

The Trainmaster

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Keeping Your Distance From Your Loads – Always Use a Rooster!

Material provided By Martin E. Hansen



In the days of early logging in the Pacific Northwest, the trees were huge and the rolling stock was still small in size. This would change over the years but not for a while.

This is a rare view of the J. C. Trulinger logging operation in Centerville, Oregon. There are several items of interest in this fine photo.

First we see the early 0-6-0T Porter logging lokie that is the pride of the small roster of J. C. Trulinger. Her small size is demonstrated by the slant cylinders she sports. The crew wants to protect the little engine and thus has employed “roosters” to keep space between the lokie and the log loads. This was a common practice in the early days of logging railroads. The disconnect cars also have roosters tying them together at specified lengths for the large logs being carried.

Keeping Your Distance From Your Loads – Always Use a Rooster!

The long neck of roosters is where the term for these spacers was derived from for the loggers. Since these wood or steel beams were also called goosenecks by some loggers.

The Porter 0-6-0T, C/N 812, was built February 1887 for T.C. Trellinger at Astoria, Oregon, and later went to Saldern Logging as their No. 1 at Grays River, Washington.

Perhaps the most fascinating aspect of this fine photo is the trestle itself. Notice that besides the heavy construction of the trestle, they have cut a fine old growth fir tree at the trestle height and used that tree as the center support of the whole span. I can guarantee the center span of this trestle will never fail!

Again, there is a lot to see in fine old cabinet photos like this one.

From the Oregon Maritime Museum, some information about J. C. Trullinger: *Minnehaha* 92664: Sternwheeler, built 1867 at Sucker Lake (Lake Oswego), Ore. by J.C. Trullinger, 45 ton, 104 x 16.0 x 3.0, 12X12 engine from the *Skedaddle*. He ran her from landing above the Willamette River to a portage railroad that ran from Colfax landing on the Tualatin River to the Lake under Capt. Robert Copely.

From Oregon Geographic Names, Seventh Edition: Centerville, Washington County, was the name of a small community on Diary Creek at the road crossing about two miles north of Cornelius, Oregon. The principal activity of the place revolved around the Trullinger mills, but today there is little to show for it. The locality was probably named because it was about the center of the Tualatin Plains, although it may have been named because it was supposed to be near the center of the county. Centerville post office was established October 11, 1866; it closed March 30, 1874.

And from <http://www.old300.org> that contains a lot of Astoria history: The Trullinger Family operated in 1885 the first electric plant in Astoria.

Photo from the Martin E. Hansen collection; article put together by Arlen L. Shelldrake.

HERMISTON'S WELL KEPT SECRET, THE MAXWELL SIDING RAILROAD MUSEUM

By Arlen L. Shelldrake

One of the many benefits of doing the monthly PNW Short Lines article for *The Trainmaster* is that you run across interesting tidbits of news about some rather obscure rail facilities around the Pacific Northwest. The Maxwell Siding Railroad Museum is a prime example.

A May 22, 2015 article in the Hermiston Herald newspaper talked about a plan to improve Hermiston's appeal and in reading the report developed by the Hermiston's Community Enhancement Committee painted a pretty grim picture for the future of this Museum. The report talked about the tall weeds and how unattractive the facility was to the public. This tied to the East Oregonian's May 23, 2015 article talking about how the Museum was down to two (2) aging volunteers.....the picture was bleak.

One of the rules one learns in this rail history business is that if a steam trip or rail artifact viewing is available, you better do it or it just might not be available again. Hence, a road trip to Hermiston.

When looking up the Maxwell Siding Railroad Museum, one does not find a web site as it has none. You do find some mentions in travel guide sites and a couple mention that the Museum is open on Saturdays from 10 am to 3 pm. My email message to the Hermiston Chamber of Commerce asking about the Museum's opening hours/days went unanswered as did a letter to the Museum's physical address; with nothing else to do, we planned a road trip and hoped for the best.

With the proper warnings about what we might find, Rita and I headed for Hermiston on July 17th. Not a real fan of "death marches", we decided to make it a two day trip with Friday night in the Oxford Suites Hotel in Hermiston. The Oxford did not disappoint although the best beer I could find at the hospitality room was Blue Moon....

On the way into town we took some exterior pictures of the Museum and looked for any sign that might indicate when it would open, finding none we headed for the hotel and dinner and hopes for Saturday.

The Maxwell Siding Railroad Museum is easy to find at 200 W Highland, it is very close to downtown and adjacent to a branch of the Union Pacific Railroad. The Museum was originally founded in 1985 by former municipal judge John Bennett when he rallied about a dozen citizens to create the Museum around a handful of

donated railroad cars. That original group is now down to two (2), John Spinden (76) and Connie Maret (81); two nicer guys you will never meet.

Both John and Connie were there right at the stroke of 10 am opening the gates and welcoming us to their Museum. And for the next hour and a half they both gave Rita and I the deluxe tour. Each and every item has a story and if given the time, John and Connie will tell you them. Both are very long time Union Pacific retired employees. John began his UP career in 1957 as a machinist apprentice at Portland's Albina Rail Yard. John said he got the job before graduating from high school but UP told him to come back with his degree before starting work.

The Museum's premier exhibits are the two rotary snowplows, the steam plow was built in 1910 and the other in 1949. They have rigged the newer one to turn the rotary with an electric motor.....very impressive to see and hear that big wheel turn. The UP 900075 was built in 1949 by Lima-Hamilton, builder number 9388, delivered January 1950, retired June 1985 and given to the City of Hermiston. UP 900083 was built in 1910 as a steam-powered rotary plow for the Milwaukee Road as their X900212; rebuilt to all-electric by Milwaukee Road in 1950; retired by UP in 1988 and donated to the City of Hermiston.

While the snowplows are impressive so are the many, many other items on display....it just goes on and on. From historic station signs, a large aerial picture of the Eugene roundhouse, first switchboard at Hinkle, to a two-man horizontal manual drill for drilling holes in rail...to name just a couple.



John Spinden and Connie Maret



UP 900083 Rotary Plow was built in 1910



UP900075 Rotary Plow built in 1949 and UP 900083

This Museum is open each and every Saturday except those in January. The hours are 10 am to 3 pm. and it is very much worth your visit.

While the newspaper article and community enhancement plan painted a pretty grim picture for the Museum's future, John says that since both have been published members of the city council have visited the facility and now understand and agree that the Museum has strong potential for attracting visitors to Hermiston.

Just off Interstates 84 or 82, put a Saturday stop at this Museum on your bucket list travel plans.

(I will show some pictures of the Museum from this trip at the October 16th membership meeting.)

Sources: East Oregonian 5/23/2015; Hermiston

Herald 5/22/2015; Enhance Hermiston, A Plan to Improve Aesthetic Value and Livability In Hermiston, 2015 City of Hermiston; John Spinden & Connie Maret; and <http://UtahRails.net/up/snowplows-rotary.php>.

MOUNT EMILY HELPS CELEBRATE THE 4TH

Text and Photographs By Martin E. Hansen

The Shay trips were a big success! 101 degrees in Prineville was hard on us in the cab but the people loved it. 1,257 people rode our 8 trips over 7 hours of operation. That is 20% more people than rode last year.

Each year the City of Prineville Railway in cooperation with the Oregon Historical Society, provides to community members free trips pulled by the Oregon Historical Society owned Mount Emily Shay locomotive.

Crew on the engine was Scotty Hutton and yours truly. We loaded up the passengers at a spot just west of the engine house on Lamonta Road in Prineville and took them out approximately 5 miles to the top of the Pine Products hill where they could get a great view of the Crooked River Valley and the Cascade Mountains. Near where we stopped was an active Osprey nest with 2 adults keeping a careful watch on us at all times.

This marks the 21st year that the big 90-ton Shay has been in service on the City of Prineville Ry. We keep her in top operating shape and use her on special events and charters

The following is from Wikipedia, the free encyclopedia: The Mount Emily Lumber Company operated in La Grande, Oregon from 1925 until 1956. After becoming a subsidiary of the Valsetz Lumber Company in 1955, the name was changed to Templeton Lumber Company. In 1960, the company was again sold and the name changed to Boise Cascade, La Grande. Since the beginning of the Mount Emily Lumber Company, logs

were transported down the mountain behind a Shay steam locomotive on a short line railroad. This practice was common in the logging industry until the development of more powerful log trucks and better logging roads. Mount Emily owned four Shays, and after Valsetz bought the company and began hauling with trucks, one engine was donated to the Oregon Museum of Science and Industry in 1955. From there it was donated to the Oregon Historical Society, and through a lease agreement the Shay is operated by the City of Prineville Railroad.

And from www.shaylocomotives.com: Shop number 3233, built 09/28/1923, class C 80-3, three trucks.



Mount Emily Shay



Riders boarding the train

Scott Hurd Retires from Amtrak after 37 Years

Text Excerpt and Photo Courtesy of *Portland Tribune*

Story written by Jim Redden



TRIBUNE PHOTO: JAIME VALDEZ Sheridan Hurd, left, will continue working for Amtrak after his father Scott retires as Station Agent for Union Station this month.

Scott Hurd's family has been working on the railroad all the live-long day since 1900.

Hurd, the station agent at Portland's Union Station, is retiring on July 30 after 36 years of working for Amtrak. After he retires, his son, Sheridan Hurd, will carry on the family tradition by working as an Amtrak conductor, a job he started two years ago.

But the family's history of railroad work actually began with Scott's maternal grandfather, Claude Rooks, who worked for the Great Northern Railway in Montana for 50 years. His son-in-law, Scott's father Jim Hurd, pursued the same career by working 36 years for Southern Pacific Railroad.

"It's hard to describe the feeling of having your son carry on the work your family has been doing," Scott Hurd says.

Scott worked his way up through the ranks starting in 1979, during the next 11 years, moving into management jobs that required his family to move to San Francisco and Indianapolis. With his next position set for Washington D.C., Scott decided he preferred Portland and returned to town in 1990 as a relief station agent at Union Station. Three years later, he was promoted to station agent in charge of the ticketing and passenger boarding process, the job he is now leaving after 23 years.

During his 36-year career with Amtrak, Scott saw rail passenger service stabilize and begin growing again. In the 2014 fiscal year, Amtrak operated more than 300 trains each day on 21,300 miles of track. It connected 30.9 million passengers to more than 500 destination in 46 states and three Canadian provinces — approximately double the passengers it served in 1972, its first full year of operations.

See the full article at: <http://www.pamplinmedia.com/pt/9-news/267765-140903-family-works-on-railroad-for-four-generations>



Amtrak employees Frank Lohr (left) and Scott Hurd (right) wave their goodbye from the Union Station clock tower. Photo courtesy of Gerald Holcombe, Portland Station Accountant and Scott's coworker since 1979.



PNW SHORT LINES

by Arlen L. Sheldrake



SMART Transportation Division-represented trainmen at Tacoma Rail recently ratified a six-and-a-half-year agreement by an overwhelming majority. The pact provided “true parity” for all trainmen by eliminating entry rates and consolidating rates into a single rate of pay for conductor positions, resulting in an hourly pay increase effective July 1, 2017, union officials said in a press release. The agreement also establishes a standard crew consisting of two trainmen on all assignments and provides double time for holiday duty and triple time for more than eight hours of work on holidays. In addition, the contract provides a 3 percent deferred compensation match and a ratification incentive. **Progressive Railroading 6/23/2015.**



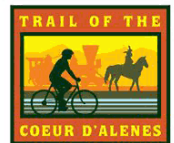
The Portland Streetcar Central Loop service is temporarily closed starting June 26th for six to ten weeks. The closure is due to electricity shut-offs associated with Multnomah County's painting of the Broadway Bridge. www.portlandstreetcar.org



“Throw a Party at the Train Station. How about booking your next special event at the historic Centralia train station across the street? This 1912 station (still served by Amtrak) is the ideal location for a party. Events held at the train station include our McMenamins catering and ales, wines and spirits – and can accommodate up to 80 guests, what a hoot! Give us a call for more information and date availability; 360-736-5164” Taken from the **McMenamins Olympic Club** advertising rack card.



The **Trail of the Coeur d'Alenes** bike path follows the Union Pacific Railroad right-of-way from Mullan, a mountain mining town near the Montana border, to Plummer, a town on the prairie near the Washington border. More than 71 miles of paved path takes you from high mountain splendor, through the historic Silver Valley, into the chain lakes region, along the shore of Lake Coeur d'Alene, over the Chatcolet Bridge to Heyburn State Park, and finally climbs to the Palouse prairie: an adventure for the entire family! <http://friendsofcdtrails.org>



Featuring eleven 1950s era luxury passenger cars, the 2015 BNSF Employee Appreciation Special provided employee, friends and family two-hour trips the weekend of June 27th. The trips departed from the BNSF station in Auburn over the Stampede Pass Route to Easton and back. BNSF uses the train to honor its employees once a year in a different part of the country. This is the first time in a decade the special has visited the Northwest. The marketing team also used the cars to entertain clients during the U.S. Open as the train was parked on a side track near the Chambers Bay tournament site in University Place, Washington. **Tacoma News Tribune 6/28/2015.**



Employees of BNSF Railway in the Spokane region are getting a close-up look this week at the history of their company. The railroad has brought a passenger train with 15 vintage cars to Spokane for a series of two-hour excursions as part of an employee appreciation special. The 12-stop tour began last month in Everett and will end in Glasgow, Montana. About 200 employees, family members and friends boarded the train Wednesday for an out-and-back ride on the former Northern Pacific Railroad line to the countryside southwest of Cheney. The employee special was last in the Spokane area a decade ago. **The Spokesman-Review July 9, 2015.**

In addition to the 2015 Union Pacific Oregon work noted in last month's Short Lines, the following bridge work is scheduled for the Willamette Valley this summer/fall:

- Davis Slough, Harrisburg
- Murder Creek, Albany
- South approach structure to the Santiam River, Jefferson
- Abernethy Creek, Oregon City



Replacement structures will be pre-stressed concrete spans on steel pilings replacing the existing wooden structures. **Bob Melbo, ODOT Rail Division email 6/30/2015.**

Trains to roll on Vancouver's Arbutus Corridor for the first time since 2001. The City of Vancouver (B.C.) and CPR have been fighting over the future of the corridor, which runs through pricey residential neighborhoods for more than a decade. Vancouver has offered to buy the land off CP Rail, which has owned it for nearly 130 years, but the two sides failed to come to an agreement on the price last year. After negotiations broke down, CP Rail warned residents last year it

intended to use the vacant tracks for train traffic again and began ripping out community gardens along the right of way.



CP Rail asserts that the nine-kilometre-long Arbutus corridor's potential value as a development could top \$400 million, and in the past has offered to sell to the city for \$100 million. The city countered at \$20 million. A recent letter to adjacent property owners from CP stated "we will commence transporting and storing rail cars on the tracks in the coming weeks." **Vancouver Sun**

6/30/2015.

Sound Transit leaders and regional transit supporters gathered July 1st to announce the agency will move forward with sending a **Sound Transit 3** ballot measure to regional voters in November 2016. The measure can move forward following the adoption by the Legislature of a transportation package with the full ST3 revenue authority requested by the Sound Transit Board and supported by Governor Jay Inslee. With the adoption of SB 5987 Sound Transit's additional funding authority includes:

- Property tax of up to 25 cents for each \$1,000 of assessed valuation (\$75 annually for a \$300,000 house). A property tax was identified as a way to establish a more progressive revenue source for regional transit investments that reduces reliance on the sales tax.
- Sales tax of up to an additional 0.5 percent (\$.50 on a \$100 purchase).
- Motor vehicle excise tax (MVET) of up to 0.8 percent of vehicle value (\$80 annually on a \$10,000 vehicle).

The Sound Transit Board is currently seeking input on which projects should be studied as final candidates for the ST3 measure. Community members can follow the process and take part at soundtransit3.org. **Sound Transit news release 7/1/2015.**



Sound Transit has partnered with Oldcastle Precast and Stacy & Witbeck to engineer and manufacture a 450-foot-long prototype section of precast concrete "floating" rail for the University Link light-rail line. The new rail will be utilized along a two-mile stretch that will pass under the University of Washington's Physics Department. In order to receive funding, the project needed to maintain pre-construction vibration levels. The prototype is composed of heavyweight concrete slabs that will rest on 7.5-inch thick elastomeric isolation bearing pads, which will allow the rail system to "float". That in turn will significantly reduce the system's harmonic effect on its surroundings. **Progressive Railroading** 6/25/2015.

The transit agencies participating in the Puget Sound region's ORCA smart card system have teamed up to launch a Regional Day Pass program. There are two new pass products that can be added to an ORCA card:

- An \$8 Regional Day Pass for adult riders valid for unlimited rides on services with fares up to \$3.50.
- A \$4 Regional Day Pass for ORCA Regional Reduced Fare Permit (RRFP) cardholders (seniors and riders with disabilities) valid for unlimited rides on services with fares up to \$1.75. (At this time there is no youth or low income day pass product.)



Regional Day Passes are accepted on bus, light rail, commuter rail, streetcar and foot ferry services operated by Community Transit, Everett Transit, King County Metro, Kitsap Transit, Pierce Transit and Sound Transit. Those who don't already have ORCA cards can purchase them at \$5 for an adult card or \$3 for seniors (65+) or riders with disabilities. As with the current ORCA PugetPass, the ORCA Regional Day Pass is not valid for fare payment on Washington State Ferries service.

Sound Transit news release 7/1/2015.

The Port of Seattle celebrated the completion of the East Marginal Way Grade Separation (EMWGS) Phase II. The project includes surface street improvements at the south end of the EMWGS overpass structure and eliminates the last remaining conflict between rail traffic and northbound traffic accessing the structure. **Port of Seattle news release 6/18/2015.**



The Pacific Railroad Preservation Association is proud to celebrate 25 years in steam with the SP&S 700. The first steam-up after restoration occurred on May 15, 1990, and the "Lady" made her first test run to Longview, Washington about a month later, on June 13. This logo was created by Jeremy Klitzke and graces the SP&S 700 website as well as the PRPA Facebook page, to commemorate the longevity of the Pacific Railroad Preservation Association, and its dedication to the continued support of our favorite steam locomotive. **PRPA Summer 2015 Newsletter.**



Some interesting reading on the USGS web site, <http://pubs.er.usgs.gov/publication/b614>, *Guidebook of the Western United States: Part D – The Shasta Route and Coast Line*. This 142 page document was published in 1915 and is one of a series of six. “These books are educational in purpose, but the method adopted is to entertain the traveler by making more interesting what he sees from the rail car window.” Among the other titles are: *The Northern Pacific Route* and *The Overland Route*. **Altamont Press 7/2/2015 posting.**



An order of sleek-looking Bombardier Innovia Metro 300 train cars for Metro Vancouver's [British Columbia] SkyTrain system will begin to arrive later this year. A total of 28 cars of Bombardier's newest model were ordered in 2012 at a cost of \$90.7 million. The order adds seven trains to the system just in time for the surge in ridership anticipated from the opening of the Evergreen Line in 2016. These cars will operate in a four-car long articulated train configuration, meaning passengers can walk from one end of the four-car train to the other. This will be a first for the SkyTrain system. The original 114 SkyTrains, the Mark I cars, are currently being refurbished at a cost of \$37.9 million to extend their operational life by 15 years. The cars have already exceeded their operational lifespan of 25 years. **Van City Buzz 6/22/2015.**



The Fort Bragg end of the Skunk Train line has been closed until further notice after the railroad decided to let go the contractor who has been working to stabilize a hillside over the westernmost tunnel on the line. The hillside project, which has run months past its scheduled completion, emerged as a major obstacle to the Skunk's Fort Bragg operations last winter, after heavy rains in January caused a large amount of earth around the tunnel's western side to collapse onto the tracks. Deadlines to finish the work by May and then by July 1, have passed without the project's completion. Daily service from Willits to Northspur continues. **Willits News 6/26/2015.**



Last month's *Trainmaster* article on the 4449's auxiliary tender prompted **Gordon Zimmerman** to remember that the 4449 auxiliary tender was his first experience volunteering with the 4449 in January-February 1984. Gordon related that his first job was banging rust and scale off the interior baffles with a small sledge hammer inside the tender. No hearing protection and no dust mask but on the second day he borrowed some cloth from his sister to tie around his nose and mouth. They removed the rust/scale in five gallon buckets pulled out of the tender with ropes; the buckets were about half full due to the weight. Gordon noted that the baffles were in good shape and were required to stabilize the water during sudden stops. **Gordon Zimmerman phone call 7/7/2015.**

Metro Vancouverites [British Columbia] have voted No in a plebiscite on a \$7.5-billion regional transportation plan, making it uncertain how improvements to transit and transportation will be funded over the next decade. Voters were asked whether they were for or against a new 0.5 per cent sales tax to help fund major infrastructure projects. The vote was 61.7 per cent No and 38.4 per cent Yes overall for the region with 759,696 ballots cast. **CBC News 7/2/2015**



As one of the final actions of their 2015 session, Oregon lawmakers approved \$45 million from bonds backed by the Oregon Lottery proceeds to fund the sixth round of *ConnectOregon VI* [HB 2274] projects for transportation projects other than highways and bridges. **The Portland Tribune 7/8/2015.** Grants and loans may be provided only for projects that involve one or more of the following modes of transportation: air, marine, rail, public transit, and bicycle and pedestrian.



Suenn Ho, Principal, Resolve Architecture + Planning reports that she will be presenting to the Tigard City Council the concept design of the **Tigard Street Heritage Trail** at their meeting August 18th. Ron McCoy, representing PNWC, provided a great deal of input about Tigard's rail history that Suenn incorporated into the proposal.



Sign on the BNSF Railway near Otis Orchards, Washington: April 6th, 1989. On this date the world record for concrete ties inserted in a twelve hour period was established by Pacific Division Forces: **7,709. Altamont Press posting.**

Sound Transit's second tunnel boring machine for the Northgate Link light rail extension reached the wall of the future Roosevelt light rail station on July 13th, completing the second 1.5 mile segment of a 3.4-mile tunnel that will serve light rail trains from Northgate Mall to the University of Washington starting in 2021. “Pamela,” the tunnel boring machine or TBM, that reached the Roosevelt site July 13th was launched last November from the Maple Leaf Portal just east of Interstate 5 and south of Northgate Mall. When the machine finishes boring through the station wall at Roosevelt, it will

be refurbished before continuing to the U District Station site and later connecting with the completed University of Washington Station. **Sound Transit press release 7/13/2015.**

A section of the Palouse River and Coulee City (PCC) Railroad will be operated by Frontier Railroad Services. The section of the line runs from Dayton to Walla Walla and is not currently open due to needed bridge repairs. Repairs are expected to be completed over the next six to nine months with the line reopening shortly after. Watco Companies Rail Services will continue to operate the other two PCC lines. **Walla Walla Union-Bulletin 7/13/2015.**



The Portland Development Commission (PDC) is developing a **Broadway Corridor Framework Plan** for the 24 acre area that includes Union Station and the current 14-acre USPS site. Public comments were due by July 19th. PNWC President Fleschner submitted a letter on July 13th with the following points:

- Plan for expanded passenger rail service between Portland and Seattle.
- Enhance the appearance of Portland's rail gateway.
- Fix Union Station's seismic deficiencies.



Restoration is underway on the former Union Pacific 1942 CA-3 class caboose at the Nampa Train Depot. The restoration cost is estimated at \$20,000. The Idaho Heritage Trust has awarded a \$3,000 matching grant to the project. The depot and museum, 1200 Front Street in Nampa, is open 10 am to 3 pm Thursday through Saturdays with caboose tours every Saturday. Union Pacific donated the caboose to the Canyon County Historical Society in 1988. The Nampa Depotfest is August 1-2, 2015. **Idaho Statesman 7/13/2015.**



The Washington State Legislature has approved a new 2015-17 budget that includes transportation funding for key freight-rail infrastructure projects at Northern Columbia Basin, the Port of Warden and the Connell rail interchange.

- Northern Columbia Basin Railroad project received \$20.9 million in funding to enhance and improve rail access to industries in the Northern Columbia Basin near Moses Lake.
- Port of Warden received \$2 million in funding to construct a mile of new rail storage siding track along a Columbia Basin line.
- The Connell Rail Interchange project received \$10 million in funding to upgrade and improve the key interchange in Eastern Washington where a Columbia Basin Railroad line intersects with BNSF Railway Co.'s Lakeside Subdivision line that runs between Spokane and Pasco.



Progressive Railroading 7/14/2015.

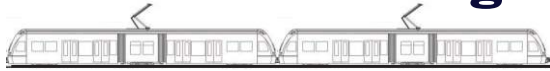
The levee that failed during the Vanport Flood of 1948 was reinforced over the years, but the soil is believed to cover an old wooden railroad trestle, which is not considered safe for withholding future floods. However, the city of Portland and other local governments continue to work on the problem under the auspices of an Oregon Solutions project. The Army Corps is requiring re-certification of the Columbia River levee system in light of the new tighter standards. But Burlington Northern Santa Fe and Union Pacific railroads say it is against their national policies to sign the required operation and maintenance agreements so their railroad embankment could be improved to receive federal certification as a levee. The railroad companies also declined to allow engineers to fully analyze the embankment during the first phase of the Oregon Solutions project. **Portland Tribune 7/14/2015.**



On July 7th, PNWC member Steve Coons wrote: "A small correction RE: Jim Gertz's 6-60 speeder in last month's *Trainmaster*, it is not a Skagit, other than Skagit Steel & Iron being the parent company. It was made by the **Motor Appliance Company** (MAC), a semi-independent branch of Skagit Steel & Iron. MAC made a lot of different things, I believe they even made a small set of donkey drums that would mate to a Fordson tractor with the rear wheels removed." Thanks for the information Steve!

Kamloops Heritage Railway in Kamloops, British Columbia may have their steam locomotive again operational beginning July 24th after two years of being out of service. The "**Spirit of Kamloops**", KHR 2141 was built in 1912 in Kingston, Ontario by the Canadian Locomotive Company for the Canadian Northern Railway. The 2141 is classified as a "light consolidated" with a 2-8-0 wheel configuration. It was given to the city in 1961. <http://www.kamrail.com>.

TriMet's MAX Light Rail, Connecting Our Region



by Erin Riddle and T. Trent Stetz

A new exhibit opens at the Oregon Rail Heritage Center on August 27th. The exhibit was co-funded by the Oregon Rail Heritage Foundation and TriMet.

TriMet's MAX Light Rail, Connecting Our Region celebrates the opening of the 2015 MAX Orange Line with a look back at the historic roots and evolution of the Portland region's light rail system.

Beginning in the early 1900s, the Portland region had established a thriving urban rail presence including streetcars, cable cars, and interurbans. Over time, these forms of transit began to lose their footing to more 'modern' transportation technologies. As automobiles grew in popularity and eventually dominated the transportation scene, neighborhoods were cleared for new freeways to accommodate transportation demand.

Local residents banded together to terminate one of these planned projects—the Mt. Hood Freeway. During a pivotal moment in Portland's history, the freeway was voted down and the funds were re-allocated to alternative transportation projects. Soon after, the community lobbied to bring urban rail back to the region and TriMet's MAX light rail was born.

From our region's first light rail line in 1986, through 2015 with the addition of the newest light rail line and Willamette River bridge—the Tilikum Crossing, TriMet has built a total of six MAX alignments and a system that includes nearly 60 miles of track, 85 stations, and more than 145 light rail vehicles.

TriMet's MAX light rail system is a reflection of the city's historic rail heritage, the community's commitment to preserving the region's scenic beauty and livability, and the region's continued growth.

Orange Line Preview Ride

Photos by T. Trent Stetz

A few members and volunteers of the Oregon Rail Heritage Foundation were treated a MAX preview ride. The ride started at the OMSI / SE Water station (see photo), of the new MAX Orange Line, across the new Tilikum Bridge and then down to the new end-of-line at SE Park Avenue Station. The preview ride event was hosted by TriMet. Before the event, the members and volunteers were treated to a picnic dinner aboard the Travellers Rest prepared by David Cautley and Mark Kramer.



Laurel Lyon checking in the guests before the event



Dave and Joey Douglas enjoying the ride



Folks enjoying their meal aboard the Travellers Rest



David Cautley serving the Guests



Preview Ride of the Orange Line arriving at the OMSI / SE Water Station near the Oregon Rail Heritage Center

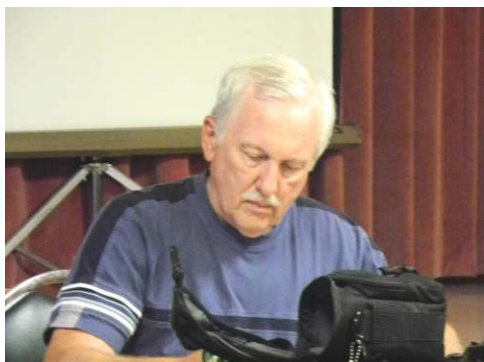
July Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on July 17, 2015

The July 2015 membership meeting was called to order at 7:33pm by President Keith Fleschner.

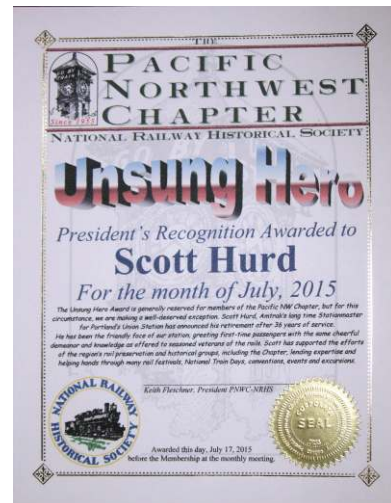
The June meeting minutes were called. Trent Stetz made a motion to approve the minutes and Mark Reynolds seconded. The membership voted to approve the minutes.



Secretary Jim Hokinson records the Chapter meeting minutes

George Hickok gave the monthly Treasurers report and said that all accounts balance. He reported that the Brix Logging book and the Steel Bridge book have both made a profit. He then reported that the ridership is down for the Albany & Eastern Railroad (AERC) dinner trains, so our cars have not been used as much as planned. He said cost of the foam to repair the seats in the Chapter's 6800 car likely will not be covered by the car rental proceeds with AERC and

requested the membership approve a budget amendment not to exceed eight thousand dollars to cover the cost. Doug Auburg made the motion for the budget amendment and Don Klopfenstein seconded. The membership voted to approve the motion. Doug Auburg made a motion to accept the Treasurers report and Ron McCoy seconded. The membership voted to accept the report.



Ron McCoy then announced that the *UNsung HERO* award for the month is awarded to Scott Hurd, the retiring Stationmaster of Union Station who has been a great friend and helper to the chapter.

Ron McCoy then reported that the Activity and Excursion Committee is considering an excursion to Train Mountain near Klamath Falls. No final plans have been made. The cost would be around five hundred dollars.

Trent Stetz reported that Jean Hickok has made up new Oregon Pony pamphlets to be given out at the NMRA convention. He also announced that August 9, 2015 is the Portland Bridgewalk over the new bridge for bicycles and pedestrians.



Mark Reynolds and Ken Vannice provide commentary to the evening's video

Al Baker requested ideas for meeting programs.

The meeting was adjourned at 8:25pm.

Bryan Ackler provided snack time for the members.

The video program was narrated by Mark Reynolds and Ken

Vannice on the SP&S 700 trip to Montana. The second half of the video program will be presented at an upcoming meeting.



Al Baker (left) received this tool as a donation to ORHC. The donor's father was given this tool (chrome plated) as a retirement gift. He worked on the Southern Pacific RR between 1955 and 1972 in Eugene. He was a car inspector, and he used this tool supposedly for inspecting journal boxes. It is 30 inches long, made of steel, chrome plated. Al and Keith Fleschner (right) demonstrate its use.



Ron McCoy (right) with Iris Walling and husband, Mike Bliziotis look over prints of photos from the Chapter Archives being researched by Bruce Strange (at left).

Respectfully submitted
by Jim Hokinson, Secretary.

Photos by Jim Hokinson and T. Trent Stetz



Running as Amtrak Cascades 507, Oregon's *Mt. Bachelor* trainset barrels through Ridgefield, Washington on July 23, 2015. Photo by David Astle.



The Chapter's Lending Library will be open Saturday, August 22nd afternoon at Room 1 at Portland Union Station. It is also open every Monday morning from 10:00 AM to Noon. A wealth of interesting material is available for PNWC member review or check-out.

Bill of Lading

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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

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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. 637

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

August 21: 700 Trip to Montana, Part II by Ken Vannice & Mark Reynolds..

Sept. 18: Update on the SP&S 700 by Steve Sedaker, Vice President, Pacific Railroad Preservation Association.

October 16: Maxwell Siding Railroad Museum, a July 18th visit by Arlen L. Sheldrake. A pictorial view and update about this very unique and not well known asset residing/hiding in Hermiston, Oregon.

November 20: S2 #36 Update, Keith Fleschner

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

Board of Director's Meetings: August 13, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm
September 10, 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
July 3 to Sept. 7, *Willamette Shore Trolley* on Fri, Sat & Sun, 10 am, 12, 2 & 4pm, oerhs.org/wst/schedule.htm
Aug. 1-2 *Nampa Depot Fest*, Nampa ID, www.canyoncountyhistory.com
Aug. 1-2 *Great Oregon Steam-Up*, Antique Powerland, Brooks, OR, www.antiquepowerland.com
Aug. 9 *Brooklyn Rail Yard exhibit closes*, Oregon Rail Heritage Center, www.orhf.org
Aug. 9 *The People's Preview of Tilikum Crossing*, 1:30–4:30 p.m., catchtheorange.com/#/events/
Aug. 2-9 *NRHS RailCamp West*, University of Puget Sound, Tacoma, www.nrhs.com
Aug. 14 *MAX History exhibit opens*, Oregon Rail Heritage Center, www.orhf.org
Aug 14-16 *Snoqualmie Railroad Days*, Northwest Railway Museum, www.railroaddays.com
Aug. 23-30 *Portland Daylight Express*, The NMRA annual convention in Portland, www.nmra2015portland.org
Aug. 28-30 *25th Annual National Train Show*, Portland Expo Center, www.nmra2015portland.org
Sept. 5-6 *An Affair on Main Street*, Pend Oreille Valley RR Metaline Falls WA, www.lionstrainrides.com
Sept. 5-6-7 *Pacific Northwest Live Steamers Founders Birthday*, Molalla Train Park, www.pnls.org
Sept. 5-6-7 *Labor Day Weekend Trains*, Santiam Excursion Train, Lebanon OR, www.santiamexcursiontrains.com
Sept. 12 *Portland-Milwaukie Light Rail MAX Orange Line Grand Opening*, with OMSI/ORHC station, www.trimet.org
Sept. 19 *3rd Annual Northwest Railroad Heritage Forum*, Tacoma WA, www.railheritage.org
Oct. 3-4 *First Autumn Colors*, Pend Oreille Valley Railroad, Ione WA, www.lionstrainrides.com
Oct. 7-11 *SP Historical & Technical Society 2015 Convention*, Sacramento CA, www.sphts.org
Oct. 10-11 *Second Autumn Colors*, Pend Oreille Valley Railroad, Ione WA, www.lionstrainrides.com
Oct. 17-18 *Third Autumn Colors*, Pend Oreille Valley Railroad, Ione WA, www.lionstrainrides.com
Oct. 24-25 *Great Pumpkin Rides*, Pend Oreille Valley Railroad, Ione WA, www.lionstrainrides.com
Dec. 5, 6, 12 & 13 *Candy Cane Express*, Oregon Coast Scenic RR, Garibaldi OR, oregoncoastscenic.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.