little else. Unless one is hungry, needs gas or has a shopping urge, no reason to slow. Between these two ribbons of asphalt lies an interesting and historic community and I think a good reason to slow if not stop.

The original old part of Woodburn incorporated in 1889 is nothing like what I just described. The City of Woodburn embraces the fact that its history is firmly rooted in two ribbons of steel called a railroad. The following information is extracted from the relatively new interpretive sign on display next to the city's beautifully cosmetically restored steam locomotive SP No. 1785.

### SP 1785 LOCOMOTIVE

"Woodburn is here because the tracks are here. We are a railroad town in the most fundamental way possible. Our historic downtown is focused on the tracks



SP No. 1785 as it appears today in Woodburn





# WOODBURN'S ROOTS



SP No. 1785 on duty in Los Angeles, March 1947,  
Martin E. Hansen Collection

The SP No. 1785 is a 2-6-0 “Mogul” type locomotive built in 1902 by Baldwin Locomotive Works in Philadelphia. Owned and operated by the Southern Pacific railroad, the 1785 was in service from 1902-1956. It was one of 252 engines that served the Pacific Lines. Often called the “Valley Malleys”, no job was too tough for the 1700 class 2-6-0 Mogul locomotives. Originally powered by coal, the 1785 was converted to oil fuel in 1912.

## RESTORATION

As a young local area man, Frank Scheer came to Woodburn to see the locomotive. Realizing it was likely to become a rusting hulk in the park, Frank accepted the responsibility of caring for the SP 1785. Gaining the town council's blessing and support from local businesses, he started what has resulted in a lifelong dedicated passion.

Frank and other volunteers first stopped the locomotive's deterioration. Then began the process of cleaning, repairing and replacing missing parts, including new sheet metal boiler jacketing and cab woodwork. A beautiful paint job was completed in 2010. Old railroad artifacts Frank salvaged over time now animate the setting.

Volunteers used Southern Pacific Company erection shop drawings and other source information to ensure that the 1785 looks exactly as if she had been released from SP's Sacramento shops in 1955. Every detail has been meticulously restored or rebuilt and she is in better condition today than most locomotives that are in indoor museums throughout the world.

Frank's meticulous attention to detail has given Woodburn a beautiful steam locomotive depicting a bygone era. Historians, researchers, students and teachers regularly come to Woodburn to see the 1785.

The 1785 is displayed in the historic part of downtown Woodburn next to the Union Pacific Railroad (formerly Southern Pacific) main line. The locomotive is in the middle of a wye that is the interchange point for the Willamette Valley Railway (WVR). The WVR operates freight service from a connection with UP at Woodburn to Stayton (29.7 miles), with a branch from Geer to East Salem (6.8 miles). Traffic includes lumber, plywood and other forest products, grain, fertilizer, food products and sand. The Stayton line was built by the narrow gauge Oregonian Railroad chartered in 1878 and absorbed by SP in 1890. This line was leased from SP, and short line service started in February 22, 1993. A portion of the line between Salem and East Salem was abandoned in 1995. [Interstate 5 goes over this former line.] David P. Root is President of WVR.

As noted, much of this information comes from the excellent interpretive sign at the 1785 display. Thanks to Woodburn Mayor Kathy Figley and Assistant City Administrator Jim Row for their assistance with this article. Information also extracted from Union Pacific, [www.up.com](http://www.up.com). Current display photo by the author; city of Woodburn logo provided by the city, historical 1785 picture provided by Martin E. Hansen.

that run through our center. Every home in town is within earshot of train whistles. Engine 1785 is part of our historic core, and part of our railroad heritage. Parts of it date from not long after Woodburn was incorporated in 1889. The 1785 has been part of Woodburn's landscape and heritage since 1957. In the last 35 years, it has undergone gradual but extensive changes that have transformed it into both a museum-quality exhibit and a living part of our community's landscape. Woodburn proudly displays the 1785 as part of our city logo, and salutes Frank Scheer and the other volunteers who have restored it to life”. Woodburn Mayor, Kathy Figley.



SP M6 2-6-2 No.1785 at Fresno, California, June 13, 1953. From the Don Roberts Collection courtesy of the Oregon Historical Society via Bruce Strange

# The Cathlamet Willamette

Text and Photos By Arlen L. Sheldrake

I am a bit embarrassed but back in January I finally acquired a copy of the renowned Steve Hauff and Jim Gertz book *The Willamette Locomotive*. Published in 1977, this book is known as the definitive work on the Willamette locomotives manufactured by Portland's Willamette Iron and Steel.

Six of the total 33 Willamette locomotives still exist. According to the book (with minor updates), the preserved locomotives and their locations:

- C/N 7 Missoula, Montana, Fort Missoula State Park
- C/N 13 Cathlamet, Washington, Crown Zellerbach Corporation, (Strong Park)
- C/N 16 Port Angeles, Washington, City of Port Angeles
- C/N 18 Medford, Oregon, City of Medford (being restored to operation by the Southern Oregon Railway Historical Society)
- C/N 21 Dunsmuir, California, Railroad Park Resort
- C/N 34 Mineral, Washington, Mount Rainier Scenic Railroad (only operating Willamette)

Upon discovering that Willamette C/N 13 was on display just down river from Portland, a road trip was planned. Portland to Longview to Cathlamet, cross the Columbia River on the only ferry on the lower Columbia and back to Portland; planning done, the road trip was completed on April 1<sup>st</sup> (no fooling).

The Cathlamet Willamette is a class 70-3 delivered January 26, 1924 and has always carried road number 6; thus being nicknamed Six Spot. Information from the sign on the “Six Spot”: “After several years' service in the Astoria-Seaside area, the Six Spot was sent to the Crown Zellerbach Corp. tree farm in 1940. Here it remained in service until 1958 when log trucks replaced the company's last railway operation. In 1985 Cavanham Industries assumed ownership of Crown Zellerbach. Cavanham Industries donated the Six Spot to the Wahkiakum County Historical Society in 1987.”

This is a nice circle drive from Portland; it is not a “death march” as one can leave Portland around 10am, have lunch in historic downtown (closed Sundays) Longview, view the Longview Shay and then tour the real small town of Cathlamet and their Willamette and be home by 3pm. The Wahkiakum County operated ferry operates on the hour and costs \$5. Just after landing in Oregon, stop in at the Berry Patch Restaurant in Westport and get some Marionberry syrup. If you anticipate having extra time on your trip and it isn't Sunday, spend some time in historic downtown Longview. The Columbia River Mercantile Building “The Merk”, 1339 Commerce Avenue, is chock full of historic pictures and artifacts (and has a nice public restroom).

Also, the drive to Cathlamet from Longview on Washington State highway 4 gives you a nice and different view than Oregon's highway 30 of the Columbia River including a river view of the Port Westward, their large dock facility and refinery. But then, your primary trip purpose was to view two historic locomotives.....

Source: *The Willamette Locomotive*, Steve Hauff and Jim Gertz, 1977, & from Steve Hauff.



The sign at Strong Park



The Cathlamet Willamette at Strong Park







# PNW SHORT LINES



by Arlen L. Sheldrake

The Sound Transit Board of Directors April 23<sup>rd</sup> selected the light rail route and station locations for extending light rail north from Seattle to Lynnwood. Trains will run along the I-5 corridor from Northgate to the Lynnwood Transit Center with stations at Northeast 145<sup>th</sup> Street, Northeast 185<sup>th</sup> Street and Mountlake Terrace Transit Center at 236<sup>th</sup> Street Southwest. A trip from Lynnwood to downtown Seattle will take 28 minutes. Cost estimates for the 8.5-mile long project range from \$1.5 to \$1.7 billion.



Final budget will be established in 2017 with construction scheduled to begin in 2018 and open for service in 2023. Lynnwood Link is the northernmost of the more than 30 miles of Sound Transit 2 light rail extensions approved by voters in 2008. **My Edmonds News 4/23/2015.**

The **First Hill Streetcar in Seattle** is nearing operation. It will connect the diverse residential neighborhoods and business districts of Capitol Hill, First Hill, Yesler Terrace, Central Area, Chinatown ID and Pioneer Square. The system will provide frequent service with headways of approximately 10 minutes during peak periods. Service will operate 5am to 1am Monday through Saturday. On Sundays and holidays, service will operate 10am to 8pm. A fleet of six streetcars will support this service, with three to five streetcars in operation during the service day. The streetcars are supplied by Inekon, the Czech company that built the streetcars that have operated on Seattle's South Lake Union Line [*Trolley?*] since 2007. The first completed car was delivered on February 28th. Two additional completed cars are being tested in the Czech Republic and three are being assembled by local labor force at the Operations and Maintenance Facility in Seattle. All cars are expected to be ready for service by the end of June when an opening date will be established. In addition to testing acceleration and braking, the performance tests featured off-wire operation powered by a rechargeable battery system, known as the On-Board Energy Storage System (OESS). When operating on the First Hill Streetcar line, the streetcars will be powered by the OESS on each inbound trip from Capitol Hill to Pioneer Square (2.5 miles). The batteries will be recharging whenever the streetcar is braking, and will also recharge on the outbound trip from Pioneer Square to Capitol Hill, while being powered from the overhead wires (known as the Overhead Contact System, or OCS). The Seattle Streetcar is operated by King County Metro; the First Hill line is funded by Sound Transit's "ST2" mass transit expansion plan. [www.seattlestreetcar.org](http://www.seattlestreetcar.org).



The Portland Streetcar system will expand in September, with more cars, more operating money and more miles of track. Starting September 12<sup>th</sup> when the Tilikum Crossing bridge formally opens, Portland Streetcar will make a complete loop through downtown and the inner-east side, on both sides of the Willamette River. The system will grow to 17 streetcars, 76 stops, and 14.7 miles of track. In preparation for this expansion, the Portland Streetcar has adopted a new logo. [The OMSI/Water Avenue stop is one block west of the Oregon Rail Heritage Center.] **Portland Tribune 12/12/2014.**



The **Portland Streetcar** is proposing to increase the cost of the "Streetcar Only" fare from \$1.00 to \$2.00 beginning September 1, 2015. The increased cost of the 2.5 hour "Streetcar Only" fare will also effect the price of the "Streetcar Only" monthly and annual passes. With the price increase, Portland Streetcar will also be enacting an "Honored Citizen/Youth" fare for the first time. The Honored Citizen/Youth fare will be the same as TriMet's fare and will be valid on both the TriMet and Streetcar systems. A public hearing on the proposed fare increase is scheduled for June 17, 2015 in the Portland Building, Room B (1120 SW 5<sup>th</sup> Avenue, 2<sup>nd</sup> Floor) from 6-7pm. [www.portlandstreetcar.org](http://www.portlandstreetcar.org).

The second issue, Spring 2015, of the **OnTrak** magazine is now available on Amtrak Cascades trains, Portland Union Station, and the Oregon Rail Heritage Center. This issue's *Parting Shot* on page 90 has a very nice picture of the No. 25 steamer at Rockaway Beach on the Oregon Coast Scenic Railroad. OnTrak is published by 1859 Media and funded by WSDOT and ODOT.



The Lake Superior Railroad Museum's Northern Pacific rotary snow plow No. 2 has been dedicated and listed as a Historic Mechanical Engineering Landmark by the American Society of Mechanical Engineers. No. 2 joins only 256 artifacts or pieces across the nation to receive the designation. The Cooke Locomotive Works constructed steam-powered No. 2 for NP in 1887 making it the oldest plow of its type in existence. It was used originally to clear drifts in the Cascade Mountains. The Museum is located in Duluth, Minnesota. **TRAINS Newswire 4/20/2015.**



The East Valley Industrial Park has received first-round funding for the East Valley Rail terminal located east of Williston, North Dakota. Contracts have been let for mainline turnout installation and site construction beginning this summer. EVR plans to begin operations in December 2015. At full build out the terminal will be able to handle three inbound and three outbound trains per day, in unit train or manifest service. The facility will be able to handle up to 240,000 tons of frack sand and other proppants, will have a pipe and casing yard of 30 acres, and will have 90 additional acres of storage for things like large tanks or railcars. Based on the current market size, this facility can handle up to 25% of the frack sand market in a 200-mile radius. **The Bakken magazine 5/1/2015.**



“Hi Friends, I'm the City of Prineville's Public Relations person. We just finished a new podcast about the Prineville Railroad & Freight Depot and I thought you might find it interesting; total running time 11:35. We're actively promoting the railroad's services these days. Feel free to pass the line on to others. [soundcloud.com/prineville-people/prineville-railroad-and-freight-depot](https://soundcloud.com/prineville-people/prineville-railroad-and-freight-depot) “ **Email message from Bill Mintiens to ORHF 4/28/2015.**  
[Worth a listen; includes some conversation about the OHS Mount Emily Shay located in Prineville.]



Improvements begin to reopen the Siskiyou rail line. Construction is underway on the first of three different phases to upgrade the Siskiyou Rail CORP rail line thanks to a federal TIGER (Transportation Investment Generating Economic Recovery IV) grant. Three contractors will begin work this spring and summer to reopen the 95 mile Siskiyou line between Ashland, Oregon and Weed, California. When complete later this year, it will connect the original West Coast rail line to the Union Pacific mainline at Weed, California. Opening this line will provide faster service and additional transportation options for the delivery of southern Oregon timber and manufactured goods to national and world markets by avoiding the need to travel by rail north to Eugene to connect to the UP mainline. The estimated \$9.5 million project (\$7.1 in federal funds) will rehabilitate about 65 miles of the corridor including rails and ties, minor repairs to 32 bridges and a tunnel – Tunnel 14. The Siskiyou Line dates back to the late 1880s and is the original rail link between San Francisco and Portland until the Cascade Line



opened from Eugene through Oakridge and Klamath Falls to Weed in 1927. **Undated ODOT posting extracted 5/3/2015.** Work on repairing the Siskiyou Line has begun in Siskiyou County with CORP transport trains delivering new rails. **The Siskiyou Daily News 4/7/2015.** The Central Oregon & Pacific Railroad is a Class II railroad operating between Northern California and Eugene, Oregon. The CORP has a total of 389 miles of mainline in this corridor. CORP interchanges with CBRL (Coos Bay Rail Link), UP, WCTR [was White City now Rogue Valley Terminal Railroad, RVT] , and YW (Yreka Western Railroad) railroads. **Genesee & Wyoming web site.**



Hope you picked up the OPB Oregon Experience series **Murder on the Southern Pacific** show. I think producer Kami Horton did a great job with this 30-minute segment on this infamous 1923 southern Oregon train holdup. While the Oregon Rail Heritage Center filming ended up on the cutting room floor, it was nice to see ORHC in the credits. Maybe we can do a screening at a future membership meeting.



The Roberts Bank Terminal 2 Project is a proposed new three-berth container terminal at Roberts Bank in Delta, B.C., on Canada's west coast. The Project would provide 2.4 million TEUs (twenty-foot equivalent units) of container capacity and is needed to meet forecasted demand for trade of goods in containers. The project is undergoing a federal environmental assessment by an independent review panel, under Canadian Environmental Assessment Act, 2012. The project is also undergoing an assessment under British Columbia Environmental Assessment Act and requires other permits and authorizations before it can proceed. Subject to regulatory approvals and permits, market conditions and a final investment decision, construction of the Project would begin in 2018 and would take approximately five-and-a-half



years to complete. This would allow the Project to be operational by the mid-2020s, when its capacity will be required. The Project would be funded by Port Metro Vancouver and private funding and would not require tax dollars. Port of Metro Vancouver is inviting qualified parties who are interested in the development of the terminal superstructure and equipment, and the subsequent operation of a new marine container terminal at Roberts Bank, in Delta, B.C. The terminal operator will be in place for a period of up to 40 years and will be responsible for terminal facilities, equipment and ongoing container handling operations. **Roberts Bank Terminal 2 Project 5/5/2015.**

On May 1<sup>st</sup> TriMet implemented five more Quiet Zones as part of their Orange Line construction project. The five Milwaukie Quiet Zone crossings are located at:

- Mailwell Drive in the Milwaukie North Industrial Area.
- Harrison, Monroe and Washington streets, and 21<sup>st</sup> Avenue at Adams Street in Downtown Milwaukie.

These crossings include both the new light rail and the existing Portland and Western Railroad. These new Quiet Zones join three existing ones on the project in SE Portland: SE 8<sup>th</sup>, 11<sup>th</sup>, and 12<sup>th</sup> Avenues near Division Street. [These three allow northbound trains to *sneak* up on the Oregon Rail Heritage Center much to the frustration of visitors and staff (at least me).]



TriMet Media Release 5/1/2015.

Congratulations to our friend **CM Sgt Patrick J. Tracy** on his retirement from the USAF after 42 years of service to our country. Pat's family and friends celebrated his career and retirement at a ceremony at the Portland Air National Guard Base on May 2<sup>nd</sup> and at the Oregon Rail Heritage Center that evening. Pat says his volunteering on the 4449 began in 1978 working as a PNWC volunteer to clean up the 4449 for Transportation Day held on Swan Island. From this experience Pat continued over the ensuing years volunteering with the Friends of SP4449, as the 4449 fireman, and supporter of ORHF from day one. Congratulations Pat!



The May *Trainmaster* triggered some **Gordon Zimmerman** (PNWC member since 1967) memories including being on Union Avenue in north Portland and seeing LOTS of red lights coming toward him and not knowing the reason until getting home....the reason: the Vanport Flood. And the Portland Union Station sign restoration article reminded him of his time working with other Chapter members restoring the passenger canopies at Union Station. By the way, 90+ year old Gordon is still living independently in his Yamhill home. Your *Trainmaster* team really appreciates our readers!

To commemorate the centenary of the First World War, the National Railway Museum in York, England is developing an exhibit beginning July 2016 that will tell the story of the ambulance trains that transported the sick and injured troops. More information: [www.nrm.org.uk](http://www.nrm.org.uk) . "Great War" history fans should expect to see more commemorative events next year.



The BNSF Washougal River Bridge (Bridge 24.8) near Camas, Washington is available for adaptive reuse. Built in 1907-1913, the existing bridge consists of two through pin-connected Pratt trusses, each truss weighing 200 tons and measuring 200 ft. x 18 ft. x 36 ft. This bridge was originally built for the Spokane, Portland and Seattle Railway and is eligible for the National Register of Historic Places. If interested, contact BNSF before July 15, 2015. **Washington Trust for**



**Historic Preservation 4-21-15.**

The Washington Trust for Historic Preservation announced the following two rail-related 2015 Valerie Sivinski Washington Preserves Fund Grant awards:

- Chehalis-Centralia Railroad & Museum - \$1,000 to rebuild the boiler on the #15 steam locomotive, a Baldwin 2-8-2 built in 1916.
- Tacoma Railcar Preservation Society - \$1,000 to evaluate existing roof and install temporary shrink wrap in anticipation of future restoration of the Northern Pacific Dining Car #1663 built in 1910 and currently housed at the LeMay Family Collection at Marymount in Tacoma.



**Washington Trust for Historic Preservation 12-11-14** ([www.preseveva.org](http://www.preseveva.org)).

The **Siuslaw Watershed Council** is advertising for bids for a complete replacement of the existing Cleveland Creek Culvert at milepost 699.3 of the Coos Bay Rail Link railroad in Lane County, Oregon. The existing 5.5'-diameter by 92'-long corrugated metal pipe culvert carries Cleveland Creek under the railroad tracks and an unnamed paved roadway. The existing culvert is a barrier to fish passage. The culvert will be removed and replaced with a railroad bridge consisting of pre-cast concrete end bent caps and wing-walls, supported on driven steel H-piles, with pre-stressed concrete double cell ballast deck spans. Information from: [www.siuslaw.org](http://www.siuslaw.org)



"POSTPONED-Amtrak Train Day – Salem 16 May. "Hello. Our thoughts and prayers are with the Amtrak passengers, employees and their loved ones who were aboard Northeast Regional Train 188, which derailed north of Philadelphia, Pa., on the evening of May 12. Under this circumstance, we are postponing Amtrak Train Days at Riverfront Park in Salem, Ore. We anticipate rescheduling this event and the new date will be posted on [AmtrakTrainDays.com](http://AmtrakTrainDays.com). Thank you for your understanding". Robert C. Eaton, Government Affairs, Amtrak." **May 13, 2015 email message.**





The Hawaii State Legislature has approved a five-year extension of Oahu's rail tax surcharge, sending a bill to Gov. David Ige that aims to complete the largest public works project in the state's history. HB 134 would generate some \$1.8 billion in additional rail funding from Oahu's 0.5 percent general excise tax surcharge by allowing it to expire in 2027 instead of 2022. **Star Advertiser 5/18/2015.**



Tacoma Rail says their operation of the Belmore Line to the Port of Olympia and Tumwater is in trouble. Between vandalism and declining demand for train service, Tacoma Rail is seriously considering not renewing their BNSF lease. On August 15<sup>th</sup>, a Tacoma Rail train was southbound when the crew spotted a log and rocks on the tracks. The material was removed by the train crew and the train proceeded but the locomotive struck an unseen concrete block that punctured the engine's fuel tank spilling an estimated 1,700 gallons of diesel fuel. The resulting cleanup of 1,823 tons of contaminated soil cost Tacoma Rail about \$430,000. The Belmore Line generates about \$1 million annually on traffic between Olympia and Tumwater. In other words, this one act of vandalism cost nearly half of the line's revenue. **The Olympian 5/15/2015.**



The Prince Rupert Port Authority today announced the completion of the Port of Prince Rupert's \$90-million Road, Rail & Utility Corridor (RRUC), unlocking new terminal developments and market access for Canadian exporters. Funding partners included the Government of Canada, Province of British Columbia, Canpotex and CN. The project includes the construction of five parallel rail tracks, two-lane roadway, and a port-owned power distribution system along an eight-kilometre corridor. The shared-use infrastructure defines a long-term port development plan for Canadian export terminals that will provide the capacity to ship potash, liquefied natural gas (LNG) and other Canadian products to international markets. **Prince Rupert Port Authority news release 5/19/2015.**



## Antique Powerland Receives Awards

Once again, Antique Powerland received **three** awards in the 2015 Best of the Mid-Valley Statesman Journal competition.

- Gold award for the Best Family Attraction
- Silver award for the Best Place to Take the Kids
- Bronze award for the Best Place to Take Out of Town Guests

Among the many attractions/museums at Antique Powerland Museum in Brooks, Oregon are three pieces of PNWC equipment on display:

- SPMW No. 328 Flanger
- WPRX No. 4057 Jordan Spreader
- ALCO S-2 No. 36 (undergoing cosmetic restoration)



Al Hall and Charlie Philpot with the awards, photo supplied by the Statesman Journal (enhanced by Mark Moore).

## PNWC Exchanges with Sumpter Valley Railroad

By Ken Vannice

PNWC archives exchanged historic records with Sumpter Valley Railroad in Sumpter, OR. PNWC transferred to Sumpter its collection of documents pertaining to the Sumpter Valley Railroad and the Mount Hood Railroad. Sumpter transferred its collection of Southern Pacific Railroad documents from the Eugene Engineering office to PNWC.



Mr. Bret (J.B.) Bane, Archivist for Sumpter Valley and his wife drove the SP records to Portland in their van and returned east with the Sumpter Valley and Mount Hood records. Pictured at the signing of the transfer papers are Bruce Strange, PNWC, Bob Weaver, PNWC Acquisitions Manager, Bill Hyde, PNWC Archives Chair, Bret Bane and Mrs. Bane.



Transferring the Sumpter Valley Railroad documents makes sense but why the Mount Hood Railroad documents? They are related because these railroads were built by the same people, the Eccles family. The Mount Hood Railroad was built to transport lumber from David Eccles' lumber mill at Dee to the O-WR&N main line at Hood River. Some of the Mount Hood Railroad documents were actually issued by the office in Baker.



# ORANGE LINE – FIRST FULL SPEED RUN

Text and Photos by Arlen Shedrake

On Friday May 15<sup>th</sup> TriMet invited 400 dignitaries, project partners and media representatives to experience the first passenger-carrying end-to-end full-speed ride on the new 7.3-mile Portland-Milwaukie Light Rail Project from downtown Portland to Milwaukie.

The runs used two of the new Type 5 Siemens light rail vehicles. Two runs were made in the morning with dignitaries and two runs were made in the afternoon with school children.

Dignitaries riding the morning runs included Oregon Governor Kate Brown, U.S. Senator Jeff Merkley, a dozen area Mayors and other elected officials.

The event was sponsored by Siemens, builder of TriMet's new light rail cars, and supplier of the line's electrification and signaling equipment. The new Type 5 cars feature a new seating layout, with improved seating for seniors and riders with disabilities. Similar in appearance to the last generation cars, the new cars tout larger windows and improved ergonomics for rail operators. [See more details below]



The new \$1.49 billion Orange Line is expected to be completed on time and under budget. Construction began in 2011, and is nearly complete. When completed, TriMet will operate 60 miles of light rail tracks, with 97 stations.

The Orange Line grand opening is September 12<sup>th</sup>, from 11am to 6pm, with many events along the line. Portland Streetcar, light rail, TriMet bus rides and the aerial tram will be free all day.

The Oregon Rail Heritage Center is adjacent to the Orange Line's OMSI/Water Avenue Station and the Portland Streetcar's Water/OMSI Station facilitating very easy visitor access via these transportation modes. A little known fact is that these stations are closer to ORHC than to the Oregon Museum of Science and Industry.

[Photos and article developed by Arlen Sheldrake with information extracted from the May 15<sup>th</sup> Portland Tribune article and the TriMet web site.]

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## TYPE 5 MAX VEHICLES

On March 31<sup>st</sup> TriMet put on public display at the Lincoln/SW 3<sup>rd</sup> Avenue station one of their new Type 5 light rail trains purchased for the Portland to Milwaukie Orange Line. While the Orange Line opens in September 2015, the new \$4.4 million trains are expected to go into service on established lines as early as May. The 18 new Siemens trains have the following improvements compared to previous Type 4 trains:



- Better seating layout with more legroom.
- Larger windows and more floor space.
- Improved priority seating area for seniors and riders with disabilities.
- New ADA boarding ramps make it easier for riders who use mobility devices.
- More regulated air conditioning system to maintain even temperatures.
- Improved interior and exterior CCTV security camera system.
- More durable and energy-efficient LED interior lighting.
- Equipment access improvement for efficient maintenance access.
- More ergonomic cabs for operators.



TriMet Riders Club 3/27/2015 & Oregon Live 3/30/2015

# May Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on May 15, 2014

The May, 2015 membership meeting was called to order at 7:35pm by President Keith Fleschner.

The membership recognized one guest; Carl Klontz. (and infrequent attendee; Michele Stetz)

The minutes of the April meeting were called. Arlen Sheldrake made a motion to approve the minutes, Al Baker seconded and the membership voted to approve.

George Hickok gave the monthly treasurers report and reported that all accounts balanced. Bryan Ackler made a motion to accept the report, Lila Stephens seconded and the membership voted to accept the report. Mr. Hickok then reported that repair work was being done on the seat bottoms in the 6800 car at the Albany and Eastern Railroad. The company that was to supply the foam for the cushions would only accept billing to us, so we provided the money for the fifty six seat bottoms and the Albany and Eastern Railroad will repay us. The membership approved the plan. Next he reported that the four broken windows in the round end car were to be replaced. The Albany and Eastern Railroad has paid for the windows and they will be installed as soon as possible. Mr. Hickok reported that the air conditioning works in the round end car and the 6800, but the Plum Creek car has a serious air conditioning leak which will be repaired. Thank you Mr. Hickok for all of your work!

President Fleschner gave a big thank you to Ron McCoy and Christopher Bowers for a very successful banquet.

Ron McCoy then presented the May UNSUNG HERO Award to Ken Vannice for all of his efforts. Congratulations Ken.

Keith Fleschner then reported that Amtrak Train Day has been postponed due to the major derailment on the East coast.

Al Hall reminded the membership that more help is needed on the concessions team.

Jan Zweerts reported that he is now working at the Washington Park and Zoo Railway. He said the present run is only about twenty-six hundred feet. He said he is also working on the Willamette Shore Trolley and it will start running on Memorial Day.



Jan gave an update on his activities

Al Baker reported that the program for next month is on the development of the diesel train engine. He said he has no programs scheduled after that and would like some suggestions.

The meeting was adjourned at 8:11pm.

Snack time was again provided by

Lila Stephens. Thank You Lila.

The evening's program was presented by Arlen Sheldrake on Railroads in India with photographs taken during his recent trip. Thank You Arlen.



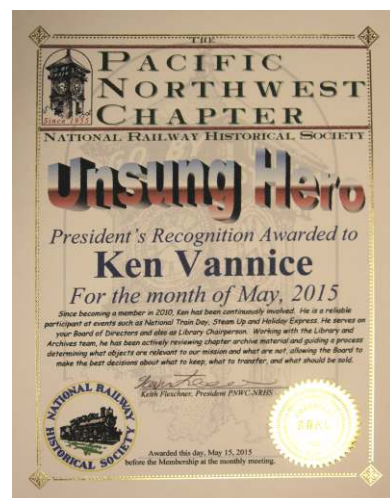
Marge and Lila prepared the Snacks



Arlen provided the Presentation



The Library/Archive Committee brought a selection of photos to view



Ken Vannice received the Unsung Hero Award from Ron McCoy

Respectfully submitted by Jim Hokinson, Secretary.

Photos by Jim Hokinson and T. Trent Stetz





Part of the:



Portland Expo Center  
August 28-30, 2015  
www.nationaltrainshow.org

### NEW CHAPTER MEMBERS

- Lawrence & Rosemarie Ripplinger of King City, OR
- Steve Iverson of Woodburn, OR
- James L Zour of Newberg, OR
- Scott L & Cindy L Etlinger of Portland, OR
- Martin J Bernard III of Lyons, OR
- Loren Barton of Bend, OR
- Karna & Aaron Inman of Sheridan, OR

### 25 YEAR CHAPTER MEMBERS

Congratulations go to:  
**James W. Feldman**

**John C. Reppeto & Rebecca Reppeto**  
for being members of the  
Pacific Northwest Chapter for 25 years!

### Bill of Lading

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### Chapter Officers

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

### Chapter Directors-at-Large

Phil Barney	2013-2015	503.706.0498
Ken Vannice	2013-2015	503.244.8732
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
Membership	Diana Mack	503.723.3345
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	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
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	Mark Whitson	503.533.7005

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# **PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 635**

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

- June 19:** *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:** *Steaming Along the NP with the SP&S 700 thru the Montana Rockies.* Video narrated by Ken Vannice and Mark Reynolds. This video covers the trip from Missoula Flood & Cabinet Gorge, which might be of special interest to Portlanders, and ends in Livingston, MT. It is an incredible train film and has lots of beautiful scenery.
- August 21:** *Update on the SP&S 700*
- Sept. 18:** "The Last Train to Pittsfield", A video documentary made in 1971 of the last run of a pre-Amtrak train. It is a Penn Central train going from Danbury, CT to Pittsfield, MA and includes aerial photography and professional editing.

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

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**Board of Director's Meetings:** June 11, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm  
July 9, 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.)

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## **NOTABLE NON-CHAPTER EVENTS:**

- Jan. – Nov. *Portland Train Rides*, every Sat., Oregon Rail Heritage Center, [www.portlandtrainrides.com](http://www.portlandtrainrides.com)
- May 1 – October 15 *Northern Pacific Railway Museum* open, Toppenish WA, [www.nprymuseum.org](http://www.nprymuseum.org)
- May 23 to June 28, *Willamette Shore Trolley* on Sat & Sun, 12 & 2pm, [oerhs.org/wst/schedule.htm](http://oerhs.org/wst/schedule.htm)
- June 4-7 *Union Pacific Historical Society Convention*, Omaha NE, [uphs.org](http://uphs.org)
- June 4-10 *Portland Wine & Roses Train*, Los Angeles-Portland Roundtrip, [www.larail.com](http://www.larail.com) / 877-452-7245
- June 6-7 *Amtrak Train Days* at California State RR Museum, Sacramento CA, [www.amtraktraindays.com](http://www.amtraktraindays.com)
- June 13 *Amtrak Train Days* at Dunsmuir Railroad Days, Dunsmuir CA, [www.amtraktraindays.com](http://www.amtraktraindays.com)
- June 14-21 *NRHS 2015 Convention*, Rutland VT, [www.nrhs.com](http://www.nrhs.com)
- June 18-21 *Milwaukee Road Historical Association Annual Convention*, Yakima WA, [www.mrha.com](http://www.mrha.com)
- June 20 *Annual Public Open House Tour of Garden Railroads*, in the Portland Area, [RCGRS.COM/annualtour.html](http://RCGRS.COM/annualtour.html)
- June 20-21 **Steam** *Father's Day Weekend*, Chelatchie Prairie Railroad, Yacolt WA, [www.bycx.com](http://www.bycx.com)
- June 21 *Father's Day Barbecue*, Oregon Coast Scenic Railroad, Garibaldi OR, [www.oregoncoastscenic.org](http://www.oregoncoastscenic.org)
- June 27-28 *Pacific Northwest Live Steamers Meet*, Molalla Train Park, [www.pnls.org](http://www.pnls.org)
- July 3 to Sept. 7, *Willamette Shore Trolley* on Fri, Sat & Sun, 10 am, 12, 2 & 4pm, [oerhs.org/wst/schedule.htm](http://oerhs.org/wst/schedule.htm)
- July 4 *Fireworks Train*, Santiam Excursion Train, Lebanon OR, [www.santiamexcursiontrains.com](http://www.santiamexcursiontrains.com)
- July 11 *Sportman's Holiday Fireworks Train*, Santiam Excursion Train, Lebanon OR
- July 14-18 *Northern Pacific Railroad Historical Assn. Convention*, Fargo ND, [www.nprha.org](http://www.nprha.org)
- July 18-19 *Clamshell Railroad Days*, Ilwaco, WA, [columbiapacificheritagemuseum.com](http://columbiapacificheritagemuseum.com)
- July 18-19 *Pacific Northwest Live Steamers Ramble*, Molalla Train Park, [www.pnls.org](http://www.pnls.org)
- July 18-22 *Great Northern Railway Historical Society Convention*, Minneapolis MN, [www.gnrhs.org](http://www.gnrhs.org)
- July 25-26 *Down River Days*, Pend Oreille Valley Railroad, Ione WA, [www.lionstrainrides.com](http://www.lionstrainrides.com)
- July 25-26 *Great Oregon Steam-Up*, Antique Powerland, Brooks, OR, [www.antiquepowerland.com](http://www.antiquepowerland.com)
- July 31-Aug 2 *Sweet Home Jamboree Party Train*, Santiam Excursion Train, Lebanon OR

### **PNWC – NRHS MISSION**

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