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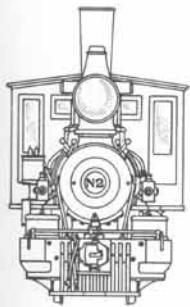
Trainmaster

May 2012

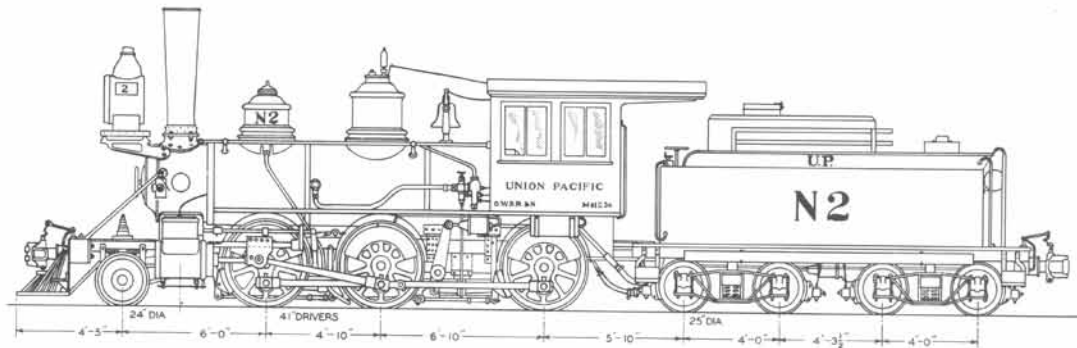
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National Railway Historical Society
Portland, Oregon



The North Beach Railroad



Ed Smith/Barnhart Press



By Tom Smith

Before there was an SP&S, before there was the O-WR&N, there was the IR&N, the Ilwaco Railroad & Navigation Co., one of the pioneer railroads in the Northwest. For over 40 years it was the transportation link for communities on what is now called Washington's Long Beach Peninsula, but was originally called North Beach to distinguish it from Oregon's ocean beaches on the south side of the mouth of the Columbia River.

The story begins in the 1850s when fortunes were made harvesting oysters from Shoalwater Bay (presently Willapa Bay) to satisfy the palates of wealthy San Franciscans. Oysterville, at the north end of the Peninsula, became a boom town and was the seat of government in what is currently Pacific County. Ilwaco, on Baker Bay at the south end of the Peninsula, was the port where the oysters were shipped across the Columbia to Astoria. As is often the case, inadequate transportation was an obstacle in shipping the succulent mollusks to California.

In 1870, Lewis Alfred Loomis, who had come to the Peninsula with his brother Edwin from Ithaca, New York, built a wharf at Ilwaco, and secured a contract to operate a stage coach to carry the US mail between Astoria and Olympia. Mail would be taken by steamboat

to Ilwaco, then by stage to Oysterville, and beyond by steamboat to Grays Harbor. Because the Peninsula was heavily forested and boggy, the stage operated on the hard packed sand at the edge of North Beach's surf.

The improved transportation helped, but it wasn't enough, often overwhelmed by demand. Visitors escaping summer heat in the Willamette Valley started coming to the Peninsula, drawn by the cool breezes and 25 miles of broad sandy beaches; over 5,000 visitors arrived in 1885. Loomis' solution was to build a railroad. He had experience rebuilding railroads destroyed in the Civil War. He quickly raised the capital from wealthy Oysterville residents, and the survey for the Ilwaco Railroad was completed in 1887. As with the stage line, much of the 13 mile roadbed would be along the beach's edge. At Ocean Park the railroad turned east

and would end on the Bay in Nahcotta, not Oysterville as envisioned. This was a blow to Oysterville, but construction costs were exceeding estimates, and Nahcotta had a deeper harbor, which would not require as long a wharf. Oysterville businesses moved the five miles south to Nahcotta, and Oysterville began a long decline culminated by relocation of the County Seat to South Bend.

Because the railroad was to have no direct rail connections, and because construction costs would be lower, a 36" gauge was chosen for the Ilwaco Railroad. There was also an abundance of used narrow gauge equipment on the market. 2-6-0 #1, a Baldwin product of 1879, came from the Utah and Northern, along with some cars. The first train from Ilwaco arrived in Long Beach on July 19, 1888, accompanied by cheering crowds. Service to Nahcotta began on May 29, 1889. The road's engine house and shops were established in Nahcotta. The renamed Ilwaco Railroad and Navigation Co. provided steamboat connections at both Ilwaco and Nahcotta, drawing visitors from both the Portland and Seattle areas. The improved transportation brought more and more people to the Peninsula, with hotels and summer cottages springing up. The little railroad did well, even turning a profit in many years. Besides oysters, the railroad also carried cranberries, logs, and seafood products. Because it was the only means of transportation, special trains were run to take Coast Guardsmen to shipwrecks, firemen to fight conflagrations, and gawkers to see a beached whale. It was an informal, neighborly part of Peninsula life.

Because steamboats could only dock at Ilwaco at high tide, the railroad's schedules were determined by the tide tables and schedules were changed every few days. The fare from Nahcotta to Ilwaco was 75¢, and by steamboat from Ilwaco to Astoria it was 50¢. Today, on the Peninsula's Pacific Transit local bus service, the fare from Nahcotta to Ilwaco is 35¢, and to Astoria it is still 50¢!

In 1900, the Union Pacific gained control of the railroad through its OR&N subsidiary by buying out Loomis, who had become wealthy and lived in a mansion with its own private station. There was at the time a scheme to build a railroad from Walla Walla to the Pacific on the North Bank of the Columbia, and the UP wanted to get in on the act by extending the IR&N eastward to connect with it. That never happened, but the 14-mile extension was built anyway as far as Megler (near the present day Dismal Niche rest stop east of the Astoria-Megler Bridge) because it afforded a deep water port for the river steamers that was not



Steve Hauff collection

PORTLAND, ASTORIA, MEGLER AND NORTH BEACH									
		Daily except Sun.	Miles	Table No. 90 Pacific Time		Daily except Sun.			
		7.30		▲ Harkins Transportation Co. Steamer Service		7.00			
		6.00	98	Lv. Portland.. Ar	Lv. Astoria.. Lv	6.00			
		No. 21		S. P. & S. Train Service		No. 28			
		Daily		Lv. Portland.. Ar		5.15			
		8.10	0	Ar. Astoria.. Lv		1.20			
		12.10	100	Union Pacific (O.-W.) Steamer Service		Daily Except Sun.			
		Daily except Sun.		Lv. Astoria.. Ar		10.15			
		1.00	0	Ar. Megler.. Lv		9.40			
		1.35	5	Union Pacific (O.-W.) North Beach Train Service		No. 2			
		No. 1		Lv. Megler.. Ar		9.30			
		Daily except Sun.		" McGowan.. "		9.17			
		1.50	0	" Ft. Columbia.. "		9.14			
		2.00	3	" Chinook.. "		9.10			
		2.05	4	Ar. Ilwaco.. Lv		8.40			
		2.10	5	Lv. Seaview.. Ar		8.27			
		2.40	14	" Long Beach.. "		8.17			
		2.55	14	" Ocean Park.. "		7.50			
		3.10	16	Ar. Nahcotta.. Lv		7.45			
		3.40	26						
		3.45	27						

* Daily. † Daily except Sunday. (f) Stops on signal. (y) Tuesday, Thursday, Saturday.
▲ Tickets reading via Union Pacific System will be honored for passage between Portland and Astoria on Steamers of Harkins Transportation Co. ■ Bus to Redlands.
Time from 12.01 midnight to 12.00 noon shown in light face type; time from 12.01 noon to 12.00 midnight shown in heavy face type.
Figures opposite junction points refer to numbers of time tables showing diverging trains.



The IR&N Long Beach station has been moved about two blocks from its original location to N. 3rd and Pacific Ave. where it now serves as a community room. It has been much modified but is still recognizable as a railroad depot. After the railroad was abandoned, the depot became part of a motel, and when that was torn down it was acquired by the city and moved to its present location. The interior is completely open, and concerts or entertainment events are occasionally held here in the summer. The railroad ran down the middle of Pacific Ave. in Long Beach. *Photo by Tom Smith*

dependent on the tide. The biggest construction challenge was digging an 800-foot tunnel at Ft. Columbia. The new dock facilities at Megler included an electrically lighted pier with waiting rooms and two loading tracks. It must have been an impressive sight. Both the tunnel and the roadbed were built to standard gauge clearances, and narrow gauge rails were laid on standard gauge ties. The extension was completed May 22, 1908.

The new owners made many improvements. The 35-pound rail was replaced with 65-pound rail. When ties were replaced they were replaced with standard gauge ties. Knuckle couplers and air brakes were fitted on the rolling stock. A telephone line was strung from Ilwaco to Nahcotta to aid in dispatching. And the 230-foot river steamer *T.J. Potter* was put on the Portland-Megler run to feed passengers to the narrow gauge. Trainmen were now required to wear uniforms. It wasn't enough to impress one of the new UP managers; he dismissed the railroad as a "clamshell railroad" and the nickname stuck.

Boom times followed. With a dependable schedule, visitors flocked to Long Beach from both Portland and Seattle, using steamboat connections at each end. The *T.J. Potter* would leave Portland at 1 pm on Saturday afternoons with 600-700 passengers, mostly husbands and fathers visiting their families ensconced at the beach. (Most businesses worked a half -day on Saturday then.) It took every piece of IR&N rolling stock to handle the crowd, and the return exodus on Sunday evening. The year 1913 was the high point in the railroad's history. After

The Seaview station sits along the main highway and serves as the home of a rather exclusive restaurant. Seaview and Ilwaco were listed as the same milepost in the timetable. There was much passenger traffic at the two stations and the train had a very relaxed schedule between the arrival at Seaview and the departure at Ilwaco (or vice versa). *Photo by Steve Hauff*





Left: Union Pacific Coach N11 was one of several car bodies sold to Peninsula residents for use as summer cottages when the IR&N was abandoned in 1930. The UP put "N" prefixes to all of the IR&N equipment they inherited so they would not be confused with standard gauge equipment. At least three of these coaches survive. You can't miss this one, it's right on Pacific Ave. in Seaview. *Photo by Tom Smith*

Right: In 1985, Coach N11 was being used as a cafe. Its exterior was in pretty rough shape, with several of the windows blocked-off. *Photo by Steve Hauff*



Left: After its days as a beanery, the N11 just sat, a victim of the elements. *Photo by Steve Hauff*

that, the familiar pattern of decline set in.

Highways were built. Trucks took the mail contract. The *T.J. Potter* was condemned in 1916 and burned for her scrap metal. Passengers now had to rely on other river transport or the SP&S train to Astoria and ferry. The last train ran on September 9, 1930. In its lifetime, the IR&N owned seven locomotives, one of which was purchased new. All were scrapped, and some of the passenger car bodies were sold for use as beach houses.

Although the railroad has been gone for 82 years, its legend lives on. The annual Clamshell Railroad Days are held on the third weekend in July with lectures, slide shows, bus tours of the railroad route, and a model railroad meet at the Columbia Pacific Heritage Museum in Ilwaco. One of the original IR&N coaches, the *Nahcotta*, is displayed there. An N-gauge model railroad of the IR&N is located in the former IR&N Ilwaco freight station at the Museum.

Traces of the railroad are almost impossible to find, having been built over or overgrown. Roads have been built



Left: The Columbia Pacific Heritage Museum in Ilwaco, Washington has an extensive collection of IR&N photos and material, including the former Ilwaco freight station (left) and coach N10, the *Nahcotta*, which was built new for the IR&N by Pullman. The freight station was moved to its present Museum location and now contains a model railroad layout of the IR&N. Amazingly, the coach is almost still in original condition, with its plush walkover seats. The car is fragile and the interior is only open for viewing on certain occasions with the number of viewers allowed inside limited. It will be open on *Clamshell Railroad Days*. Photo by Tom Smith



Photos by Steve Hauff

on some sections of the old right of way. The tunnel at Ft. Columbia was enlarged and now carries US Highway 101. The pilings of the wharf at Nahcotta are still visible at low tide. Two passenger stations still exist: one at 3rd Ave. in Long Beach, which has been moved a couple of blocks from its original site and is now a community center; and the Seaview station, still in its original location, and which is now the Depot Restaurant. Besides the coach *Nahcotta* in Ilwaco, at least two of the other coaches that became summer cottages are still extant. One is very obvious on Pacific Ave. in Seaview, and the other on N Lane north of Cranberry Rd., altered almost beyond recognition.

In addition, dozens of the summer cottages that were built in Seaview, Long Beach and Ocean Park when the railroad made those places accessible are still there. The Shelburne Hotel, once a stop on the railroad in Seaview when built in 1896, is still a hotel. The Taylor Hotel in Ocean Park, a couple of blocks from the former station, is now a coffee place named after original owner Adelaide Taylor.

It is fun to explore the history of the Peninsula and the ghosts of the narrow gauge railroad that played such an important part of it. Be sure to stop at the Seaview Visitors Center or the Ilwaco Museum and get a free copy of the Clamshell Railroad driving guide which will explain the route of the railroad and take you to those places where you can still almost hear the whistle blow!

Bibliography:

- The Railroad That Ran By the Tide, by Raymond J. Feagans, Howell North 1972.
- North Beach Peninsula's IR&N, by Sydney Stevens, Arcadia Publishing, 2009

Note: For 2012 the Clamshell Railroad Days festival is July 14-15, Columbia Pacific Heritage Museum, 115 Lake Street, Ilwaco, Washington. More information: www.columbiapacificheritagemuseum.org.

2011 JACK HOLST AWARD

by Ron McCoy



Each year, the Chapter recognizes a Member of the Year with the Jack Holst Memorial Award. The three most recent Jack Holst recipients, as available, conduct the selection process. During the year we accept nominations, some written, some verbal, but we are also free to nominate anyone within the organization.

We want to select a member who reflects the best of your goals for the Chapter. This is the second year I've been able to participate in the selection process, and it was no easier this year, let me tell you. Still, we came to a unanimous decision.

I'm happy to report that James (Jim) Long has been named the 2011 Member of the Year. The award was announced at the Chapter's annual banquet, held on April 14, and he received a prolonged standing ovation. Like all Jack Holst Memorial Award winners, Jim is representative of our many good volunteers.

Jim's contributions to the Chapter are numerous. He served as an Officer on the Board, for many years as Secretary. He has planned and conducted many highly successful fundraiser rail excursions, such as the Train Mountain trips in 2005 and 2008, the 2006 "Tillamook Turn" from Banks to the Tillamook depot, and the two Glacier Park Centennial trips in 2010. Every year you can find Jim hard at work at the Holiday Express, and he's always willing to lend a hand to other events such as our triennial Zoo Train Charter Picnics, public outreach events such as National Train Day, and the 2005 and 2011 NRHS Conventions.

Thank you, Mr. Long, for all that you have done for the Chapter.

Jack Holst Memorial Award winners:

1981 Charles W. Storz, Jr.
1982 Irving G. Ewen
1983 Edward E. Immel
1984 Walter R. Grande
1985 John D. Holloway
1986 Mary Lou Weaver
1987 Bob Slover
1988 Marilyn L. Edgar
1989 Peter M. Rodabaugh
1990 Bob Hoffman
1991 Roger A. White
1992 Bob Weaver
1993 Gerald K. Webb. Sr.
1994 *No award*
1995 James A. Loomis



1996 Frank J. Weiler
1997 Darel H. Mack
1998 George N. Hickok
1999 Gerald A. Schuler
2000 Richard A. Carlson
2001 Maxine Rodabaugh
2002 Cora Jackson
2003 George N. Hickok
2004 Glenn E. Laubaugh
2005 Arlen L. Sheldrake
2006 Keith L. Fleschner
2007 Allan B. "Al" Hall
2008 Charles W. Stevens
2009 Ronald J. McCoy
2010 Jean Hickok

JAMES G. LONG 2011

Willamette-Cascade Swap Meet a Concessions Sales Success

by Al Hall, PNWC Concessions Chairman

This was the fifth consecutive year we have sold at the Willamette-Cascade Model RR Swap Meet which takes place at the Lane County Fairgrounds in Eugene. We had five tables of which three were provided free of charge due to PNWC's non-profit status. Our fifth table had a wonderful REA Express display, thanks to Dave Willworth. The total table cost was only \$50.00, thanks to Willamette-Cascade Model RR Club.

This is a two-day show but we decided to only be there on the Saturday. The concessions sales team consisted of Joe Harper, Henri Larose, Kent Hutchens, Bruce Strange, Bill Hyde, Trent Stetz, Dave Willworth and Al Hall. Sales totaled \$801.00 and net profit, after deducting cost of inventory (\$191.00) and cost of tables (\$50.00), was \$560.00. I appreciate everyone driving as far as they did and, most of all, for donating their cost of fuel.

Other familiar faces with tables at the swap meet were Ed Immel, Bill Bain and Lloyd Palmer, Al & Patty Zimmerman and Terry & Patsy Kimzey. Terry also had the Oregon Operation Lifesaver trailer.

Surprisingly, at this show we once again sold very few used books (\$60.00) but Bruce Strange did a fantastic job selling large photos (\$480.00) and Joe Harper did well selling his DVDs, which totaled \$100.00. However, the biggest and most pleasant surprise was EVERYONE outsold ME. This proves our concessions team can now survive without me whenever that time comes! I also want to thank Trent Stetz for riding with me and helping assemble and disassemble my scooter so I could help at the show.

Our combined volunteer hours, including travel time, totaled 117 hours: Joe Harper 16; Henri Larose 13; Kent Hutchens 13; Bill Hyde 17; Bruce Strange 17; Al Hall 13; Trent Stetz 14; and Dave Willworth 14.



MEMBERSHIP MEETING – Friday – May 18

Isle of Man & Irish Steam – by Ed Immel

A photo summary of his 4-week trip in 2010, including the Isle of Man, a steam excursion on Irish Rail, and 2-foot gauge Garratt locomotives in Wales. It concludes with a ride on the electrified Hyde Street Pier railroad in South Hampton and a return transatlantic voyage on the Queen Mary II.

Fund Raising Auction

Mount Hood Railroad excursion ticket for two, value \$64

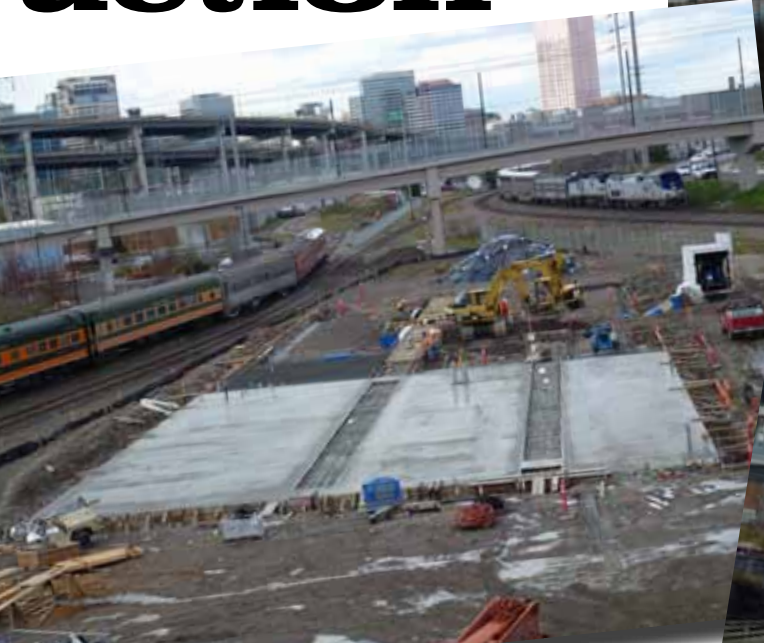
Two (2) Stockpot Broiler Restaurant gift certificates, value \$25 each

ORHF Constr



As is clearly evidenced by these photos, significant construction work is underway near OMSI. On one side of the facility, the Oregon Coast Line runs east, the Union Pacific mainline south carries both the *Coast Starlight* and the *Holiday Express*. The extensive form work on the ORHF building. The site was cleaned by volunteers from the Brooklyn site and cleaned by volunteers. Because a vapor barrier membrane was necessary under the concrete floor

Facility Construction



significant progress is being made on the ORHF project. The Union Pacific Railroad does its chores, while on the other side, both its trains and the daily *Amtrak* service to Eugene. The express cars are stored on a siding to the Northwest. The site is for the drop pit. The rail was salvaged from the site's previous use, a special methane flooring. *All photos by Arlen Sheldrake*

PNW SHORT LINES

by Arlen L. Sheldrake

TriMet has announced the operating days for the Portland Vintage Trolley. It will run between Union Station and Portland State University from 10:30 am to 5:30 pm on a very few Sundays: May 27, July 1, September 2, November 25, and the first four Sundays in December. The Trolley stops at all MAX stops; rides are free but donations are accepted. More information may be found at www.trimet.org/schedules/trolley. These trolleys were built in 1991 and are replicas of the original Council Crest cars.

Morton County, North Dakota currently has no grain elevators capable of loading out 110-car shuttle trains but by next year they will have two. Southwest Grain is spending \$20 million on building a 1.2-million-bushel facility near New Salem and Archer Daniels Midland is building a 2.6 million bushel-capacity elevator near Hebron. Both will be served by *BNSF Railway*. **03/12/2012 Bismarck Tribune**

The Port of Seattle sale of a 5.75-mile section of the Eastside Rail Corridor to the city of Kirkland, Washington for \$5 million is expected to close by mid-April. The Port acquired the Eastside Rail Corridor from *BNSF* in 2009 that begins in Bellevue and extends north into Kirkland. **03/05/2012 Progressive Railroading**

On February 20, the city council of Surrey, British Columbia voted unanimously to support a passenger train stop in Blaine, Washington. Canadian support for a train stop in Blaine has increased since support for the idea reignited over the last year. City councilor Marvin Hunt said a train stop in Blaine could serve the approximately 750,000 Canadians who live in Surrey, Delta, Langley and Abbotsford. Almost all these residents would much rather cross the border into Blaine and take a train south than double back and take a train from Vancouver, he said. **03/07/2012 The Northern Light community newspaper**

The Grand Alliance shipping lines, a consortium of three major shipping lines (NYK Lines, OOCL and Hapag-Lloyd), will move from the Port of Seattle to the Port of Tacoma. Some estimates place the volume at 400,000 container units a year and the move could make Tacoma Puget Sound's largest container port. **03/08/2012 The News Tribune**

CN announced March 13 new import/export container train services between the Port of Prince Rupert, British Columbia, and Calgary and Edmonton, Alberta that will start in June. *CN* is relocating its Calgary Intermodal Terminal to a new 680-acre logistics park in Rocky View County near Calgary's airport. Construction is underway and is slated to conclude in January 2013. **03/14/2012 Progressive Railroading**

The recent launch of Washington County Heritage Online (WCHO) is a collaborative effort between Pacific University Library and the Washington County (Oregon) Museum with support from the Institute of Museum and Library Services. This online resource, www.washingtoncountyheritage.org is worth a look. Click on Commerce & Industry, then browse the railroad collection for some neat old photos. **03/15/2012 Oregon Heritage News**

The Northwest Cultural Resources Institute at Fort Vancouver National Historic Site is developing a history of the U.S. Army's Spruce Production Division at Vancouver Barracks from 1917-1920. Cultural Resources staff want to contact families of former Spruce Production Division soldiers for stories, memories, photos, letters, and other items they might be willing to share. Vancouver Barracks was the headquarters for the Spruce Production Division and the home of its largest mill. Sitka spruce, harvested from places like the Olympic Peninsula and the Oregon Coast Range, arrived at the mill by rail during a period of change in the logging industry and technology in general. The project recognizes the centennial of World War I and will facilitate the design of exhibits, interpretive materials and programs at the Site. The work will also guide a future archaeological study of the Spruce Mill cut-up plant. If you have memories of the Spruce Production Division, or wish to obtain further information, contact Teresa Langford at (360) 816-6252. **03/15/2012 Oregon Heritage News**

The next phase of the Seattle King Street Station renovation is now getting underway. The \$24 million project includes seismic bracing for the clock tower and waiting hall along with repairing the Beaux Arts ceiling and floors. The project will be completed in spring of 2013. So far, about \$47 million has been spent on station upgrades. **3/14/2012 The Seattle Times**

On March 13, the Friends of the Tanana Valley Railroad celebrated their 20th anniversary in Fairbanks, Alaska. The nonprofit organization was formed to restore Engine No. 1, an 1899 H.K. Porter (cn 1972) 0-4-0t. The 2012 operating schedule for Engine 1 begins May 26. The Tanana Valley Railroad Museum is located in Pioneer Park. For more information see www.fairmet.org/agencies/tvrr. **03/16/2012 Fairbanks Daily News-Miner**

The Cascade Rail Foundation is raising funds to purchase the Milwaukee Road 5057, a GE U25B, locomotive from the Western Pacific Railroad Museum in Portola. The 5057 was one of the last Milwaukee Road locomotives in 1980 to operate in Washington entering service in July 1965. Tax deductible donations may be made online at www.mileelectric.org/5057project or Cascade Rail Foundation, PO Box 462, South Cle Elum, WA 98943.

For those seeking a view of the under-construction ORHF facility, plug into MapQuest or whatever you use to get directions: 539 SE Division Place, Portland OR. This is the closest business to where you want to park underneath the MLK Viaduct that carries 99E/McLoughlin Blvd. Walk up the ramp on the west side of the viaduct and walk north on the viaduct sidewalk.

On March 19, *Sound Transit* celebrated the completion of the rail bridge over Pacific Avenue just south of Freighthouse Square. The bridge is a critical connection to the *Sounder* line being developed to serve South Tacoma and Lakewood stations and is slated to open October 1. **03/19/2012 The Seattle Times**

Washington state's Port of Quincy has been added to *BNSF Railway's* national intermodal map. The Quincy facility is on the *BNSF's* cross-country Seattle-Chicago mainline. Quincy is a key distribution hub for central and eastern Washington, including the Yakima Valley, the Columbia Basin and the Wenatchee Valley, according to port officials. **2-23-2012 www.thepacker.com**

TriMet has two web cams available to watch the construction of the new Portland-Milwaukie Light Rail Bridge on the Willamette River: <http://trimet.org/pm/construction/bridgecams.htm#>; one is from the west bank and one from the east bank. The west bank web cam also shows the new ORHF facility in the far right.

A look back. In 1948, the Northwest was visited by the *Freedom Train*. In gleaming white, the Alco PA-pulled display train visited the following cities: Pocatello, ID, March 27; Boise, ID, March 29; Walla Walla, WA, March 30; Yakima, WA, March 31; Portland, OR, April 1-2; Eugene, OR, April 3; Corvallis, OR, April 4; Salem, OR, April 6; Olympia, WA, April 7; Tacoma, WA, April 8; Seattle, WA, April 9-10; Wenatchee, WA, April 12; Spokane, WA, April 13; and Coeur d'Alene, ID, April 14. Much more information is at www.freedomtrain.org.

On March 27, the Port of Tillamook Bay Board of Commissioners approved 5-0 a lease to the *Oregon Coast Scenic Railway* that has OCSR operating and maintaining 48 miles of POTB track between the Port Industrial Park (former NAS Blimp Base) south of Tillamook and Enright. The 20-year exclusive lease agreement also includes POTB designating the track as a tourist railroad that gains some FRA exemptions.

On March 29, the owner of the *McCloud River Railroad* agreed to donate and sell 80 miles of railroad right-of-way to the Shasta Land Trust. Jeff Forbis, railroad owner, said the appraised value of the land is close to \$1.5 million, two-thirds of which he is donating, the other one-third he is selling. The Shasta Land Trust was recently awarded a \$350,000 grant from the state Transportation Commission to buy the property. The purchase also places the land under "railbanking" status in the National Trails System Act. The line will become a part of the Great Shasta Rail Trail. **03-29-2012 The Record Searchlight** www.redding.com

On February 28, the City of Surrey, British Columbia sent a letter to the Washington Trust for Historic Preservation supporting the placement of the 100-year-old Blaine, Washington train depot on the list of most endangered historic properties. **Council resolution RES. R12-490** www.wa-trust.org

A couple of items from the Spring "Makin' Tracks" newsletter of the Chehalis-Centralia Railroad and Museum: spring clearing of maple and alder leaves from the tracks is now assisted with an air compressor on flanged wheels pulled by a hi-rail truck; all 18 *Polar Express* trains in November and December sold out.

How about that outstanding Scott Lothes picture on pages 66-67 in the May 2012 *TRAINS* magazine that shows the almost 100-year-old Steel Bridge; a nice prelude to a birthday party.

On April 3, PNWC member Kent Hutchens reported that the Chambers Covered Railroad Bridge in Cottage Grove has the long-awaited metal roof with translucent panels installed and it looks great.

On April 2, the second tunnel boring machine mining *Sound Transit's* new light-rail tunnels between Capitol Hill and the University of Washington finished the underground work as part of the University Link project. Tunneling contractors Traylor Frontier-Kemper now will focus on building 15 cross passages between the two tunnels. Another contractor, JayDee Collucio Michaels joint venture, is scheduled to complete tunneling between Capitol Hill and downtown Seattle in June. The 3.1-mile, \$1.9 billion project is about halfway complete and scheduled to open in 2016. **04/04/2012 Progressive Railroadng**

The Corvallis, Oregon Airport Industrial Park again has rail service as of this Spring when on February 1 *Veneel Farms Railroad* delivered the first boxcar full of paper to Western Pulp Products. The abandoned spur line received a \$79,000 renovation funded by a \$59,000 Oregon Department of Transportation grant and a \$20,000

match from airport revenues. The last service on this spur was in June 2007 when *Portland & Western* halted service on the branch between Corvallis, Monroe and Hull-Oakes Lumber Company. Larry Venell bought 5.3 miles of the rail line in 2010 and began hauling wheat, livestock feed and other freight between his own covered loading facility south of the airport and the Corvallis switching yard, where the cars are turned over to the *Portland & Western*. **04/05/2012 Corvallis Gazette-Times**

The Washington District of Columbia Department of Transportation has selected Oregon Iron Works Inc. (OIW) to manufacture two modern streetcars for the DC Streetcar system. The new vehicles will run along with the three vehicles the District already owns on the H Street/Benning Road 2.2-mile line beginning in 2013. The \$8.7 million purchase utilizes an existing contract for streetcar vehicles between Oregon Iron Works and the city of Portland, Oregon. OIW is the only domestic manufacturer of streetcar vehicles and has the only streetcar test track in the US (Clackamas, Oregon) for testing vehicles before they are delivered. **04/05/2012 OIW press release**

Washington State Department of Transportation and the Port of Royal Slope signed a grant agreement February 28 that allows maintenance work to begin on the *Royal Slope Railway*, 26 miles of track between Othello and Royal City. This line was originally a branch of *Milwaukee Road's* Pacific Coast extension and has been out of service for a number of years. **03/12/2012 WSDOT Rail Office Monthly Highlights**

Good news for the *Vancouver Island Railway* between Victoria and Courtenay. Early in the week of April 9, the Canadian federal government set aside up to C\$7.5 million for rail line restoration work. The Province of British Columbia confirmed its remaining contribution of C\$7 million. The Island Corridor Foundation plans to revitalize passenger service and start train service in Nanaimo. Passenger rail service between Victoria and Courtenay has been suspended due to safety concerns and freight traffic is currently operating at reduced speeds. See more information at www.islandrail.ca. **04/11/2012 Courier-Islander**

Dawn Carlton, a designer with Portland's Hennebery Eddy Architects, has received a prestigious international award for her watercolor painting of the Oregon Rail Heritage Foundation engine house. Her award came from the American Society of Architectural Illustrators, selected as one of the top illustrations in the 27th juried "Architecture in Perspective." The engine house illustration was created to support efforts for a new engine house and cultural heritage center for people to learn about Oregon's rail history. **04/12/2012 The Portland Tribune**

Congratulations to the city of Cottage Grove for winning one of the seven 2012 Oregon Heritage Excellence Awards awarded April 27. "Chambers Covered Railroad Bridge, Cottage Grove, is an exceptional example of the preservation of a unique and significant cultural landmark that boosts heritage tourism, local transportation, and heritage efforts." The city asked PNWC President Fleschner to send one of the four allowed letters of support of their nomination.

VIA Rail Canada Inc. on April 13 completed a C\$6.9 million project to restore *VIA's* heritage train station in Vancouver, British Columbia. Improvements to the 1919 station included improved platform canopies and lighting along the track and repair of station columns. Exterior masonry was repointed and cleaned, the roof rebuilt, exterior windows and doors restored or replaced, security added and the iconic "Pacific Central" sign on the roof stabilized. The Canadian Government designated the building a heritage rail station in 1991. **04/16/2012 Progressive Railroading**

RESTORING AN ALCO PA-1

Thanks to the video talents of PNWC member Roger Graeber, you now have the opportunity to own a 60-minute DVD of Doyle McCormack's presentation at the Cascade Rails 2011 NRHS convention in Tacoma. Doyle's presentation includes the entire history of the PA acquisition from Mexico and the extensive restoration work. The viewer learns why Doyle's PA is being restored as Nickel Plate Road #190. Also included on this video is Richard Hie's surprise award to Doyle.

All proceeds from sales of this DVD go to the Oregon Rail Heritage Foundation Capital Campaign to fund the new ORHF facility. Roger is providing these DVDs at no cost.

To order, send your \$25 check made out to ORHF to: ORHF, Attn: Arlen Sheldrake, PO Box 42443, Portland OR 97242. Please note on your check: PA DVD.

NOTES FROM A MEETING

Keith Fleschner, President

This is a busy time and I'm sure I'll forget something, but here goes...

First of all, thanks to **Jim Long**, this year's Jack Holst Award winner. I've had the pleasure of working with Jim on a variety of projects over the years. He brings great talents to the Chapter and he richly deserves the recognition.

The presentation of the Holst Award is part of the programming at the annual PNWC Banquet. For many years, **Al and Judy Hall** were the banquet committee but declining health forced Al to resign from the banquet this year. The 2012 banquet was planned by **Jean Hickok**. My thanks to Al and Judy for their years of service, and to Jean for taking over the banquet.

We've had consistently good programs at the banquet the last several years and this year was no exception. The presentation by Sharon Wood Wortman on Portland's bridges was excellent. Bridges have been on the mind of many Chapter members because this is the 100th anniversary of Portland's Steel Bridge. The Steel Bridge is the only one of its type in the world, with two levels that can be lifted independently. Several members of your chapter have been working on a booklet to document the history of the bridge. My thanks to **Arlen Sheldrake, Bob Weaver, Richard Thompson, Trent Stetz, and Steve Hauff** for this work. You'll be able to purchase a copy soon!

Steve Hauff has been the editor of the *Trainmaster* for four years. Recently, he decided it was time to retire (the August 2012 issue being his last). I'd like to thank Steve (and his wife Mary who actually did all the work) for the wonderful *Trainmasters* we've had over the years. Steve's decision means we need another editor. If you are interested, please contact me. The editor is the assembler and formatter of the *Trainmaster*. The editor does not need to provide content. However, in addition to his editing duties, Steve has provided us with some great content. This is a great way to share the particular aspect of railroading that you love.

Speaking of the *Trainmaster*, your website committee, **Ron McCoy, Christopher Bowers, Jim Long, George Hickok, Jean Hickok, and Trent Stetz** have been busy digitizing back issues and making them available on the Chapter website. A major milestone was recently reached with the opening of a member's-only section with the last two years of the *Trainmaster*.

Construction continues on the New ORHF facility. Your Rolling Stock committee has been busy getting the items that the Chapter has stored at Brooklyn ready for the move.

Pacific Northwest Chapter - Lending Library

OPEN

May 19 (Saturday), 1 to 4 pm & every Monday 10 am to Noon
The Library will be open the Saturday following the membership meeting and every Monday.

Union Station Annex, 503 NW Irving
library@pnwc-nrhs.org 503-226-NRHS

MAGAZINES WANTED

Railfan & Railroad, 2000 to 2011

The Archives staff would like to complete the PNWC Archives collection.
Drop them off during Library open hours or email: library@pnwc-nrhs.org

MEETING SNACK SIGN-UPS

All months are available. This is one area where the Chapter really needs your help. To volunteer, please contact Keith at 503.516.9272 or email to: keithfleschner@msn.com.

APRIL MINUTES

Pacific Northwest Chapter – National Railway Historical Society Membership Meeting – April 20, 2012

The meeting was called to order at 7:33 by President Keith Fleschner.

One guest, Greg Peck, was recognized. A big thank you was given to Jean Hickok for her fine work on the banquet.

Jean Hickok announced that this is the birthday number 80 for long-time member Olive Schuler. She presented her with a fine birthday cake.

Arlen Sheldrake reported that there were a couple available openings for the roundhouse farewell tour. He also reported that progress is being made on the Steel Bridge book.

George Hickok gave the monthly Treasurers report, as of March 31, the accounts all balanced to the penny. The membership voted to accept the report.

The minutes of the March meeting were reviewed. Leonard Morgan made a motion to approve the minutes and Al Baker seconded the motion. The membership voted to approve the minutes.

Keith Fleschner reported that stands are being made for the wheelsets presently at the roundhouse, that will be moved to a safe storage location. He then reported that work has stalled on the S-2 while all efforts are put toward getting property removed from Brooklyn Yard.

George Hickok reported that the turntable will be moved from Brooklyn Yard. The Chapter has the original blueprints of the turntable.

Trent Stetz reports that the group of members that went to the Northwest Rail Archives in Burien, Washington gained a lot of information on what our group should do for our archives.

Keith Fleschner announced that we will be needing a new *Trainmaster* editor as Steve Hauff is going to retire.

The Library committee has the evening display set up featuring the Sumpter Valley Railway to go along with the evenings program. They also had on display an R.E.A. messengers trunk with numerous artifacts.

Keith Fleschner reported that a *Trainmaster* article was reprinted in a Minneapolis chapter newsletter.

Arlen Sheldrake announced that the Columbia River Maritime museum owns the Astoria depot and is looking for old photographs.

Jean Hickok reported that the banquet was a success and the Stockpot restaurant donated two gift certificates and the Mt. Hood Railroad donated a trip ticket. These items will be auctioned at the May meeting.

The meeting was adjourned at 8:15.

Snack time was provided by Lila Stephens, Brian Ackler, and Ken Vannice.

Information from Ron McCoy is that the Chapter web site has been updated. The last two years of *Trainmasters* are now available in color. You only need to enter your *Trainmaster* mailing label number (Mnnn) and nine-digit zip code (including dash).

The program for the evening was on the Sumpter Valley, logging the Elkhorn Mountains, presented by Alfred Mullett.

Respectfully submitted by Jim Hokinson, Secretary.



PNWC – NRHS MISSION

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

NOTABLE NON-CHAPTER EVENTS: (cont'd from Page 16)

Oct. 27, *10th Autumn Leaf Slide Show*, Fox Theater, Centralia, Washington, www.autumnleafslideshow.blogspot.com.

Dec. 1, *December Dinner Train*, Oregon Coast Scenic Railroad, www.ocsr.net

Dec. 1-2 & 8-9, *Polar Express*, West Coast Railway Heritage Park, Squamish, British Columbia, www.wcra.org

Dec. 7-8-9, *Holiday Express*, Oregon Rail Heritage Foundation, www.orhf.org

Dec. 14-15-16, *Holiday Express*, Oregon Rail Heritage Foundation, www.orhf.org

June 1, 2013, *SP 4449* 15-year renewal required

Sept. 2015, *Portland-Milwaukie Light Rail* (Orange Line) opens with an OMSI/ORHF station

HELP WANTED

Your temporary, interim, short-term (since April 2008) *Trainmaster* editor is retiring after the August 2012 issue. A replacement is needed.

Candidates for the position should have reasonably good language and computer skills. Familiarity with the following would be an asset:

- Microsoft Office Suite
- Adobe PhotoShop
- Adobe InDesign or,
- Quark or,
- Microsoft Publisher
- .PDF Creator

The *Trainmaster* editor need not live in the Portland area, but some historical and operational knowledge of the railroads of the Pacific Northwest makes the job a lot easier.

Contact: Keith Fleschner, President PNWC
503.516.9272
trainmaster@pnwc-nrhs.org

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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 Director	Edward M. Berntsen	253.383.2626

Chapter Directors-at-Large

Randy Rock	2010-2012	360.574.9083
Al Baker	2010-2012	503.645.9079
Ron McCoy	2012-2014	503.310.4811
Christopher Bowers	2012-2014	503.577.0063
Jean Hickok	2011-2013	503.649.5762
Trent Stetz	2011-2013	503.582.6406

Committee Chairs

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Archives	William Hyde	503.666.5530
Auditor	Bob McCoy	360.459.3251
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Concessions	Al Hall	503.699.5042

Chapter Rep., Oregon Rail Heritage Foundation

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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* does not express the official position of the organization on any subject unless specifically noted as such. Material from *The Trainmaster* may be reprinted in other publications provided credit is given as to the source, except in cases where the article originated in a third party publication and special permission was given to *The Trainmaster* to print the article here. Please address contributions and correspondence to:



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PACIFIC NORTHWEST CHAPTER TIMETABLE #598

Board of Director's meetings: May 10 & June 7, Thursdays, 9320 SW Barbur Blvd Suite 200, 7:30 pm
(Note address for Board meetings; follow instructions posted on the door for entry.)

Membership Meetings: St. Mark's Lutheran Church, 5415 SE Powell Blvd. 7:30 pm:

May 18: *Isle of Man & Irish Steam*, Ed Immel
June 15: *The Pullman Palace Cars* (video), learn about George Pullman's dream
July 20: *Railroad Stories Along the Deschutes*, Jerry Tanquist
August 17: *The Colorful History of the Portland – Milwaukie Light Rail Route*,
Nicholas Stewart, Specialist, Real Property, TriMet

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

NOTABLE NON-CHAPTER EVENTS:

May 5-6, *Willamette Shore Trolley*, Sat-Sun operations thru September, www.oerhs.org / 503.697.7436
May 12, *Amtrak's National Train Day*, Centennial Station, Olympia, Washington, 8:30-1 pm, www.nationaltrainday.com
May 12-13, *Mother's Day Specials*, Chelatchie Prairie RR, Yacolt, Washington, www.bycx.com
May 13, *Mother's Day Brunch Train*, Oregon Coast Scenic Railroad, www.ocsr.net
May 13, *Mother's Day Bruch Train*, Wallowa-Union Railroad, www.eaglecaptrain.com / 800.323.7330
May 19, *GorgeRail 2012*, Columbia Gorge Discovery Center, The Dalles, Oregon, www.gorgerail.com
May 25-Sept. 30, *Sumpter Valley Railroad*, Saturdays & Sundays, www.sumptervalleyrailroad.org
May 26, *Memorial Weekend Dinner Train*, Oregon Coast Scenic Railroad, www.ocsr.net
May 26-28, *Memorial Day Specials*, Chelatchie Prairie RR, Yacolt, Washington, www.bycx.com
May 26-Sept. 30, *Chehalis-Centralia Railroad*, Saturdays & Sundays, www.steamtrainride.com
June, *Locomotives 700, 4449, 197* move into new enginehouse near OMSI, www.orhf.org
June 2-3 & 9-10, *Day Out With Thomas*, West Coast Railway Heritage Park, Squamish, British Columbia, www.wcra.org
June 8-10, *Dunsmuir Railroad Days*, Dunsmuir, California, www.dunsmuirrailroaddays.org
June 16, *Father's Day Dinner Train*, Oregon Coast Scenic Railroad, www.ocsr.net
June 28-July 1, *Milwaukee Road Historical Association Convention*, Moscow, Idaho, www.mrha.com
June 30, Move out of the Brooklyn Roundhouse must be completed, www.orhf.org
July 6, *Union Pacific 150th Display Train* (E-9 power) in Pocatello, Idaho, www.up150.com
July 7-11, *Great Northern Railway Historical Society Convention*, Klamath Falls, Oregon, www.gnrhs.org
July 8, *Union Pacific 150th Display Train* (E-9 power) in Boise, Idaho, www.up150.com
July 11, *Union Pacific 150th Display Train* (E-9 power) in Spokane, Washington, www.up150.com
July 14-15, *Union Pacific 150th Display Train* (E-9 power) in Portland, Oregon, www.up150.com
July 14, *First July Dinner Train*, Oregon Coast Scenic Railroad, www.ocsr.net
July 14-15, *Clamshell Railroad Day Festival*, Ilwaco, Washington, www.columbiapacificheritagemuseum.org
July 18-21, *Northern Pacific Railway Historical Association Convention*, Butte, Montana, www.nprha.org
July 21, (1912), *100th Anniversary* of Portland's unique double-lift Steel Bridge opened to rail traffic
July 28, *Second July Dinner Train*, Oregon Coast Scenic Railroad, www.ocsr.net
July 28-29, *Great Oregon Steam-Up*, Antique Powerland Museum, Brooks, Oregon, www.antiquepowerland.com
Aug. 1-4, *Union Pacific Historical Society Convention*, North Platte, Nebraska, www.ups.org
Aug. 4-5, *Great Oregon Steam-Up*, Antique Powerland Museum, Brooks, Oregon, www.antiquepowerland.com
Aug. 4-5, *Nampa Depotfest*, Nampa, Idaho, www.canyoncountyhistory.com
Aug. 9-11, *SP&S Railway Historical Society Convention*, Vancouver, Washington, www.sps.org
Aug. 17-19, *Snoqualmie Railroad Days*, Northwest Railway Museum, Snoqualmie, Washington, www.trainmuseum.org
Aug. 18, *August Dinner Train*, Oregon Coast Scenic Railroad, www.ocsr.net
Sept. 1, *Labor Day Dinner Train*, Oregon Coast Scenic Railroad, www.ocsr.net
Sept. 12-15, *32nd Narrow Gauge Convention*, Bellevue, Washington, www.seattle2012.com
Sept. 15, *September Dinner Train*, Oregon Coast Scenic Railroad, www.ocsr.net
Sept. 22, *Portland Streetcar Loop* opens to OMSI & ORHF Enginehouse, www.portlandstreetcar.org
Sept. 28-30, *Sacramento Community Celebration*, UP 844, www.up150.com
Oct. 11-14, *Southern Pacific Historical & Technical Society Annual Convention*, Ventura, California, www.sphts.org
Oct. 13, *October Dinner Train*, Oregon Coast Scenic Railroad, www.ocsr.net
Oct. 13-14, *Fall Foliage & Photographers' Weekend*, www.sumptervalleyrailroad.org

(cont'd on Page 14)