

The Trainmaster

January 2016

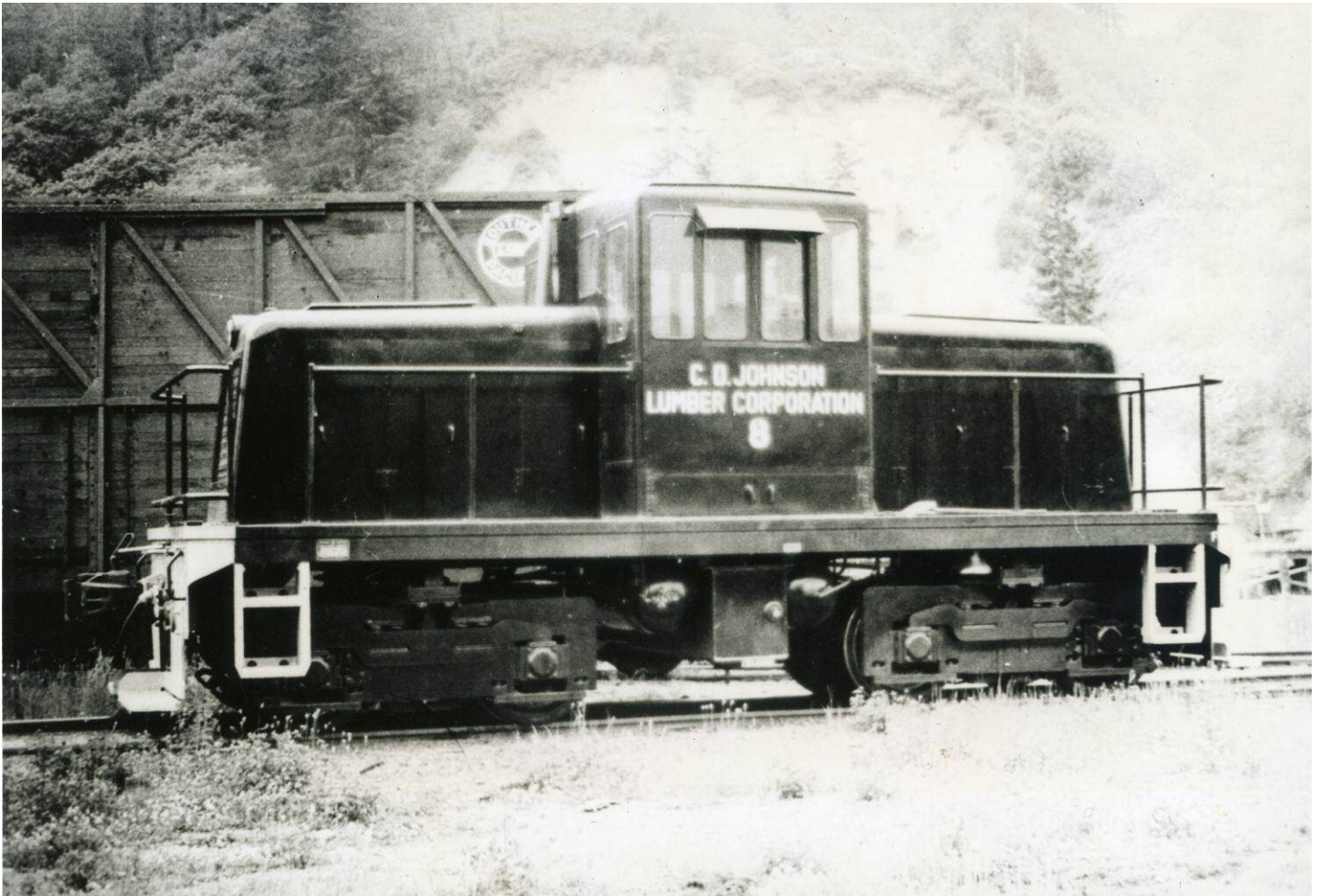
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Georgia - Pacific 45-Ton Switcher



Seeing as how C.D. Johnson's No.8 only lasted one year before becoming Georgia-Pacific's No.8, photos of it are very rare. In fact this fuzzy image is the only one that has come to light and shows it sitting in Toledo shortly after her arrival in 1951.

One Career Ends, Another One Begins

By Lloyd Palmer

Georgia-Pacific (G-P) Corporation's 45-Ton switcher, used to switch chip cars at their large paper mill in Toledo, has come to the end of her long working career. For years she was used to push cars onto the rollover inside Shed Five at the west end of the plant, but those duties ended in March 2015 when G-P decided that maintaining the sixty-four year old locomotive was becoming too expensive. In its place, they will use a large trackmobile.

Except for two years, this 45-Tonner spent her entire career in Toledo, Oregon. It was built by General Electric for the C. D. Johnson Lumber Corporation as their No. 8 in 1951 under c/n 30791 and for a year retained the No. 8 when G-P purchased the C. D. Johnson Lumber Corp. sawmill and other holdings in the Toledo area. From 1963 to 1965 G-P used it on their Feather River Railway operations in California but it returned to Toledo where it was put to work switching the rollover. In 1988 it was given the number 06-021 and still sports that designation. [Continued on Page 2]

One Career Ends, Another One Begins



Seen here pushing along load of chips onto the rolover in G-P's Shed Five, No. 06021 spent almost its entire life doing this job at the large paper mill in Toledo.

Even though her working career has ended, this locomotive will remain in Toledo. Through the Georgia-Pacific Foundation, G-P has donated it to the Yaquina Pacific Railroad Historical Society (YPRHS) and they will place it on display along with the other equipment in their collection. WATCO, the company that provides the switching chores for the large G-P paper mill operations in town, will move the engine to its new place of honor sometime before the end of this year.

The 45-Tonner will join several other pieces of rolling stock in the YPRHS's collection. Foremost is the former Georgia-Pacific No. 1, a 2-8-0 that is currently undergoing cosmetic restoration. In addition, visitors to the site will find Southern Pacific's wooden caboose No. 573, fully restored and used as the organization's



Shown resting outside of Shed Five, G-P's 45-tonner has come to the end of her working career. Used to switch the chip car rolover, the locomotive has been replaced by a trackmobile and has now been donated to the Yaquina Pacific Railroad Historical Society in Toledo.

office, SP's RPO No. 3152 which has also been fully restored where the former

baggage end holds a small museum and the society's library, an SP boxcar that's used as a shop and several other smaller pieces of equipment.

[Lloyd Palmer is a noted author and historian residing in Waldport. Lloyd serves as the historian for the Yaquina Pacific Railroad Historical Society whose Museum is in Toledo. We thank Lloyd for writing this article specifically for *The Trainmaster*.]

Chris McLarney Reflections

By Edward Berntsen

Chris was an enthusiastic participant in the Burlington Northern's railroad career-interest Explorer Post 826 in Portland under the auspices of the Boy Scouts of America. I was assigned as the BN management advisor for Post 826 in 1973-74 while I was Assistant Manager – Road and Terminal Operations in the BN Portland Region Transportation Department. With senior management blessing, our Explorers were given opportunities to ride locomotives and cabooses on BN freight trains and switch crews. Explorers also inspected and learned the functions of freight yards, mechanical repair facilities, and track and bridge maintenance crews. In addition Explorers utilized the BN transportation computer system to follow the movements of their “favorite” locomotives and cabooses, including EMD F-9A locomotive BN 826 for which the Explorer Post was named. After I was transferred by BN to Seattle in February 1974, BN marketing executive and railroad author Walter Grande replaced me as Explorer Post 826 advisor for the next several years.

The purpose of the BN-sponsored series of Explorer Posts in railroad centers around the BN system, was to provide interested high school students with hands-on experience in real railroading, to help them see the exciting potential of a railroad career. In Chris's case, the experience really took hold, and he became a well-respected railroader throughout his life, including his many years of service at Portland Union Station working for Amtrak mechanical contractor Drummac. In that capacity, Chris in effect became Amtrak's primary mechanical manager at Portland. He supervised a crew and personally assisted all types of necessary mechanical inspections and servicing of Amtrak trains, locomotives, and passenger cars to ensure safe and clean departure of all Amtrak trains from Portland.

Chris was also selected by Amtrak's corporate mechanical officers as one of only 13 or 14 Private Car Inspectors nationwide, who had gained the experience and knowledge of the mechanical characteristics and requirements of both current-model Amtrak passenger cars and locomotives, and older historic rail passenger cars being maintained to current Amtrak mechanical standards. Chris's personal mechanical inspection and approval of a particular private passenger railcar was sufficient for Amtrak senior managers to approve operation of that car on Amtrak trains throughout the United States including trains operating up to 110 mph in the Northeast. [Continued on Page 3]

In Remembrance of James Ivan Fortune Gertz

February 10 , 1932 - November 26, 2015

Jim Gertz was born in Port Angeles, Washington to Nan (Agnes Fortune) Gertz and George Gertz. He lived all his life on the North Olympic Peninsula with the exception of time in the military and advanced schooling.

He was a 1950 graduate of Port Angeles High School where his extracurricular activities included playing clarinet in the school band. After graduation from high school, Jim enlisted in the United States Air Force and took basic training at Lackland Air Force Base in San Antonio, Texas, technical training at Shepherd AFB in Wichita Falls, Texas, and then was assigned to active duty at Tyndal AFB in Panama City, Florida.

After returning from his military service, Jim came back to Port Angeles and enrolled at Edison Technical School in Seattle from which he graduated in 1955 as a trained aircraft, airframe and engine technician.

Again returning to Port Angeles, Jim obtained employment with Rayonier, Inc. in Sekiu, Washington, first working for the railroad shop at Sekiu and then working engine crew on the railroad and, finally, working at the company shop at Sol Duc Transfer near Forks, Washington. During most of his employment with Rayonier, Jim lived, during the week, at Hoko Camp, one of the last of the old-time logging camps in the Continental United States. After the company shut down the Sol Duc facility, Jim worked in the Solid Waste Division of Clallam County until his retirement.



Jim's two greatest passions were planes and trains. He obtained his pilot's license while still in high school. He continued to fly throughout his stint in the military and for some time after. Throughout his life, he attended air shows and could often be found at the local airport or in conversation with other enthusiasts. He was also a talented modeler of aircraft and amassed a significant collection of meticulously detailed military and civilian models.

Arguably his greatest achievements were in the area of historical railroad preservation. In 1962, he purchased a steam locomotive from Rayonier, Inc. and a few years later transported it to his property in Port Angeles where it was preserved in a building he constructed. Four decades later, the locomotive was donated to Mount Rainier Scenic Railroad and became the first locomotive of

its type to be returned to operating condition. Additionally, he obtained a speeder from Rayonier and a caboose from the Milwaukee Road which have now been placed in the ownership of preservationists.

In the 1970s, he co-authored a book on the Willamette geared locomotive and throughout the subsequent years published several articles in national railfan publications.

Jim was a member of the Port Angeles Masonic Lodge and a charter member of the Tacoma Chapter of the National Railway Historical Society.

He was known both for his comprehensive knowledge of planes and trains and his willingness to assist anyone desiring information on those subjects.

A lifetime bachelor, Jim is survived by cousins Laurie Smith Bogen and Dave Smith and their families.

Chris McLarney Reflections (Continued)

Several other members of the 1973-74-era BN Explorer Post 826 who were early contemporaries of Chris, attended the Nov. 29 special train in Chris's memory with SP&S 700 on Oregon Pacific Railroad. These included Eric Fellows of Tacoma, Paul Guernsey and Frank Scheer of Portland and Jeff Honeyman, an active crew member on SP&S 700 who is also a longtime train operator at Washington Park & Zoo Railway. Eric, Paul, Jeff, and other Explorers had joined Chris as part of the cadre of volunteers who took on the many dirty, messy, unsung jobs required to clean locomotive parts and support the rebuilding of Southern Pacific steam locomotive 4449 at BN's ex-SP&S Hoyt Street roundhouse in Portland, from December 1974 to April 1975, for service on the American Freedom Train. Eric Fellows and Frank Sheer then volunteered with Chris in their early efforts to repaint and cosmetically restore former SP steam locomotive No. 1785, which remains on exhibit in Woodburn, Oregon. Thank you for the opportunity to know your son, Chris.

[This document was originally provided to Chris's father, Felix McLarney, and is reprinted with permission. The Chris McLarney obituary was published in the November 2015 *Trainmaster*. Ed has been a NRHS member since joining the PNW Chapter in Jan. 1963].

HOLIDAY EXPRESS 2015

Wow, we got through 70 train rides on the 11th annual Holiday Express in 2015 spread over four weekends! The volunteers hosted over 14,500 guests and passed out more than 16,000 Candy Canes (and what are those made out of again?). What a spectacular accomplishment for the volunteers!!! And there was lots going on at Oaks Park - people were guided safely to & from the parking lot and across streets to the train, passengers were loaded and unloaded, cars cleaned, guests entertained & souvenirs sold in the decorated tent, volunteers feed and trains kept to the scheduled departure times (even with sometimes interesting weather!). This was a record year for Holiday Express ticket sales. Many heartfelt thanks to all of the volunteers for giving their time and enthusiasm to Holiday Express 2015. Without their hard work, attention to customer service, and for their smiles, we would not have the SUCCESS we realized this year.



Santa Rick



Volunteer Breakroom



Al H. and Bill B.



Souvenir Sales with Jean H.

The 4449



David C.



Mark R. and Trent S. on Day 8....



Guarding the Crosswalk with Judy H.



Eric M.



Santa Merrill



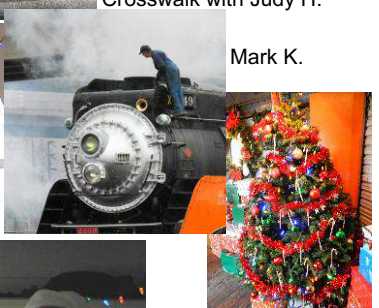
Ray N.



Tom S.



Dave L.



Mark K.



Midori S. and Bill M. in the Plum Creek (Where Else?)



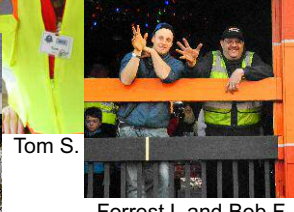
Dennis S.



Bob W.



The Pirate



Forrest L and Bob F.



Jim H.



Onboard Tree



Rolf S.



Stuart A.



Gary B., Dave L. and Barry R.



Elf Pat



Conductor Nick



Ken E.



Jacob F.



Mark K.

Mark R. and Emma F.

Pictures by Jim Hokinson and Trent Stetz



PNW RAIL NEWS

by Arlen L. Sheldrake



Coal in the Puget Sound Region: The free online encyclopedia of Washington State History continues to impress me with what little I know of PNW history. Their **HistoryLink File #5158** describes in four pages plus pictures the mining activity in the Washington counties of King, Pierce, Kittitas, and Lewis. Coal mining began in the 1860s and continued into 2006 with the closing of the open-pit coal mine near Centralia. In the early years lots of this mostly bituminous coal was provided for steam locomotives, steam powered ships, and heating. A great deal of this coal was shipped to California for heating and railroad uses. For instance, in 1918 a whopping 4.1 million tons of coal was mined in Washington. www.historylink.org. [Probably the coal used to fire the OR&N 197 between 1905 and the conversion to oil in 1923 was mined in the state of Washington.]



The Free Online Encyclopedia of Washington State History

One of the most controversial environmental projects ever proposed in the Portland area – the Tesoro Savage oil-terminal at the Port of Vancouver – advanced to the next stage November 24th when Washington regulators released a draft environmental impact statement. The terminal would be equipped to handle 360,000 barrels of crude oil per day, served by what amounts to a pipeline on wheels; 120-car trains arriving on an average of four times a day. It would be the nation's largest oil-by-rail project. Tesoro Corp., a Texas oil company, is teaming with Savage, a Utah-based supply chain management company, in a joint venture called **VancouverEnergy**. They say they'll bring crude oil mostly from the Bakken formation of North Dakota and deliver it to West Coast oil refineries. Release of the draft environmental impact statement triggers the beginning of a public comment period. Members of the public have until January 8th to submit comments. The DEIS was prepared by the Washington State Energy Facility Site Evaluation Council, which will make a recommendation on the project. **Portland Tribune 11/24/2015**.



Following their original \$41 million lawsuit in April of 2015 against Burlington Northern Santa Fe Railway in US District Court in Spokane, Washington for damages incurred for having to shut down the **Cold Train Express Intermodal Service** in 2014, Cold Train owners have filed an amended complaint for damages in the Court which details even more significant issues about BNSF actions, which caused Cold Train's demise. In particular, the amended lawsuit states that BNFS engaged in unfair and deceptive trade practices and violated the Washington Consumer Protection Act by wrongfully requiring Cold Train to agree to a 95% carriage requirement, which effectively prohibited Cold Train from using other rail carriers. The original lawsuit is for damages resulting from BNSF's failure to provide 72-hour Z service between Quincy, Washington and Chicago. **PR Newswire 11/23/2015**.



A new study released November 23rd by the University of Washington shows coal trains running daily through the Columbia Gorge pollute nearly twice as much as other diesel-powered freight trains. The results were trumpeted by environmental groups, through BNSF Railway cast doubts about the study's objectivity. Researchers staked out passing trains near Lyle, Washington over a two-month period, and measured tiny particles emitted into the air. The team identified 293 freight trains and 74 coal trains in its study, and found the coal trains released nearly twice as much pollution on average as the freight trains. The Friends of Columbia Gorge was one of the study funders. BNSF opened a new state-of-the-art facility earlier this year in Pasco, which sprays all coal trains with a second layer of surfactant to prevent dust from escaping cars. **East Oregonian 11/23/2015**.



The Avery Citizens Committee Foundation has launched a campaign to raise funds to build a brick walkway and maintain their historic Community Center and park. “Because of the extremely dry spring and summer this year and numerous forest fires, visitors (and therefore donations) are significantly less than previous years. We especially need your support his year!” As you probably remember, Avery is the home to our former Milwaukee Road dining car and a very nice Community Center/Museum. Each brick costs \$40 and can include three lines of 15 characters of print. Send checks to: Avery Citizens, PO Box 143, Avery ID 83802.



The Oregon Department of Transportation has received 78 applications requesting more than \$91.5 million for the **ConnectOregon VI** program. The Oregon Legislature authorized \$45 million for this round of investments in air, bicycle/pedestrian, ports/marine, rail and transit projects. Fourteen rail applications totaling \$25,310,436.73 with a 30% match of \$15,328,489.93 were received. Awards will be made in August 2016.



- Juhl Enterprises DBA J&P Wholesale [Klamath Falls]; Rail Spur Expansion Project, project = \$310,000; grant request = \$210,000
- Red Rock Biofuels; Rail spur & Lake County RR bridge improvements; project = \$4,757,613; grant request = \$3,330,259.
- LRY, LLC; Lake Railway 5,000 ties to support growth; project = \$500,000; grant request = \$325,000.
- BNSF Railway; Bieber Junction rail improvements; project = \$6,679,160; grant request = \$4,879,160.
- Rogue Valley Terminal Railroad Corporation; Western Emulsions/Boise Cascade 286k track upgrades; project = \$170,000; grant request = \$117,300.
- Northwest Container Services; NWCS container lift equipment; project = \$1,961,280; grant request = \$1,372,780.
- Union Pacific Corporation & Subsidiaries; Portland passenger-freight rail speed improvement project; project = \$12,964,124; grant request = \$8,294,124.
- Marion Ag Service Inc.; Marion Ag Service rail spur; project = \$1,089,700.66; grant request = \$498,565.73.
- Northwest Container Services; NWCS rail car modification and upgrade; project = \$2,072,099; grant request = \$1,450,499.
- Knife River Corporation – Northwest; Knife River rock train system improvement project; project = \$1,591,500; grant request = \$1,114,050.
- City of Dallas; Dallas industrial area rail improvement project; project = \$1,070,000; grant request = \$749,000.
- Wyoming Colorado Railroad [Ontario]; Bridge program #1; project = \$173,550; project request = \$119,749.
- Morrow County Grain Growers; Boardman grain elevator unit train unloading project; project = \$6,500,000; grant request = \$2,500,000.
- Wallowa Union Railroad Authority; Elgin complex rail spur repair; project = \$500,000; grant request = \$350,000.

ODOT email 12/1/2015 & Bob Melbo 12/8/2015.

A new railroad exhibit commemorating the California and Oregon Railroad and its arrival in Albany on December 8, 1870 opened December 8, 2015 at the **Albany Regional Museum** in Albany, Oregon. The Museum is located in historic downtown. Judie Weissert, Executive Director, reports that some 70 people attended the grand opening. More information: www.armuseum.com. Weissert email 12/8/2015. [Downtown Albany is chock full of historic buildings and is a great walk.]



Container barge service is back on the upper Columbia and Snake rivers. The **Upriver Container Barge-Rail Shuttle** will help importers and exporters in eastern Washington, Oregon and Idaho move containerized agricultural products to markets in Asia. An informal partnership including Northwest Container Service, Tidewater Barge and the ports of Morrow, Lewiston and Portland helped facilitate the return of this service. The first barge was loaded at the Port of Lewiston the week of November 30th. The new service will address key issues driving up the cost of transportation in the wake of losing direct carrier service at Terminal 6 in Portland earlier this year. The project is the outgrowth of work the Port of Portland and the State of Oregon took on with shipping companies across the state to find alternate routes to market until weekly transpacific container service resumes at T-6. The Port of Portland contributed \$51,000 in seed money to kick start the Container Barge-Rail Shuttle project and offset the additional cost of transferring agricultural products from barge to rail in Boardman. The shuttle is expected to be self-sustaining by the second full month of service. Once established, rail service from Boardman is expected to increase to weekly as additional importers and exporters participate in the program. **Port of Portland news release 11/30/2015.**



The Washington State Utilities and Transportation Commission identified multiple safety concerns for the proposed Grays Harbor oil projects. In comments submitted on the Draft Environmental Impact Statements (DEIS) for the proposed Westway and Imperium oil projects, the Utilities and Transportation Commission listed among its concerns the integrity of the track bringing crude oil to the facilities, the impact on rail crossings, and financial ability of the project owners to address spills or accidents. Westway Terminal Company owns an existing methanol distribution facility at the Port of Grays Harbor. If approved, the proposed projects would expand the storage capacity for crude oil facilities, adding up to five storage tanks capable of holding up to 8.4 million gallons of crude oil each, and add rail and pipeline infrastructure at the site. Imperium Terminal Services owns an existing biodiesel production and transport facility adjacent to the Westway facility. It proposed to build up to nine storage tanks to hold up to 3.4 million gallons of liquids each, including crude oil, and add rail and pipeline facilities. The UTC is concerned about the capacity of railroad bridges located between Centralia and the project site to carry heavy trains loaded with volatile Bakken crude oil; the accuracy of identified private railroad crossings along the oil route;

failure to address safety at 17 public crossings identified by the UTC as “at-risk crossings”; and the integrity of the track and subgrade along a section which experienced three derailments in 2014. The City of Hoquiam and the Department of Ecology are the co-lead agencies in evaluating the DEIS. **UTC news 12/1/2015.**

Each day of volunteering at the **Oregon Rail Heritage Center** is different: interesting and a great variety of visitors; usually some unique work happening with the equipment; and occasionally an interesting phone call. On Thursday, December 3rd, a call came in that was a bit unique. Barry Robertson, one of our super gift shop staffers called me on the radio indicating a call was on the line that was “above his pay grade”. On the telephone was Kari Scacco, a Project Administrator with R & H Construction here in Portland. Seems their company holiday party theme is Polar Express and she was looking for a steam whistle for the Polar Express model their staff built for the event. “When is your party Kari?; day after tomorrow she said.” Telling Kari I would call her back shortly, I went in search of some folk who know about steam whistles. Doyle McCormack, Scott Gordon, and Bob Slover were talking and I interrupted them with my whistle search. After some head scratching, the consensus was that an air compressor would not blow a regular steam locomotive whistle but Doyle said that he had a small one at home that he had loaned to the Oregon Zoo that would work. I called Kari back and told her to go buy a Lottery ticket as this was her lucky day. On Friday Doyle brought in his whistle and scratch built an operating hand lever for it. As Doyle was finishing up the lever, Kari arrived to pick it up. I relate this story for multiple reasons: 1) volunteering is a fun and amazing “job”, 2) trains are important to a great variety of publics, 3) when asked, our fellow volunteers really step up to help.



The Honolulu Authority for Rapid Transportation has completed five miles of guideway for Oahu's rail transit system, which accounts for 25% of the project's elevated guideway work for the 20-mile system. The five miles of guideway includes more than 215 spans. Each span, which is the portion of guideway between two columns, typically consists of 12 segments. And each segment weighs about 50 tons.



Honolulu Rail Transit news release 12/4/2015.

Operation Lifesaver announced the award of \$148,000 in grant funds to eight rail transit agencies in seven states for public awareness and safety education projects. One of the eight projects is in the Pacific Northwest:

- TriMet plans a safety outreach marketing campaign surrounding Portland's MAX Orange Line, targeting people living or traveling in an area with quiet zones that have seen risky cyclist behavior around a light-and heavy-rail shared corridor. The campaign will run during three-month period including National Bike Month and will feature TV, digital, radio ads and social media.



OL news release 12/3/2015.

The Glacier Rail Park, an industrial park for rail-served businesses, is poised to break ground in spring. After the project goes out to bid, crews will begin grading the former 40-acre gravel pit off Whitefish State Road that stretches to East Oregon Lane near U.S. Highway 2. Initial construction will include the installation of water and sewer utilities at the rail park, as well as leveling of the construction site. A total of 350,000 cubic yards of gravel remains on the site and will also need to be moved. The city's plan, conjunction with the creation of the rail park, envisions replacing the railroad tracks in downtown with a trail system and reconnecting disjointed streets near Kalispell Center Mall. The redevelopment plan comes with an estimated price



tag of \$21 million. The city of Kalispell, BNSF Railway and Watco Companies' Mission Mountain Railroad have pledged \$11 million in matching funds, making it one of the region's largest public-private partnerships. The federal \$10 million TIGER grant can only be used for transportation projects, such as the development of the rail park. As part of this project, CHS Kalispell has agreed to consolidate its operations from three locations across downtown to a new site in the rail park. These three properties include the 3.81-acre fertilizer plant and gas station, the 1.6-acre grain

elevator and the 41,000-square-foot gas station/office complex. **Flathead Beacon 12/7/2015.**

The Trains special 10th anniversary **LOCOMOTIVE 2015** magazine has a very nice article about the Oregon Pacific Railroad. The “*One of Everything*” article by Justin Franz is five pages with lots of pictures and provides a good overview of the family operation headed by our friend Dick Samuels. The issue retails for \$9.95 and can be ordered at www.TrainsMag.com.



The Spokane arena football team has a new name. The organization on December 9th revealed its new name – **Spokane Empire** – and logos – among them a speeding locomotive and the letter 'S' with a railroad spike down the center – along with a color scheme of coal black, silver smoke and engine orange, the latter the team's primary color since inception in 2006. The

locomotive graphic represents a hybrid train model incorporating several different engines used during the late 1880s and early 1900s. The team involved members of the Inland NW Rail Museum for input. Empire is a tribute to the railroad industry, prominent in Spokane's growth and economic development, and the Inland Empire, a commonly used phrase to describe the region. The logos were created by West Linn-based graphic designer Brian Gundell. Spokane was a member of the Arena Football League, in 2016 it joined the Indoor Football League. **The Spokesman-Review 12/9/2015.** [And on December 17th Brian came by the ORHC to take some photos of the various locomotives and other rail equipment for possible use by the team. Brian resides in West Linn where he operates Brian Gundell Graphic Design.]



The Oregon Passenger Rail Leadership Council reached agreement on December 8th to support the recommend preferred alternative to improve Oregon's intercity passenger rail over the next two decades. The Oregon Department of Transportation will advance this alternative to the Draft Environmental Impact Statement. The Leadership Council agreed with ODOT's Oregon Passenger Rail Project team that Alternative 1 is the preferred option because it provides more frequent and reliable rail service in a cost-effective way. The recommended preferred alternative follows the existing alignment on the Union Pacific Railroad line and increases Amtrak Cascades intercity passenger rail service between Eugene and Portland from two daily round trips to six daily round trips over the next 20 years. This planned increase in passenger rail service in Oregon will also match scheduled train service north of Portland Union Station into Washington and British Columbia. **ODOT press release 12/10/2015.**



Oregon Passenger Rail
Eugene - Portland
CHOOSING A PATH FORWARD

BC Electric interurban No. 1207 is on its way to Cloverdale, BC and the Fraser Valley Heritage Railway Society. The privately owned car had been with the Downtown Historic Railway, however with the City of Vancouver [BC] shuttering that operation, the car needed a new home. The American owners of the car decided that it should go back to its original home, and donated the car to FVHRS. No. 1207 was built by the BCER in New Westminster in 1905 and named Steveston. It was renumbered to 1207 in 1912 and served the BCER to 1958. **West Coast Railway Association News 12/2015.**



The Northern Pacific Railway steam locomotive No. 924 is now on the King County and City of Snoqualmie Landmark Registers. This listing bestows recognition, extends legal protections, and opens up new funding opportunities. Meeting in Snoqualmie on November 19th, the Landmarks and Heritage Commission toured the Conservation and Restoration Center at the Northwest Railway Museum, viewed restoration progress, and met to discuss the history of the locomotive and its connection to King County history. The Commission vote to list the locomotive on the Landmarks Register was unanimous. Next, progress on the locomotive No. 924 towards the goal of restoring it to its period significance circa 1908 and rehabilitation for operation has been impressive. Boiler engineering is complete, a new boiler stay bolts are being installed, asbestos has all been removed, and a new tender tank cistern is substantially complete. **NRM 12/8/2015 ask letter.**



On December 15th the Wallowa Union Rail Authority board will hear from organizations and other members of the public on the topic of whether WURA should enter into negotiations to authorize use of its right-of-way for a trail adjacent to its existing rail, which will remain in use. If WURA decides to proceed to the design phase of the project it also will have to determine a method of governance to provide fundraising, construction, operations and maintenance of the trail. The current recommended phasing of construction has the segment of the trail from Joseph to Enterprise as the first to be built should the project proceed. Throughout the process three basic tenets were set forward: the rails would remain in place, no funding would be provided by WURA, and a decision about whether or not to proceed would be made by WURA at the end of the concept planning process. Rail-With-Trail presentations were made during three meetings in Elgin, Wallowa and Joseph in August regarding plans for construction of the trail. More information: www.josephbranchtrail.org. **Wallowa County Chieftain 12/8/2015,**



At the December 15th meeting the Joseph Branch Trail Consortium asked the WURA Board to consider the following at their next meeting on January 12th at the Elgin City Hall:

- Review the detailed scope of the work for 2016 to be announced publicly.
- Formalize the principles it would require in trail planning and management.
- Craft the outlines of a long-term agreement.
- Consider a grant application to the Oregon Parks and Recreation Department to plan an initial trail segment.

The trail is planned to be built in sections, not necessarily connecting at first. Some portions would be narrow, would be cuts and fills to accommodate the trail. **The La Grande Observer 12/18/2015.**

The Oregon Coast Scenic Railroad is turning to crowdfunding [www.gofundme.com/ncesv3u4] in hopes of raising \$10,000 to help it repair damage to the local railroad that occurred during last week's series of storms. "I don't think anyone thought this was going to end up being one of the top three storms in Tillamook County history" said Scott Wickert, OCSR co-founder, president and chief mechanical engineer. "We have track hanging in the air between Rockaway and Garibaldi." **Tillamook County Pioneer 12/14/2015.**



The Sound Transit 2016 Board approved budget includes \$802.9 million in light rail and other system expansions. The budget includes the following projects:

- \$40 million to complete station construction, systems installation and testing for the University Link project opening in early 2016.
- \$165 million for Northgate Link construction.
- \$203 million for East Link final design and start of tunneling and construction.
- \$70 million to complete preliminary engineering and begin final design for Lynnwood Link.
- \$44 million to complete final design and begin constructing the Tacoma Trestle.
- \$22 million to complete Final Environmental Impact Statement work on the Federal Way Link Extension and begin preliminary engineering to Kent/Des Moines.
- \$11 million to complete final design and start construction of an expanded Souder layover facility in Lakewood that will accommodate added south line service by 2017.
- \$9 million to purchase new coaches for expanded Souder service to Lakewood.
- \$49 million to fund the Operations and Maintenance Satellite Facility.
- \$7 million for the Tacoma Link extension.

Also, on December 18th Congress approved legislation to fund the federal government in Fiscal Year 2016, including \$74.99 million in Small Starts funding for extending the Tacoma Link light rail line. **Sound Transit new releases 12/17 & 18/2015.**



Oregon Historical Railroads Project update: Through the cooperative efforts of the Oregon Department of Forestry and the Oregon Parks and Recreation Department, the *Oregon Historical Railroads* specification was formally approved in 2015 and is now an official layer in the State of Oregon GIS. The specification sets forth uniform standards for information included with each map entry thus guaranteeing consistency and quality of work produced over time. In November, OPRD was awarded an Oregon Geographic Information Council grant to conduct a pilot program to map the Port of Tillamook Bay Railroad and its tributary lines in support of The Salmonberry Corridor Project, a Rails-to-Trails/Rails-and-Trails recreation project. This will be The Oregon Railroads Project initial work product and data gathering in support of it is now underway. More information: www.OHRP.org. **Email from Ed Kamholz 12/18/2015.**



The Surface Transportation Board announced December 18th the addition of the Rail Heritage Map to the online Railroad Map Depot created and maintained by the STB's Office of Environmental Analysis (OEA) for public use and research. Supported by ArcGIS Online (Esri), the Railroad Map Depot is a cloud-based platform featuring a number of maps maintained by OEA. The new Rail Heritage Map displays information on the locations of railroad-related historic properties listed on the National Park Service's (NPS) National Register of Historic Places. The majority of the Heritage Map's historic rail properties are rail depots, indicating the popularity of these iconic landmarks in communities nationwide. Other property types include bridges, trestles, car barns, freight houses, roundhouses, rail beds, tunnels, and rolling stock. Rail-themed and commercial districts featuring rail elements are also included. Based on NPS data, the Heritage Map displays information on a United States Geological Survey topographic basemap providing considerable natural- and cultural-landscape detail. To view the Rail Heritage map, click stb.maps.arcgis.com/home/index.html. **STP News Release #15-18, 12/18/2015.**



Restore Oregon has placed the Sumpter Valley Railway Depot in Prairie City on its list of 2016 Oregon's Most Endangered Places. The 1910 built depot is managed by the City of Prairie City and currently houses the DeWitt Museum.



December Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on December 18, 2015

As usual the December meeting started off with a wonderful potluck meal at 6:30pm. Lots of good food and a great turnout. If you missed it, I am sorry.

One guest was present, Dick Jamsgard, of the Oregon Coast Historical Railway, Coos Bay, Oregon.

After the meal Jim Loomis had charge of the balloting for election of officers for 2016.

Ron McCoy made the presentation of the Unsung Hero award to Kent Hutchins.

Special guests were present, Shawn Cass and her husband, Brian, who accepted our sixty six Train Toys For Tots for the Catholic Charities.

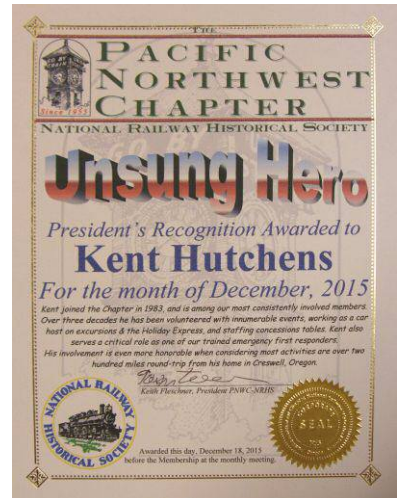
George Hickok presented the proposed chapter budget for 2016. Trent Stetz made a motion to approve the budget, Mark Reynolds seconded and the membership voted to approve the budget.

The election results were announced and the whole slate of incumbent officers were re-elected; including Keith Fleschner: President; Mark Reynolds: Vice President; George Hickok: Treasurer; Jim Hokinson: Secretary; Phil Barney: Director-at-Large; Ken Vannice: Director-at-Large; and Al Baker: National Representative.

Jim Hokinson requested all members turn in to him their 2015 volunteer hours by or at the January 2016 meeting.

Al Baker requested all members pay their dues to NRHS through the new membership on-line program *Amilia*, members should be receiving an email with further instructions.

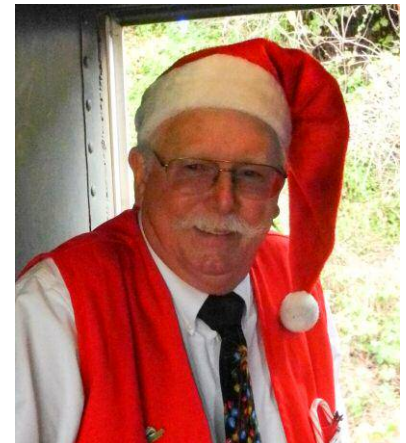
David Cautley said the 2015 Holiday Express is about ninety three percent sold out. He then announced that the Oregon Rail Heritage Center (ORHC) building loan would be paid off soon. He gave a big "Thank You" to all the people who have volunteered for the successful Holiday Express!



Jim Loomis (ctr.) conducts the elections of officers for 2016



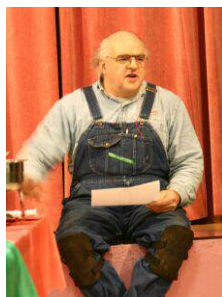
Chapter Members enjoying the Potluck with Al Hall and Midori Suzuki at the front of the line in this picture



Unsung Hero Chapter Member Kent Hutchens at Holiday Express 2015



Moving the collected Toys to be taken by Catholic Charities.



George Hickok reviews the 2016 Budget



Ron McCoy presents the Nov. 2015 Unsung hero award to Diana Mack (The Mack's provided the ham for the Potluck)



Jean Hickok introduces Shawn Cass of Catholic Charities

Respectfully submitted by Jim Hokinson, Secretary.

Photos by Jim Hokinson and T. Trent Stetz

Renew Your National NRHS Membership for 2016

Remember that National NRHS Dues will be collected separately from Local Pacific Northwest Chapter dues for 2016! Stay Tuned for details on renewing your Local Chapter Dues.

To renew your National dues you have three different options.

Option 1: You should have already received an email invite from online software provider "Amilia". This is the best option to take control of your membership account.

Option 2: You may go online and renew with your member number via www.nrhs.com/membership/renew via PayPal or your credit card.

Option 3: You mail a check with the form included in the recent mailing.

VOLUNTEER HOURS FOR 2015

Remember to report your volunteer hours to Jim Hokinson, Secretary. We need all your hours donated for the benefit of the Chapter and/or for ORHF. Please report your time to Jim at a meeting or by e-mail at jhokinson@comcast.net, no later than the January 2016 meeting. Thank You!

LENDING LIBRARY will be open Saturday, January 16th afternoon. It is open every Monday morning from 10:00 AM to noon. A wealth of material is available for PNWC member check-out.

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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	2016-2018	503.706.0498
Ken Vannice	2016-2018	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	Dave Larsen (Acting)	
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	Vacant	
Flanger Restoration	Phil Barney	503.706.0498
Library	Ken Vannice	503.244.8732
Meeting Programs	Al Baker	503.645.9079
Membership	Lila Stephens	503.246.2165
Rolling Stock	George Hickok	503.649.5762
	Keith Fleschner	503.516.9272
Chief Mech. Officer	Peter Rodabaugh	503.701.7040
Car Rental Agt.	Bob Jackson	503.231.4808
Safety Officer	Keith Fleschner	503.516.9272
S-2 Restoration	Mark Reynolds	503.638.7411
Webmasters	Jim Long	503.313.7382
	Mark Whitson	503.533.7005

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The Trainmaster is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members. Articles which appear in *The Trainmaster* do not express the official position of the organization on any subject unless specifically noted as such.

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PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 642

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

- January 15:** *The Last Train to Pittsfield*, this video is apparently the only documentary made in 1971 of the last run of a pre-Amtrak train. It was the last run of the Danbury, CT to Pittsfield, MA. Penn Central train and includes aerial photography and professional editing.
- February 19:** *Japan for the Real Rail Fan* presented by Dick Raub. A presentation about Japan's railroads and the JR Railway Museum in Tokyo.
- March 18:** *A Visit to Gyermekvasut Railway (Children's Railway) and Hungarian Railway Museum*, a railfan's reason to visit Budapest; a slideshow by Arlen Sheldrake from a 2015 trip.

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

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

☆☆☆☆☆☆☆☆ Happy New Year 2016! ☆☆☆☆☆☆☆☆☆

- Jan. 1 *New Years Day*, Oregon Rail Heritage Center closed, www.orhf.org
- Jan. 9 *Portland Train Rides*, OPR Saturday train runs resume from ORHC, www.portalndtrainrides.com
- Jan. 23 *SP&S Historical Society Railroad Swap Meet*, Portland Airport Holiday Inn, www.spschs.org
- Mar. 19 *WINTERAIL 2016*, Corvallis High School, Corvallis OR, winterail.com
- Mar. 20 *1st Annual Post Winterail Steam Excursion*, Oregon Coast Scenic Railroad, www.oregoncoastscenic.org
- July 16-17 *Clamshell Railroad Days*, Ilwaco WA, columbiapacificheritagemuseum.com
- July 19-24 *NRHS 2016 Convention*, Denver, Colorado, www.nrhs.com
- July 24-30 *Union Pacific Historical Society 2016 Convention*, Sacramento CA, www.uphs.org
- July 30-31 *Great Oregon Steam-Up*, Brooks OR, antiquepowerland.com
- July 31 – Aug. 7 *RailCamp Northwest*, NRHS, Tacoma WA, www.nrhs.com
- Aug. 6-7 *Great Oregon Steam-Up*, Brooks OR, antiquepowerland.com
- Aug. 6-7 *Nampa Depotfest*, Nampa ID, www.canyoncountyhistory.com
- Sept. 10 *GN Day*, GNRHS & Skykomish Historical Society, Skykomish WA, www.gnhs.org
- Sept. 13-17 *Northern Pacific Railway Historical Assn. 2016 Convention*, Wallace ID, www.nprha.org
- Sept. 15-18 *40th Anniversary American Freedom Train Staff Reunion*, Portland OR, www.freedomtrain.org
- Sept. 17-21 *Great Northern Railway Historical Society Convention*, Spokane WA, www.gnrhs.org
- Sept. 21-24 *Southern Pacific Historical & Technical Society Conference*, Palm Springs CA, www.sphts.org

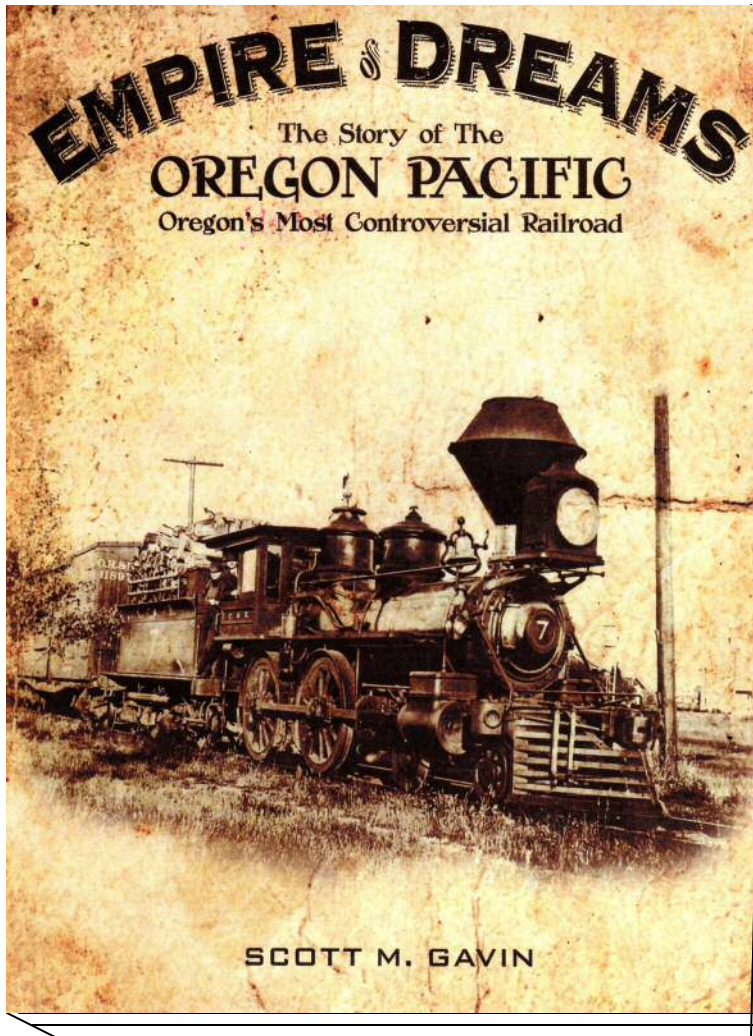
PNWC – NRHS MISSION

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



The Yaquina Pacific Railroad Historical Society is

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Oregon Pacific Railroad.

#

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Please send me _____ copy (copies) of Scott Gavin's book, *Empire of Dreams* at pre-publication price of \$39.95 plus \$6 shipping, USPS. Shipping by January 31, 2016.

Name _____ Phone _____

Address _____ Email _____

City and State _____ Zip _____

Please make checks or money orders payable to: Yaquina Pacific RR Historical Society
We also accept PayPal.—email: yprhs@peak.org—(541) 336-5256



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Toledo, Oregon 97391

**TACOMA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY**

A Washington nonprofit corporation

P. O. Box 340, Tacoma, Washington USA 98401 -- (253) 225-8401 -- www.railheritage.org

**Trains, Trains and More Trains!
Martin Luther King Day Excursion
Monday, January 18, 2016**

Join other railroad enthusiasts for a full day of riding the rails in the Seattle area, escorted by members of Tacoma Chapter NRHS. We will board Sounder commuter trains from Tacoma or Everett and assemble in the beautifully restored waiting room of King Street Station in Seattle.

Depart Tacoma 7:35am on Sounder train 1512, to Arrive Seattle King Street – 8:34am. (or)
Depart Everett 7:15am on Sounder train 1707, to Arrive Seattle King Street – 8:14am.

Both groups will meet at King Street Station waiting room by 9:00am, to travel together via Sound Transit Central Link Light Rail and the Seattle Monorail to the Pacific Science Center and its 42nd Annual Model Railroad Show.

11:30am to 2:30pm - Time on your own at Pacific Science Center to visit the Model Railroad show and many other fascinating Science Center exhibits. Lunch is on your own (not included in fare) at nearby restaurants at the Seattle Center.

3:00pm Our group departs Pacific Science Center to ride the South Lake Union Streetcar, Seattle Monorail, and Central Link Light Rail, returning to King Street Station for return home via Sounder trains departing Seattle at 5:12pm to Tacoma and 5:05pm to Everett.

Fare includes all train rides and Science Center admission - \$59.00 (NRHS members \$49.00). Space in our group is limited. Please order your tickets early:

All train rides and venues in this event are ADA compliant; some walking is also involved.

Ticket order form: *Please make checks payable to “TC-NRHS” and mail to:
Tacoma Chapter NRHS, PO Box 340, Tacoma WA 98401 — Info (253) 225-8401.*

Tickets Requested: _____ @ \$59 (non-NRHS Members); _____ @ \$49 (NRHS Members)

Please Print Clearly: Email: _____

Name: _____ Phone No: _____

Address: _____ City: _____ Zip: _____

Checks must be received by Jan. 6, 2016, to allow mailing time for your Sounder train ticket. Other event tickets will be provided in Seattle at King Street Station.

Possible Future Activities

Tacoma Chapter NRHS is planning escorted group tours to several rail attractions in the Pacific Northwest, such as:

- Ride Amtrak to Portland to experience several new routes of Max Light Rail and visit the Oregon Rail Heritage Center which houses three soon-operable steam locomotives.
- An Amtrak and bus trip to the Bellingham railroad museum and the Lake Whatcom Railway.
- Escorted day trips to Mount Rainier Scenic Railroad, Northwest Railway Museum, and the Chehalis-Centralia Railroad and Museum
- Group trips to ride excursion trains at Garibaldi and Lebanon, Oregon, and Yacolt, Wash.
- WinterRail photo exhibition in Corvallis, Oregon on March 19, 2016.
- Possible shop tours of Sound Transit Light Rail Operations and Maintenance Facilities.

Current continuing educational and historical projects of Tacoma Chapter NRHS include:

- Northern Pacific Railway exhibit at Foss Waterway Seaport in Tacoma. Current off-season exhibit construction projects need volunteers with carpentry, modeling and general helper skills. Docents are needed when the Seaport reopens in April 2016.
- Tacoma Chapter railroad library and archives cataloguing and research activities continue. Volunteers are needed.
- Tacoma Chapter NRHS has been invited to provide docents to be trained to educate visitors to the Northwest Railway Museum at Snoqualmie WA, and the Mount Rainier Scenic Railroad museum at Mineral WA.

Membership applications for Tacoma Chapter NRHS are available at www.railheritage.org or upon phone or email request.

Please join the fun as we enter our 51st year of supporting railroad historical research and experiential learning the Pacific Northwest.

Tacoma Chapter NRHS, PO Box 340, Tacoma WA 98401 - www.railheritage.org – (253) 225-8401.