

# The *Celebrating 60+ Years* Trainmaster

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## OREGON'S ARMY SPRUCE DIVISION RAILROADS

by Arlen Sheldrake



Grant Smith-Porter Bros. were the contractors that were given the job of operating the spruce railroads in Clatsop County. A seven mile spur was built to connect the Lewis & Clark RR to the SP&S mainline near Clatsop so that logs could be railed to Warrenton to be dumped in the river. Grant Smith brought this 2-6-0 Baldwin No. 3 to be used in the operations. (Clark Kinsey Photographer, Lloyd Palmer Collection)

On April 6, 1917, the United States of America joined the other allied nations in World War I. This “War to End All Wars” or “Great War” as it was sometimes called marked the advent of aerial warfare. Air plane frames were made of wood covered by canvas, the wood of choice was Sitka Spruce because of its qualities of lightness, strength, resiliency, long and tough fiber and would not splinter when struck by a rifle bullet. Some select areas of the Oregon and Washington coasts contained a virtual monopoly of the world's supply of this valuable resource.

The Oregon's Army Spruce Division Railroads exhibit will open at the Oregon Rail Heritage Center in late Spring and will tell the story of the immense effort launched to extract this valuable resource from the almost inaccessible coastal areas of Oregon. While the exhibit focus will be on railroads during WWI, the exhibit will also highlight the vast changes that this government effort brought to the timber industry and Oregon's contribution to the successful war effort.

For the United States the war went from declaration on April 6, 1917 to armistice November 11, 1918, during these short 19 months, major Oregon infrastructure was constructed and drastic changes were implemented in the timber industry that are still in place today.

The Oregon Rail Heritage Center joins the national and international effort to commemorate this major world event. The exhibit developers, under the auspices of the ORHC Exhibits Committee, are led by Trent Stetz with assistance from Bruce Strange and Arlen Sheldrake.

# The OERHS is Proud to Announce OE No. 21 is Home

Text and Photos provided by Mark Kavanagh

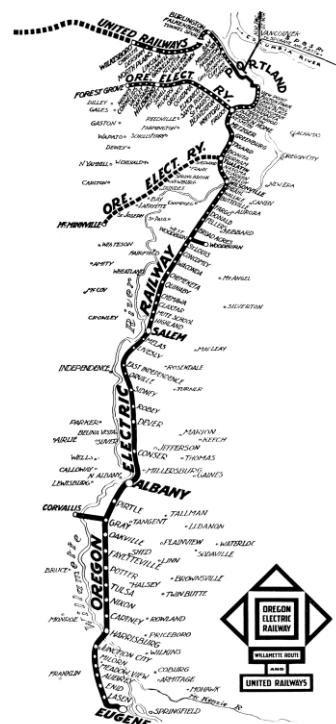
On the morning of March 1<sup>st</sup>, a crane unloaded two trucks and one locomotive onto the tracks at the Oregon Electric Railway Historical Society (OERHS) at the museum in Brooks, Oregon. They all belong to the OE No. 21. After the locomotive was reunited with its trucks, the locomotive rolled on Oregon rails for the first time in 71 years, albeit with a push from a forklift, but it did roll. The Oregon Electric Railway Museum is located just a couple hundred yards away from the former OE mainline, so it's truly coming home! The locomotive is complete, but will need some work to be made operational. The electric motors appear to be in decent shape from a visual inspection. But the wiring needs to be hooked back up, air compressor reinstalled and such like that. But at least there is a piece of the Oregon Electric (OE) that is back in Oregon! We are eternally grateful to all our donors who made this happen. We successfully raised over \$37,000, about \$800 short of our goal. However, to date the invoices for the move are coming in below the estimates. Therefore, we may have a surplus, which will go towards OE No. 21 weather protection and making it operational.



The Locomotive arrives at Brooks



The Locomotive being placed back onto the Trucks



The locomotive was built in 1912 for the OE to move freight up and down the Willamette Valley between Portland and Eugene. The OE was the original I-5 in terms of moving people and freight and created many small towns along the way. The OE retired locomotive No. 21 at the end of electric service. The locomotive was sold to the British Columbia Electric Railway in Vancouver, BC where it continued to operate as No. 961 until 1980. From there it was sold to the Edmonton Transit System in Alberta. It was used there to help build the light rail tunnel extension as No. 2001. Edmonton retired it in 1998 where it was moved to a local trolley museum, the Edmonton Radial Railway Society. The locomotive proved too heavy for them to operate at Fort Edmonton Park. In 2014, the Fraser Valley Heritage Railway, in Cloverdale, BC, acquired the locomotive for its BC heritage. However, it did not fit their goals and they needed space for their growing collection of BC passenger interurbans, so they offered it for sale.

A video of the OE No. 21 which includes its homecoming to th OERHS in Brooks is located at: [https://youtu.be/NgMPxy9WP\\_s](https://youtu.be/NgMPxy9WP_s)

Route of The Oregon Electric from 1920s. The Oregon Electric Railway linked Portland to Eugene. Service from Portland to Salem began in January 1908. The Spokane, Portland and Seattle Railway purchased the system in 1910, and extended service to Eugene in 1912. Regular passenger service in the Willamette Valley ended in May 1933. Freight operations continued and the railway survived into the 1990s, ultimately as a Burlington Northern feeder. Operation as an electric railroad ended July 10, 1945 (See: [en.wikipedia.org/wiki/Oregon\\_Electric\\_Railway](http://en.wikipedia.org/wiki/Oregon_Electric_Railway))



The Locomotive is home again after being pushed down the Tracks

# PNWC Rolling Stock – Part 3 of 3

Article and photos by Arlen L. Sheldrake

Continuing the Rolling Stock series from the February and March *Trainmasters*, here is the final Part 3:

**RDC-9 Nos. 6905 & 6911:** PNWC purchased these RDC-9 coaches in 1990. They are former Boston & Maine 90-seat



RDC-9 No. 6905

passenger railway diesel cars. Each has what are called “walk over seats” which allows the commuter passengers to be facing forward without turning the car. No. 6905 has a roof leak. No. 6911 is in better shape. Both need new windows and truck work; the windows are clouded Lexan; floors are tile. These cars are RDC trailer units and have no control compartments. The 6905 engine and transmission are in real bad shape. They were built by Budd in 1956 as part of a 30 unit RDC-9 order from Boston & Maine Railroad (6900-6929). These stainless steel cars have received significant exterior vandalism while in outside storage. The idea to use these rail cars in the annual ORHF Holiday Express consist has gained no traction.

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RDC-9 No. 6911

**UP Caboose No. 25527:** Built in August 1964. One of the trucks needs a new wheelset to make the caboose operational. The PNWC is using the caboose to store some supplies. A nice feature of the caboose is the ladders on each end for going to the roof; helpful if you want to get on the top of other cars. Some exterior rust but water tight; needs floor repair due to water intrusion in the past and paint inside and out. Built in March 1964, with roller bearings, weight 56,500. Sign on both sides under cupola, white background black letters: *Safety Aware, Because We Care* by James F. Hansen, Omaha.



PNWC Caboose No. 25527

This concludes the three-part series (February, March and April *Trainmasters*) describing what many believe are the seven (7) rail cars that should be eliminated from the PNWC inventory. The series was published to assist PNWC members in making these serious and difficult downsizing decisions during 2017. Series and photos by Arlen L. Sheldrake..



On April 20<sup>th</sup>, the famous Union Pacific 844 steam locomotive will be on display in Pocatello, Idaho at N. Harrison Avenue & Omaha from 9 a.m. to 5 p.m. It will also be on display as part of the Boise Depot 92<sup>nd</sup> Birthday Party in Boise, Idaho at 2603 W Eastover Terrace, on April 23 from 9 a.m. to 4 p.m. The 844's final display day for this trip will in Ogden, Utah at 2501 Wall Avenue on April 26<sup>th</sup> from 9 a.m. to 5 p.m.

The Boise Depot birthday celebration will also include: classic vintage cars; HO, O and G Scale Live Model Train Exhibits; and tours of the historic depot.

The 844 will depart Cheyenne, Wyoming on April 18<sup>th</sup> and return on April 28<sup>th</sup>. Information from [www.up.com](http://www.up.com) and [www.parks.cityofboise.org](http://www.parks.cityofboise.org).

## BOISE TURN SPECIAL - UP 844 IN IDAHO

**ANNIVERSARY CELEBRATION**  
**The Boise Depot is Turning 92!**

Join us for a community birthday party in honor of Boise's most iconic building. Share your memories in our guest book!

**Sunday, April 23**  
11:00 a.m. to 5:00 p.m.  
2603 W Eastover Terrace  
BOISE, ID 83706

Local railroad expert Erik's Garage will lead FREE tours at Noon & 2:00 pm.  
Register at: <https://historical-boise-depot-92nd-birthday-celebration.eventbrite.com>  
Union Pacific Heritage Locomotive  
HO, O and G Scale Live Model Train Exhibits.  
Classic Vintage cars will be on display.  
Sweet Pitkin's will be on site selling comfort food.

For information, see [parks.cityofboise.org](http://parks.cityofboise.org) or email at [reserved@cityofboise.org](mailto:reserved@cityofboise.org) or call (208) 333-1000.

A poster for the Boise Depot 92nd Birthday Party, featuring a photograph of the historic depot building and people in period clothing.

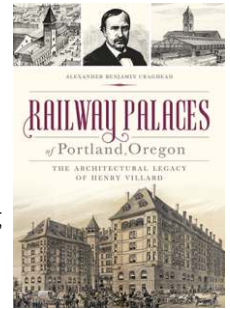


# PNW RAIL NEWS

by Arlen L. Sheldrake



New book now out by The History Press: Railway Palaces of Portland, Oregon: *The Architectural Legacy of Henry Villard* by Alexander B. Craghead. This 208-page book has 85 black and white images. Author Craghead tells the story of this Gilded Age patron and the architecture that helped shape the city's identity. Craghead did an author talk and book signing at the Architectural Heritage Center in SE Portland on March 30<sup>th</sup>. Pick up a copy at the Oregon Rail Heritage Center.



Canadian Pacific is bringing back its iconic beaver logo as it looks to the future, while re-connecting with its past. The logo combines two elements: the bold and modern red 'CP' logo mark that has been in use since 2012, and the striking gold heritage shield that features, the beaver, Canada's official symbol for sovereignty. The 'CP' logo mark, with its clean and crisp design will continue to be used as it symbolizes the strength of CP's foundations, expresses confidence in moving forward and speaks to the simplicity and elegance of the railway's operating model. With 2017 marking the year Canada turns 150, there is no better time to bring the beaver back. [The press release includes a connection to a document about the history of CP's corporate symbol.] **CP press release 2/21/2017.**



BNSF playing catch-up after PNW disruptions. The BNSF reported an average of 139.6 trains held system wide in the week ended February 16 up 1% from a week earlier and up 282% from the same week last year. It had an average of 1,452 trains on the system for the week, up about 2% from the prior week. The weather disruptions came at a time of strong rail shipments, including spring wheat, corn and record high soybeans. **World-Grain.com 2/22/2017.**



The Greenbrier Companies, Inc. today proudly announced the production of its 100,000<sup>th</sup> intermodal double stack unit in January. This milestone achievement began more than 32 years ago at Greenbrier's flagship production and design facility, Gunderson LLC, based in Portland, Oregon. Gunderson has been a pioneer in railcar design since Greenbrier's 1985 acquisition of this legendary manufacturing facility in operation since 1919. Greenbrier spearheaded the design of double stack railcars which were introduced in North America in the mid-1980s to haul intermodal containers. Double stack technology revolutionized long distance freight transportation by railroads. These cars are used for nearly 70% of all U.S. intermodal shipments. Greenbrier has built approximately 50% of all intermodal double stack railcars operating globally. Since 1985, Greenbrier has developed 13 unique designs for intermodal double stack railcars; all to streamline containerized shipping. The current Maxi-Stack design is an example of Greenbrier's unwavering dedication to supplying the safest and most efficient railcars in the industry. [Gunderson is located in NW Portland.] **Greenbrier Companies press release 2/22/2017.**



CN takes district of West Vancouver to court over alleged encroachments near popular sea walk. The District of West Vancouver says it is challenging a bid by the Canadian National Railway to shut down access to much of the Centennial Seawalk that runs along a railway corridor after CN sought to charge the district \$3.7 million in rent per year for use of the waterfront attraction. Negotiations between the district and CN over the future of the Seawalk broke down recently resulting in CN terminating its leases with the district on February 17<sup>th</sup> and filing a lawsuit in B.C. Supreme Court in Vancouver. The district has responded to the lawsuit by filing an application at the Canadian Transportation Agency seeking the continued use of the 1.7 kilometre Seawalk, which was built nearly 50 years ago as part of the celebration of Canada's centenary. At issue is about 1,100 metres of Seawalk that was constructed in the late 1960s on the right-of-way owned at the time by the Pacific Great Eastern Railway Company. PGE, owned by the province, eventually became B.C. Rail, also provincially-owned, and in 2004 the B.C. Government sold the railway operation to CN but retained ownership of the railway right-of-way, which was leased to CN on a long-term basis. The districts application says that the Seawalk has coexisted with the railway and been in continuous use since it was built, with rents staring out at \$25 a year and increasing to \$300 a year in the early 1990s. Although B.C. Rail sought a number of rent increases, up to \$9,523 in 1999, no payment has been made since 1994 and B.C. Rail did not request payments at any time after 1999, says the application. **Vancouver Sun 2/22/2017.**



BNSF Railway plans to spend about \$175 million on rail network upgrades throughout Washington this year, with a significant portion going to projects in the Columbia River Gorge and Vancouver. BNSF crews will start working around the state in March. The maintenance plan includes the replacement of about 150,000 wooden railroad ties, 15,000 concrete ties and the replacement of about 30 miles of rail. Additionally, crews will do surfacing and undercutting work on almost 920 miles of track. Starting in May, crews will replace more than 30,000 ties between North Bonneville and Wishram. This year's capital projects also include the continuation of the Washougal River bridge replacement in Camas. That project began in 2014 and is expected to be finished by the middle of the year. At its property in Vancouver, BNSF will replace more than 5,000 ties in the Vancouver rail yard. The work comes as part of a systemwide \$3.4 billion capital expenditure plan BNSF announced in late January. **Columbian 2/22/2017.**



East Link tunnel construction is underway in downtown Bellevue. Crews are excavating at the south portal site at 112<sup>th</sup> Avenue Northwest and Main. When complete, the tunnel will be approximately one-third of a mile long, running between the future East Main and downtown Bellevue stations under 110<sup>th</sup> Avenue Northeast, turning east near Northwest 6<sup>th</sup> Street. Tunnel facts:

- Tunnel is approximately 2,000 linear feet long, or approximately one-third of a mile
- Height of the tunnel is 27 feet, 10 inches.
- Overall width (north and south-bound sides) is 34 feet; each side is 16 feet, 3 inches wide with a center dividing well).
- Tunnel is 30 to 60 feet below the surface.
- Excavation is expected to progress at approximately three to four feet per day.

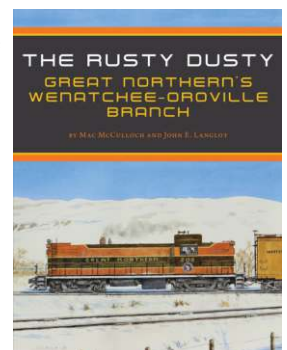
The tunnel is being construction using the Sequential Excavation Method (SEM) rather than using a tunnel boring machine or digging a large trench that is later covered. SEM removes soil in small sections or bits using an excavator and cutting equipment. As soon as soil is removed, pressurized concrete called shotcrete, is sprayed on the tunnel's sides, ceiling and floor. Lattice girders provide additional structural support for the tunnel. **Sound Transit news release 2/24/2017.**



The Tacoma Chapter – NRHS is considering a custodial agreement with the Pacific Northwest Railroad Archives (PNRA) regarding the Chapter's collection. Under the proposed agreement, the collection would become the property of PNRA but would be available for viewing by Tacoma Chapter members at the PNRA's main archives building in Burien. The Chapter would retain ownership of any material PNRA does not want for its collection, and would be free to keep or dispose of it as appropriate. Mike Bergman, Tacoma Chapter President, noted that the agreement would preserve and make accessible the most valuable parts of the Chapter's collection, while eliminating the ongoing storage costs that have made it difficult to reinvigorate membership and focus on the organization's programs that educate the public on the importance of railroads and railroad history. **The Train Sheet February 2017.**

Sacramento Valley Station Opens: Thursday, the doors officially opened on the re-habbed building that city and state leaders said they hope will serve as a “front door” to Sacramento and highlight both the history and future of the region. One of the key upgrades in the \$36-million renovation of the brick structure at 5<sup>th</sup> and I streets was the restoration of the main hall, which was made possible by relocating the ticketing area. Anchored by a restored 1926 mural depicting the launch of the Central Pacific Railroad in 1862, it's a grand space with ornate brass chandeliers and three large arched windows – formerly covered – that bring in natural light. **The Sacramento Bee 2/23/2017.**

New PNW book, **The Rusty Dusty: Great Northern Railway's Wenatchee-Oroville Branch** by John Langlot and Mac McCulloch. The book's geographic scope generally extends from the Canadian Continental Divide and Whitefish, Montana on the east, to Portland, Seattle and Vancouver, BC on the west, with emphasis on the territory between Wenatchee and Oroville. The hardcover book is 374 pages with 70 maps and 98 photographs; thirteen chapters. The book is available online at: [www.therustydusty.com](http://www.therustydusty.com)



The former Puget Sound Electric Railway car barn in Kent, Washington, was demolished Tuesday, February 21, 2017. The wooden building, one of the few remaining structures from the Seattle to Tacoma Interurban that ceased running in 1940, had been in sad shape in recent years, suffering a partial roof collapse as the roof was sinking into the structure so this may have been a mercy killing. **Altamont Press Discussion Board George Andrews posting 2/21/2017.**



On February 26, 1896, the Northern Pacific Railroad reached Ellensburg, less than five years after crossing the state line near Spokane Falls. Within two years, the population of Ellensburg doubled. The advent of transcontinental train

service boosted commerce in many cities, including Yakima, where residents moved the entire town just to be closer to the station. At the end of the line, Tacoma reaped the grand prize as the Northern Pacific terminus, although rail baron Henry Villard did throw a crumb Seattle's way. Thanks to the efforts of Judge Thomas Burke - - an energetic promoter of railroads - - the Great Northern Railway chose Seattle as its terminus. On February 28, 1893, the first Great Northern freight train arrived in Seattle over new transcontinental tracks. This should have created a boom time in the Northwest, but the Panic of 1893 hit two months later and derailed the economy for the next four years. **HistoryLink**, the free online encyclopedia of Washington state history 2/23/2017.



The Free Online Encyclopedia  
of Washington State History

TriMet's general manager, Neil McFarlane, told the Washington County Public Affairs Forum that four major and expensive projects are necessary to keep our region moving and our arterials flowing:



- Rose Quarter in Portland, where Interstates 5 and 84 converge, and I-5 narrows from three to two lanes in each direction.
- Highway 217 from Tigard to Cedar Hills, connecting I-5 with U.S. 26 in Washington County.
- I-205, which narrows from three to two lanes in each direction between Stafford Road in West Linn and the George Abernethy Bridge, which spans the Willamette River between West Linn and Oregon City, North of the bridge, I-205 widens back to three lanes.
- And the Southwest Corridor light rail line proposed from downtown Portland to Bridgeport Village in Tualatin.

These are in addition to expanded bus service but no expansion of the Westside Express Service (WES) is planned or envisioned. **Portland Tribune 2/20/2017.**

Port of Portland and ICTSI Agree to Lease Termination at Terminal 6. ICTSI Oregon, Inc. and the Port of Portland have mutually agreed to terminate a 25-year lease agreement to operate the container facility at the Port's Terminal 6. The agreement allows ICTSI Oregon to be relieved of its long-term lease obligations effective March 31, 2017, pending approval by the Port Commission. In exchange, the Port will receive \$11.5 million in compensation to rebuild business, as well as additional container handling equipment, spare parts and tools at the terminal. The Port signed a lease with ICTSI Oregon in 2010 to ensure a long-term funding mechanism for Oregon's only deep draft international container terminal. The Port will engage with a broad range of stakeholders including ocean carriers, shippers, railroads, truckers, barge operators, terminal operators and labor to create a new plan to bring business back to the terminal. [The Port of Portland has been months without an operating container facility; the closest container facility is the Port of Tacoma.] **Port of Portland – ICTSI Oregon news release 2/27/2017.**



**GO BY TRANSIT**....TriMet now has added this public relations grabber to what was started at Portland Union Station with *Go By Train* that was joined by Go By Cab, Go By Streetcar, Go By Bike, and Go By Tram.



On March 4<sup>th</sup> the Clark County Historical Museum re-opened after being closed for remodeling since the end of September. The opening featured the new exhibit “*All Aboard! Clark County Rides the Rails*”. The focus of the exhibit is the SP&S railroad and its operations in Vancouver. The grand re-opening also served as a centennial celebration for the Museum. The Museum is located at 1511 Main Street, Vancouver in the 1909 Carnegie Library building. **The Columbian 2/27/2017.** [Editor’s Note: See the Article and Photos on Page 9 for More Information]



The Fraser Valley Heritage Railway Society said goodbye to a piece of history on February 17<sup>th</sup>. The freight locomotive car [freight motor] was built for the Oregon Electric Railway in 1912, but was sold to B.C.'s railway system and used in B.C. until the 1970s. After a stint in Edmonton, the Heritage Railway bought the piece and brought it back to B.C. Now, the freight motor is making its way back down to Oregon. The Oregon Electric Railway Museum, in Brooks, bought the piece and intends to make it operational, combining it with the cars and caboose already at the museum. **Cloverdale Reporter 3/1/2017.** [Editor’s Note: For additional Information, See OE No. 21 Story on Page 2]



Ridership on the Evergreen Extension of the Millennium Line is off to a good start, with 30,000 trips taken on an average weekday in January. There is strong evidence that people are trying the system and taking advantage of the value, convenience and time savings offered now that rapid transit is available in the Tri Cities [Metro Vancouver, B.C.] for the first time. Over an eight-week period following opening day December 2, ridership grew by 10%. **TransLink news release 3/1/2017.**



The Oregon Maritime Museum has announced the 2017 sailings for the steamer **Portland**. The former Port of Portland paddle wheeler will be doing public trips on June 17, July 15, August 19 and September 16. If you haven't done one of these trips, they are very enjoyable. The OMM volunteers do a great job! More information and tickets: [www.oregonmaritimemusuem.org](http://www.oregonmaritimemusuem.org).



Operation Lifesaver announced that it will work with the U.S. Department of Transportation and other organizations to observe the first national Rail Safety Week (RSW), September 24-30, 2017. The goal of RSW is to raise awareness across the United States of the need for rail safety education and empower the general public to keep themselves safe near highway-rail grade crossings and railroad rights-of-way. [Expect to see Oregon Operation Lifesaver events.] **Operation Lifesaver 2/28/2017.**

Realizing this isn't very PNW rail related, none the less I will share that I am amazed at the following news item: A new rail-mounted intercontinental ballistic missile is due to hit Russian railroads in 2020. The BZhRK "Barguzin" rail-mounted nuclear missile will begin testing in 2019 and enter service the following year. Barguzin is the YS-24 "Yars" missile placed on a train-mounted launcher. Yars weighs 54 tons, is just over 60 feet long with a range of just over 6,800 miles. There will be five railroad ICBM regiments, each with a train and six missiles. **Popular Mechanics 2/27/2017.** [This article reminds me of visiting the Oktyabrskaya Railway Museum in St. Petersburg, Russian and seeing on display the erected RT-23 "Molodet" railway mounted missile. These missile trains were retired in 2005 but boy, what a museum exhibit. The Oktyabrskaya Museum is closed and the equipment moved, a new Russian Railways Museum is scheduled to open in the 4<sup>th</sup> quarter of 2017 near Baltiysky Railway Station.]

BNSF Railway Co. will clean up coal and petroleum coke in waterways, fund a study of rail-car covers and pay \$1 million for environmental projects in Washington state, according to consent decree filed in U.S. District Court. The decree resolves a Clean Waters Act lawsuit in Seattle brought against BNSF by environmental groups including the Sierra Club, Puget Soundkeeper, Columbia Riverkeeper, Spokane Riverkeeper, RE Sources for Sustainable Communities, Natural Resources Defense Council and Friends of the Columbia Gorge. The environmental groups initially sued BNSF for \$4.6 trillion. **Progressive Railroadng 3/7/2017.**

WSDOT has unveiled their new Amtrak Cascades Charger locomotives on Amtrak Cascades Facebook and also posted a Tweet about it. We received last-minute notification that the two new locomotives left the factory in Sacramento this morning. They are headed to Colorado for 500 miles of burn in on the test track. On Amtrak Cascades Facebook, there are a number of posts showing fabrication and production at the factory and the final images of the new locomotives. **Laura Kingman, Marketing Manager, Amtrak Cascades,** WSDOT Rail, Freight and Ports Division 3/6/2017 email via Bob Melbo.



On March 7, 1877, owner James M. Colman (1832-1906) operates the first train over the Seattle & Walla Walla Railroad, a line that runs from Seattle to the coal town of Renton. The Seattle & Walla Walla Railroad was established in 1874 after the Northern Pacific Railroad chose Tacoma rather than Seattle as its western terminus. The citizenry of Seattle was incensed at the decision and promptly began building their own railroad. After a time, James Colman hired Chin Gee Hee and his crew of immigrant Chinese workers to extend the line to Newcastle, Washington. Although the Seattle and Walla Walla never got close to Walla Walla, the 21-mile line earned quick profits handling coal from South King County mines to Elliott Bay piers and helped to establish Seattle as the economic center of Puget Sound. **HistoryLink.org Essay 755,** posted 1/24/1999.



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Options for establishing a commuter service on 15 km of the former Esquimalt & Nanaimo Railway corridor between Westhills in Langford and Victoria West on Vancouver Island are to be studied, British Columbia's Ministry of Transportation and Infrastructure announced on March 6. The study is expected to be completed by the summer, and will take into account how quickly the population is growing and congestion along Highway 1 into Victoria. **Railway Gazette 3/10/2017.**



The Washington Utilities and Transportation Commission last week approved nearly \$450,000 in grant funds to make safety upgrades at Butler Road, also known as Skamania Landing Road. The crossing was identified by commission rail-safety staff as a priority under-protected crossing along an oil route. The grant will cover the cost of installing new active warning devices that include shoulder-mounted flashing LED lights, gates and a bungalow that will house batteries, chargers, an event recorder and a constant



warning train detection system. The project must be completed by December 31, 2018. An average of 100 vehicles cross the track daily. BNSF Railway operates up to 30 trains over the crossing each day, traveling at a speed of 55 mph. Two passenger trains [Empire Builder] each day operate over the crossing at 60 mph. **Progressive Railroading 3/13/2017.**

Working with the Exhibits Committee of the Oregon Rail Heritage Center, Trent Stetz, Bruce Strange and I are developing an exhibit as part of the World War I centennial commemoration. The exhibit is titled **Oregon's Army Spruce Division Railroads** and will highlight what this less than two-year effort did for and to the timber industry in Oregon along with the infrastructure it built. The USA declared war on April 6, 1917 and armistice was signed November 11, 1918. The United States World War One Centennial Commission (<http://www.worldwar1centennial.org>) is coordinating efforts within the US. The goal is to have the exhibit in place for Portland Train Day, May 6<sup>th</sup>, at the Oregon Rail Heritage Center.



BNSF Railway, Husky Energy, the Washington State Department of Ecology and Washington State Department of Transportation have agreed on a framework for the environmental cleanup of an underground oil contamination area, called Black Tank, in northeast Spokane that is within the alignment of the North Spokane Corridor freeway project. The framework sets a 20-year restoration time-frame for the site, which will include pilot tests that will allow final cleanup decisions to be based on performance at the site. **Progressive Railroading 3/15/2017.**



On March 29, 1909, railroad workers lay the last rail of the Chicago, Milwaukee & Puget Sound Railway's line (later named the Chicago, Milwaukee & St. Paul Railway) at Snoqualmie Pass, just in time to carry passengers from Eastern Washington to Seattle for the opening of the Alaska-Yukon-Pacific Exposition. Nearly four million fairgoers will visit the exposition, a world's fair located on the University of Washington campus that will run from June 1, 1909 to October 16, 1909. Fairgoers traveling to Seattle from around the state, country, and world will mostly arrive by train or ship, since there are few roads crossing the mountains. **HistoryLink.org Essay 9090.**

In conjunction with the 100<sup>th</sup> anniversary of America's entry into the war on April 6, 1917, *The Great War*, a six-hour documentary presented over three nights, explores how World War I changed America and the world. Drawing on the latest scholarship, including unpublished diaries, memoirs and letters, *The Great War* tells the rich and complex story of the conflict through the voices of nurses, journalists, aviators and the American troops who came to be known as "doughboys." The special 3-night event starts Monday, April 10<sup>th</sup> on PBS.



The 2017 **Eagle Cap Train Rides** schedule is now on their web site, [www.eaglecaptrainrides.com](http://www.eaglecaptrainrides.com), with trains departing from Elgin, Oregon. The 15 trips for 2017 begin with a Mother's Day Brunch on May 14 and run on various weekends until the last trip on October 21. A nice activity to include on your trip to beautiful Northeast Oregon.

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## BNSF WASHOUGAL RIVER BRIDGE AT MILEPOST 24.8

Text and Photos by Arlen Sheldrake

The BNSF bridge replacement project is well underway. The new bridge components are being built on the north side and a platform is being built on the south side. The old bridge will be moved out south for demolition, and the new bridge components will be moved into place. The bridge will be replaced during a two day work window. Photos taken on Feb. 20, 2017.

To meet increasing shipping needs and relieve the aging bridge built in 1908 over the Washougal River near Camas, WA, construction of the \$23-million BNSF project began in late 2014.



TranSystems completed the design and will complete construction

management for the new single-tracked, 5-span, 545-foot bridge including a 203-foot through truss span, one 162-foot and 92-foot through plate girder spans, two 42-foot pre-stressed concrete spans. Amtrak's daily Empire Builder trains use this bridge. The existing bridge, built by the American Bridge Company, consisted of two 200-foot through truss spans with 50-foot deck plate girder approach spans.





# All Aboard! Clark County Historical Museum Reopens

Article Developed and Photos by T. Trent Stetz

While construction crews were finishing up their Clark County Historical Museum remodel on 1511 Main Street in Vancouver, history enthusiasts in the Main Street landmark have been preparing a new exhibit for the grand reopening which was held on March 4th. In addition to exploring a remodeled facility — it was built in 1909 as a Carnegie Library — visitors will now get to see the new exhibit: “*All Aboard! Clark County Rides the Rails.*”

As an introductory panel explains, Clark County’s early residents focused on the Columbia River for transporting goods and people. Eventually, civic leaders realized that rail was the way to go: “Railroads eliminated some of the problems with water transportation, such as long routes and obstacles on the rivers. Cities and towns made great efforts to be on the railroad route.” With rail service, “People, goods and services could travel farther, faster.” One of those rail providers gets special recognition. In the first half of the 20th century, Vancouver was a regional hub of the Spokane, Portland and Seattle Railway (SP&S).



Outside the Museum



A View of the Exhibit

Additional information from the introductory panel states: “From the earliest efforts to establish railways to the creation of the SP&S, also known as *The Northwest’s Own Railway*, railroads have played an essential role in the shaping Clark County’s economy and identity. *All Aboard! Clark County Rides the Rails* explores key moments in the over 150 year history of railroads in Clark County and Southwest Washington.” Columbian stories from the 1950s reported that almost 700 people worked at Vancouver’s SP&S facility; more than 1,000 cars moved through the freight yard each day.

From another panel in the exhibit: “The Standifer Steel Shipyards and the United States Military Spruce Production Division Cut-Up Plant, two large World War I operations in Vancouver, were key to increasing SP&S traffic and revenue. The traffic became so heavy that Vancouver’s five-track yard was expanded to eleven and a

spur connecting to a shipyard, the Hill spur, was built in 1918. The SP&S also serviced traffic at the Spruce Mill. For the duration of the war, these operations fed the now growing and hungry SP&S”. [Editor’s Note: The Spruce Division Cut-Up plant was located at Fort Vancouver Barracks, and a large HO scale model of the operation can be viewed at the Pearson Air Museum at Fort Vancouver].

The panel continues to state: “By 1921, The SP&S’s wartime gains had begun to slip away. The line fell to nearly 20 percent below previous year levels in car loadings amidst a decline in the local timber industry. By the 1920s, the line had lost its wartime momentum. Operations at the shipyards and mill ceased as production in local mills declined.”



Items on Display

Partially Adapted from *The Columbian* article from Feb 27, 2017 titled “*All Aboard! Clark County Historical Museum reopening*” by Tom Vogt ([www.columbian.com/news/2017/feb/27/all-aboard-clark-county-historical-museum-reopening/](http://www.columbian.com/news/2017/feb/27/all-aboard-clark-county-historical-museum-reopening/))



Items on Display

# March Membership Meeting Minutes

## Pacific Northwest Chapter - National Railway Historical Society

### Held on March 17, 2017

The March, 2017 general meeting was called to order at 7:30pm by President Keith Fleschner.

The February meeting minutes were called, Doug Auburg made a motion to approve the minutes, Al Baker seconded and the membership voted to approve the minutes.

The February Treasurers report was delivered by Treasurer, George Hickok. He reported that all accounts balanced. He then reported that the donations made by members and the matching funds from the chapter to the Oregon Electric Railway Historical Society has helped bring the locomotive back to Oregon. [Editor's Note: See Article on Page 2] Next, the profits from the Fall NRHS board meeting are divided among three groups and we should soon have an agreement that the money be sent to NRHS in support of Railcamp West in Tacoma. Concerning the request from the Friends of the 4449 for a possible loan to help with the upcoming excursion, the loan is no longer needed as the trip is now all sold out. And last out of about two hundred fifty renewal notices sent out, about two hundred have been returned and about forty percent have included donations as well as dues. Doug Auburg made a motion to accept the report, Rolf Schuler seconded and the membership voted to accept the report.

Ron McCoy reminded members of the PNWC Banquet to be held on April 8. The speaker will be Steve Hauff. Mr. McCoy said response has been low and if there are not more sign-ups we may have to cancel the banquet. Mr. McCoy then announced that the recipient of the March *UNsung HERO* Award is Chuck McGaffey. Congratulations Chuck!

Bryan Ackler announced that he will be running the library tomorrow, Sat. March 18. He then reported that the chapter E-mail blast is now received by one hundred ninety two members.

Mark Reynolds noted that Antique Powerland now has a new Marketing Director and a new Board of Directors that are working very hard on making the park run smoothly. The main emphasis at Powerland is safety. Mr. Reynolds said he is involved in improvements in the electric and audio service on the grounds.

Al Baker reported that the program this evening is being presented by Steve Sedaker of the PRPA, reporting on the progress of the FRA mandated fifteen year boiler inspection and rebuild of the SP&S 700. The April program will be presented by Scott Hurd on his thirty six year career with Amtrak. The May program will be Richard Thompson and his recent Oregon streetcar book.

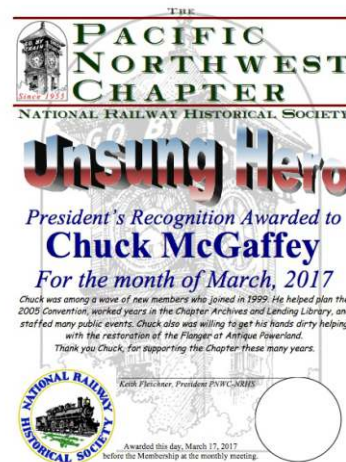
Mark Reynolds reminded members that May 6 is Portland Train Day at ORHC and volunteer help as car hosts and other activities will be needed.

President Fleschner announced that the new ORHF Executive Director is Mr. Gregory Fitzgerald, who will start on April 1, 2017. Responding to a question, President Fleschner reported that the 4449 poster project may go to the ORHF Capital Campaign.

The meeting was adjourned at 7:18pm.

Snack time was provided by Jean Hickok. Thank you Jean.

The Program was then presented by Mr. Steve Sedaker on the SP&S 700. Thank you Mr. Sedaker. Respectfully submitted by Jim Hokinson, Secretary.



Chuck McGaffey at a Chapter Meeting



Steve Sedaker Provided an Update on the SP&S 700 FRA 15 yr Rebuild

**SATURDAY - APRIL 8<sup>th</sup> - 5:30PM**

Annual Chapter  
**Banquet**

Sign-up at our website

[www.pnwc-nrhs.org](http://www.pnwc-nrhs.org)

PLATED DINNER CHOICE OF: CEDAR PLANK SALMON CHICKEN CORDON BLEU COULOTTE STEAK VEGETABLE RAVIOLI	Special Pricing <b>\$ 40</b> Complete Meal
<i>Hayden's</i> LAKEFRONT GRILL JUST OFF I-5 IN TUALATIN	

# Trackwork at Bruun Docks



Photo and Text by Arlen Sheldrake

Coming soon to the west end of Bruun Docks next to the Oregon Rail Heritage Center is a pizza parlor operated by the Mount Hood Brewery. With the track now in place on Feb, 15, 2017, soon to follow will be a flat car and the cosmetically restored NP caboose.....then pizza and brews!

## Chapter Email Announcements

Would you like to be added to the Chapter's email list? You can receive the "Railway Express Alerts" which include timely information and updates. If you would like to receive these email announcements, please send you email address to: [backler@ix.netcom.com](mailto:backler@ix.netcom.com)

**LENDING LIBRARY** will be open Saturday, April 22<sup>nd</sup> afternoon. The Library is also open every Monday morning from 10:00 AM to noon. A wealth of material is available for PNWC member check-out.

## Bill of Lading

Oregon's Spruce Production Division.....	Page 1
OE No. 21 Returns Home.....	Page 2
PNWC Rolling Stock Update.....	Page 3
Boise Turn Special.....	Page 3
PNW Rail News.....	Page 4
BNSF Washougal Bridge Update.....	Page 8
Clark County SP&S Exhibit.....	Page 9
Chapter Meeting Minutes.....	Page 10
Annual Banquet.....	Page 10
Bruun Docks Trackwork.....	Page 11
Chapter Email Announcements.....	Page 11
Lending Library Open Hours.....	Page 11
Officers, Committees & Contacts.....	Page 11
Calendar .....	Page 12
Mission Statement.....	Page 12

## 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
Rolf Schuler	2017-2019	503.285.7941
Bruce Sttange	2017-2019	503.901.7815

## 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 Rep. Powerland	Mark Reynolds	503.638.7411
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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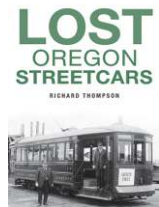
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# **PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 657**

**Membership Meetings:** St. Mark's Lutheran Church, 5415 SE Powell Blvd. 7:30 pm  
Guests Most Welcome! Chapter Meetings held on the 3<sup>rd</sup> Friday of each month.

**April 21:** *Dream Job, They Paid Me To Talk About Trains* by Scott Hurd. My 36-year career with Amtrak was in my blood from my Grandpa Rooks that worked 50 years as a conductor on the Great Northern and my father Jim Hurd that worked 36 years as a conductor on the Southern Pacific. Growing up and working 30 years at Union Station with the former Portland Terminal Railroad guys. Working 6 years in Amtrak Sales & Marketing in San Francisco and Indianapolis. It's been quite a ride.

**May 19:** *Lost Oregon Streetcars*, Author Richard Thompson will do a presentation on his new book published in Jan. 2017 by The History Press.



Forward program ideas to Al Baker, 503.645.9079 or [albaker33@comcast.net](mailto:albaker33@comcast.net)

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## **OTHER CHAPTER EVENTS**

**April 8:** *PNWC Annual Banquet* at Hayden's Lakefront Grill, 8187 SW Tualatin-Sherwood Rd., Tualatin, 5:30pm, \$40 per person.  
Last Day for sign-up is **April 4th** (See Chapter website [www.pnwc-nrhs.org](http://www.pnwc-nrhs.org) for details))  
Guest Speaker - Steve Hauff: *Clallam County's Spruce Railroad*

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**Board of Director's Meetings:** **Apr. 13**, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm  
**May 11**, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm  
(Open to all Chapter Members. Note **New Location** for Chapter Board meetings)

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

Apr 1 – Oct 29 *Northwest Railway Museum Train Trips* (weekends), Snoqualmie WA, [www.trainmuseum.org](http://www.trainmuseum.org)  
Apr 8-9 *29th Annual Willamette Cascade Model Railroad Show*, Sat 9-5, Sun 10-3, Lane Events Center, Eugene  
Apr 23 – May 28 *Fruit Blossom Special Trains* (Sundays) Hood River-Parkdale, [www.mthoodrr.com](http://www.mthoodrr.com)  
Apr 23 *Boise Depot 92<sup>nd</sup> Birthday*, 11 – 5, **UP 844** on display, 11 to 5, Boise ID, [parks.cityofboise.org](http://parks.cityofboise.org)  
May 6 *Portland Train Day*, Oregon Rail Heritage Center, 10 to 5, Portland OR, [www.orhf.org](http://www.orhf.org)  
May 24 *Mother's Day Brunch*, Eagle Cap Trains, Elgin OR, [www.eaglecaptrainrides.com](http://www.eaglecaptrainrides.com)  
May 26 *Sumpter Valley Railroad*, season opens, McEwen OR, [www.sumptervalleyrailroad.org](http://www.sumptervalleyrailroad.org)  
June 7-10 *Friends of the BN Railroad Convention*, Denver CO, [www.fobnr.org](http://www.fobnr.org)  
June 10 *Wine & Chocolates Train*, Eagle Cap Trains, Elgin OR, [www.eaglecaptrainrides.com](http://www.eaglecaptrainrides.com)  
June 17 *2017 Railroads in the Garden Summer Tour*, 10:00 - 5:00 various locations around the metro area, Hosted by The Rose City Garden Railway Society, [www.RCGRS.com](http://www.RCGRS.com)  
June 20-24 *NRHS Annual Convention*, Nashville TN, [www.nrhs.com](http://www.nrhs.com)  
June 22-25 *Milwaukee Road Historical Society Convention*, Ames, Iowa, [www.mrha.com](http://www.mrha.com)  
June 24-25 *The Cascades Daylight - Celebrating 75 Years of the Southern Pacific 4449*: Steam trip to Bend with an overnight round trip through the historic Columbia River Gorge and Deschutes River Canyon, hosted by the Friends of SP4449, [www.4449.com](http://www.4449.com) and [www.ticketswest.com/events/cascades-daylight-package/205992/](http://www.ticketswest.com/events/cascades-daylight-package/205992/)  
July 15-16 *Clamshell Railroad Days*, Ilwaco, WA, [www.columbiapacificheritagemuseum.org](http://www.columbiapacificheritagemuseum.org)  
July 26-29 *UP Historical Society 2017 Convention*, Denver CO, [www.uphs.org](http://www.uphs.org)  
July 29-30 *The Great Oregon Steam-Up*, Antique Powerland Museum, Brooks OR, [www.antiquepowerland.com](http://www.antiquepowerland.com)  
July 30 – Aug. 6 *NRHS RailCamp Northwest*, Tacoma WA, [www.nrhs.com](http://www.nrhs.com)  
Aug 5-6 *The Great Oregon Steam-Up*, Antique Powerland Museum, Brooks OR, [www.antiquepowerland.com](http://www.antiquepowerland.com)

### **PNWC – NRHS MISSION**

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