

The Trainmaster

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www.pnwc-nrhs.org

RAILROADING IN COOS BAY: YESTERDAY AND TODAY



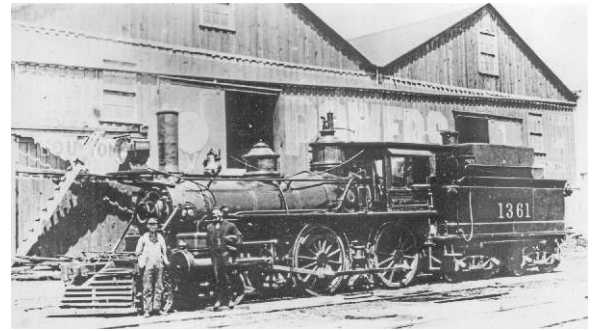
SP 2267 4-6-0 at Coos Bay, OR Taken 3 July 1946 Walt Grande Collection PNWC (Provided by Bruce Strange)

SP Locomotive No. 2267 and sister Ten-Wheeler No. 2271 were normally assigned to Eugene to Coos Bay Trains No. 333 and No. 334, with the line nominally called the Coos Bay Branch. These trains were called the “Owl” trains, due to the night time schedule in both directions. The train would leave Coos Bay at 7pm and arrive at Eugene at Midnight, and due back at Coos Bay at 5:20am. The Coos Bay, Roseburg and Eastern Railroad & Navigation was founded in 1890, and began the railroad from Marshfield to Myrtle Point. The city name Marshfield was changed in 1944 to the City of Coos Bay. The Southern Pacific Railroad later gained control of the fledgling railroad, and completed the line to Eugene around 1916. A constant hazard on the Coos Bay branch were deer. They would be seen on the right-of-way, riveted by the glare of the headlight. About once a week the engine would hit and kill a deer. [see *Passenger Train Journal*, April 1987, page 35]

COOS BAY BRANCH: YESTERDAY

About the Railroad

Beginning in the late 1800s, logging trains worked in remote forested areas bringing logs to rivers and the Coos Bay, Oregon, harbor. Coal moved by rail from mines in the region to sailing ships and later steam ships for export to San Francisco. Coos Bay's maritime commerce has been an anchor for employment and stability for generations of families in the region for more than 100 years. Ultimately, the building of the Coos Bay rail line created more opportunity. Products moved by rail from Oregon's Willamette Valley and Roseburg to Coos Bay for export. Rail moved products that came to Coos Bay by ship and from local manufacturers to markets across North America. As Oregon's economy expanded, ebbed and diversified – southwest Oregon's regional prosperity has been built upon the essential infrastructure of the port and rail line. This 134-mile rail line has supported Oregon's economic vitality, providing businesses with direct, efficient and cost-effective access to regional, national and global markets for generations. To this day, rail remains the most efficient, cost-effective and environmentally sound way to move freight via ground transportation. The Port of Coos Bay acquired the freight rail line in October 2009. Today, service is restored and rail shipments interchange at Eugene, Oregon, with the Union Pacific Railroad, and other regional shortline rail operations. The rail line is operating as the Coos Bay Rail Link (CBRL), and serves the Coos County, western Douglas County and western Lane County region of southwest Oregon, linking the Coos Bay harbor to the North American rail system. On April 29th, a Coos Bay Rail Link freight train moved the first rail shipment of plywood out of the Roseburg Forest Products mill in Coquille, OR.



SP No. 1361 4-4-0 Class E-11 at End-of-Line in Powers, OR on July 9, 1910 R.H. Sawyers photo, Walt Grande Collection, PNWC Archives

[Adapted from and more information located at www.coosbayrailink.com/about.htm. More info on the Southern Pacific's Coos Bay Branch can be found in *The Southern Pacific in Oregon*, by Ed Austin and Tom Dill, Pacific Fast Mail, 1987, Pages 228 to 247]

COOS BAY RAIL LINK: TODAY



The public celebration on August 24th marked the completion of a major phase of the \$31 million Coos Bay Rail Line Rehabilitation project. It also marks the restoration of freight rail service to manufacturers and shippers between Coquille and Eugene, who once again have competitive transportation options and a connection to the nation's Class 1 rail system.



CBRL No. 1203 SW1200 Switcher
Photo by Fred Harrison

For this August 24th day of waterfront excursions, the Chapter's car, No. 6800 as well as the NRM's Round End were transported to Coos Bay Rail Link interchange in Eugene by the Union Pacific Railroad (UPRR). Reporting marks, AARX, were added to the cars for transport. Railcars in interchange service today have to have reporting marks and AEI (Automatic Equipment Identification) tags, with the data entered into the UMLER (Universal Machine Language Equipment Register) database that all of the railroads use to track equipment. Since these cars have not moved in interchange service for many years, there was no data in the UMLER. CBRL made arrangements to have the cars registered under temporary reporting marks: In this case, the special "AARX" marks were used. The registration in UMLER and getting the AEI tags programmed,

verified, and installed on the cars was just one of a number of requirements that UPRR had before the cars could be moved on their railroad.

As reported in Coos Bay's *The World* [theworldlink.com], the rides were "wildly successful" and "Hat's off to the Port of Coos Bay for offering free train rides last week. The rides were big fun. But the more important takeaway from the festivities is that the rail line is coming into its own as a freight service with lots of potential for the future." Tom Foster, General Manager of CBRL was very pleased with the event and support he received from the PNWC.



Coos Bay Boardwalk with Train Rides
Special Thanks to: Pete Rodabaugh & Valerie Davidson, George & Jean Hickok, Keith Fleschner, The Friends of SP 4449, The PRPA, Bill Bain and his speeder colleagues, for making the event possible and a great success.



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GP 38 No. 3802 Heads Up the Special Train



Swing Bridge at Coos Bay Reopened in October 2012
Built in 1914



The "Round End", former SP No. 2955, Built in 1941, at CBRL



Coalbank Slough Bridge
Built in 1914



George Hickok and Coos Bay Staff
in the Round-End



George Hickok removes signs
too close to the right-of-way



Folks enjoying their ride on the 6800,
Built in 1950 by ACF Co,

Helping Folks off the train
Notice the reporting marks
AARX 6800



The Railroad along the Boardwalk

Photos provided by Fred Harrison and Jean & George Hickok

PORTLAND ELECTRICS IN CAPTIVITY

Text and Photos by Dave Larsen

Portland has a rich and varied electric traction history dating back to the 1890's and ending with the end of electric service on Portland Traction in the 1950's. This history included an extensive urban streetcar system. Interurban service on the east side of Portland eventually became united under the Portland Railway Light and Power Company banner. This company owned the lines to Oregon City, Cazadero, Estacada, Troutdale and Bull Run.

The largest electric railway on the west side of the Willamette was the Oregon Electric (OE). It originated in Portland and ran south through Salem and Albany to Eugene. The railway also had branches to Forest Grove and Corvallis. A smaller company, United Railways, controlled a line north of Portland and then west over Cornelius Pass as far as Wilkesboro. When the two companies became united under the banner of the SP& S, the Orenco cutoff was built to connect the OE with the Cornelius Pass line. This line became the OE's primary freight access to Portland until the Burlington Northern merger.

The final major system in the Portland area was affectionately referred to as the Red Electrics. Actually, the Red Electrics were a series of electrified steam railway lines controlled by the Southern Pacific that provided service from Portland to Lake Oswego, Beaverton, Forest Grove, Tualatin, McMinnville and as far south as Corvallis.

All of these lines disappeared from the scene as electric operations well before the final demise of Portland Traction in the 1950's. Unlike other regions of the country, many of the rail lines still exist and other rights of way have been reused as part of the MAX light rail system.

Surviving equipment from these operations is spread throughout the United States and Canada as much of the equipment was sold or assigned to other operators after the demise of Portland electric operations.



Sweeper Car No. 1455



Brill Master Unit No. 813



Car No. 1067

certainly one of the last to quit. Most of the surviving equipment known hails back to this system. The oldest survivor is car 1067 at Brooks. It has the distinction of being the last surviving trolley built in Oregon. It was constructed at the Milwaukie shops in 1907 and used regularly until 1937. After that time it was used sporadically until 1945 when it was sold for use as a cabin in Cannon Beach. It was rescued and still needs a lot of work.

The oldest known piece of surviving urban street railway equipment is sweeper car 1455 built in 1898 by the McGuire Car Company for the East Side Railway. Street railways were often required to plow snow and clean streets as part of their franchise agreements with cities. This car did both and was last used in 1954. It is standard gauge and was also used on the Portland Traction interurban. It also was once parked at Oaks Park with the steam locomotives awaiting the never completed transportation museum. It is preserved at the Oregon Electric Railway Museum in Brooks.

Council Crest cars numbers 503 and 506 survive today at the Brooks museum. They were products of J.G. Brill in 1904 for the Portland Railway Company. They are special because they were not built with air brakes, but electric brakes. This was necessary because of the very steep grades of the Council Crest line. Like most Portland cars, they were narrow gauge.

The final piece of street railway equipment is Brill Master Unit 813 which was delivered to Portland in 1932. The Brill Master Unit was probably the most advanced streetcar produced until the introduction of the PCC car a few years later. Portland never saw a PCC and car 813 and its sisters ended up being the most modern cars Portland ever owned. Number 813 was built as a narrow gauge car to conform to most of Portland's city lines. It was also called a Broadway car after the line most served by this class. The end of Portland streetcars service should have spelled the end for 813. Instead 813 and 800 went to Portland Traction for interurban service. 813 was refitted with standard gauge interurban trucks and renumbered 4012. It was very successful in interurban service on the Oregon City line and in service to Bellrose on the Springwater Division. At the end of PT interurban service, it was saved and is now well known for having been the car used on the Willamette Shore Trolley until 2010. It is preserved in Brooks.

Portland Traction and its predecessor companies, primarily Portland Railway Light and Power, later PEPCO, controlled a large interurban network previously described. The system dates back to the 1890's and officially terminated interurban operations in 1958. It has been described as the first and



Council Crest Car



Brill Master Interior



Car No. 1191

In 1911, the Mount Hood Railway purchased mail and express car 1191 from the Kuhlman Car Company. Mt Hood Railway was predecessor line later incorporated under the PRLP banner. It served many years in a variety of roles and today is stored at Brooks in rough shape.

Two other cars that ran on Portland Traction currently reside at the Western Railway Museum near Suisan City, California. The first car is former Key System 987 which operated on Portland Traction as number 4011. The car was built in the Key System Emeryville shops in 1927. It operated in Oakland and Berkeley until 1948 when local streetcar service was ended. It then came to Portland and operated here in interurban service until 1958 when it was returned to California. The Western Railway Museum repainted and renumbered the car to reflect its Key System heritage.



Key System No. 987



Portland Traction No. 4001

The second car from Portland Traction is number 4001 purchased from the Indiana Railroad in 1940. It ran in Portland until 1958. It was built by Kuhlman in 1926. It was a good combination of suburban and interurban car with both speed and comfortable seats. It is currently in the restoration shop and the funding for the restoration includes a grant from the NRHS. The plan is to restore it to its Portland colors.

There may be other survivors of Portland Traction spread among other museums. Two known survivors are at the Yakima Valley Trolleys museum, numbers 21 and 22. Both were built by the Brill subsidiary, American Car Company in 1930 on the Brill Master Unit plan. The styling of these cars is different from the Master Units owned by Portland. They operated on Portland Traction as numbers 4009 and 4010 from 1947 until 1958. Also, somewhere there is a Hollywood car that Portland Traction bought used from Pacific Electric. It was saved and was part of the original Brooks collection, but was sold. There very well may be more.

The largest and most impressive of the Portland electric railways was the Oregon Electric which ran as far south as Eugene. Today it is still the most complete. Most of the mainline is intact and sees daily service from Portland & Western. Many surviving stations and substations have been documented in previous articles.

By far the largest known collection of former OE equipment that I am aware of resides today in Hill City, South Dakota on the Black Hills Central. They have at least six wooden cars that descend from OE heritage and built between 1907 and 1913. When OE sold the cars, they went to the Pacific Great Eastern and were used unpowered as coaches. These cars were sold to the Black Hills Central in the 1970's. Two of the cars have been converted to open cars and bear little resemblance to OE rolling stock. The other four are easily recognizable as former interurbans.

The West Coast Railway Heritage Park in British Columbia is hosting the restoration of BCER locomotive 960 which is a former OE electric locomotive. Due to the fact that PGE acquired many cars and the locomotive fleet was distributed as far away as the North Shore Line in Chicago, it is likely that more are actually preserved under a successor's herald than realized.



The Champoeg No. 1001

The queen of surviving Oregon Electric cars today resides at the Western Railway Museum in California. It is parlor observation car 1001, Champoeg. It was one of two built for OE in 1910 by Niles Car Company. Its' sister was destroyed in a car barn fire before OE left the passenger business. As it sits today, it is beautifully restored on the outside, but has no interior. It no longer has motors or controllers. In its heyday, it represented the finest and cleanest rail travel available between Portland, Salem, Albany and Eugene. Numerous wealthy people paid the extra fare to ride on its spacious open platform or enjoy the services and luxury available inside the car.



The Champoeg No.1001

The final Portland electric railway system was the Southern Pacific's Red Electrics which ranged south and west of Portland. After the demise of the Red Electric system, Southern Pacific assigned the cars to various SP properties including Pacific Electric and Northwestern Pacific. Some retained motors and others were turned into or continued to be used as trailers. Two established survivors are at the Orange Empire Railway Museum in California. Pacific Electric 1299 is the only surviving 1200 series passenger car. Oregon passenger cars that were converted became part of the 1200 series. Car 1299 is a business car and bears no resemblance to SP 477, an unpowered trailer built by Pullman in 1914 for the Red Electrics.

The second survivor at Orange Empire is PE baggage-RPO 1406 which started life as SP 772, a baggage-mail constructed by Brill in 1915. It provided RPO service until 1950 and then became a box motor. It is easy to spot its Portland heritage because of its porthole windows.

Although the rosters of both the Red Electrics and PE are very complete, things turn up that are not supposed to exist. On a recent visit to the Western Railway Museum, we were exploring the hulks of mostly former bay area blimp sized passenger cars when we came across the front end of a Portland Red Electric car found in a landfill in Utah! Bay area cars were wider and this is definitely a normal sized car end.



Red Electric Car End

This concludes a review of survivors of the Portland electric railway history. There is still more to be uncovered and the search goes on.

PNW SHORT LINES

by Arlen L. Sheldrake

BNSF Railway is expending \$125 million for maintenance and rail capacity expansion projects in Washington this year. Capacity is being expanded by constructing two receiving and departure tracks nearly 7,000 feet long at their Delta yard in Everett, expanding the automotive distribution facility at Orillia and upgrading signals for positive train control. Track maintenance will also be continued with nearly 2,800 miles of track surfacing and undercutting work and the replacement of about 175 miles of rail and 110,000 railroad ties. **The Journal of Commerce 8/21/2013.** [BNSF Railway Orillia Vehicle Facility: 26 acres, 46 rail spots, 1,605 vehicle bays, 7 days/week switching, 7 day/week unloading schedule; 3801 Oakesdale Avenue SW, Renton WA. **BNSF web site.**]



Expansion of the Panama Canal is about 62% complete. The project involves the construction of a third lane of traffic to accommodate the passage of post-Panamax vessels, which will double the canal's capacity and significantly impact world maritime trade. Completion is expected in June 2015. **Progressive Railroading** (wonder what this opening will do to the traffic on the “first transcontinental railroad”; a nice train ride if you are down that way.....)

Genesee & Wyoming (G&W) is technically a short-line railroad operator – the largest operator of small lines that big railroads don't want but American business needs. G&W's market value is \$4.5 billion. Thanks to 39 acquisitions since 1980, G&W owns or leases more than 109 railroads in 39 states, as well as several small lines in Canada, totaling some 15,000 miles of tracks. It also operates a 1,400-mile railroad in Australia and has operations in Belgium and the Netherlands. It handles port services in 26 Gulf Coast and East Coast markets and does contract coal loading in Wyoming. **MSN Money 8/15/2013.** [In the Pacific Northwest, G&W railroads include: Portland & Western Railroad, Central Oregon and Pacific Railroad, Cascade & Columbia River Railroad, and Puget Sound & Pacific Railroad. www.gwrr.com.]



The first light rail vehicle for the Modern Streetcar line in Tucson has started its journey from the United Streetcar factory in Clackamas, Oregon. It will spend five days traveling on a special flatbed trailer to the Arizona city, after which it will be reassembled and undergo four to six weeks of testing. United Streetcar is providing eight articulated low-floor vehicles, of which seven are scheduled for daily service. The 6.2 km Modern Streetcar line, to be branded Sun Link, will link the University of Arizona with the area west of the I-10 highway; it is due to open next year. **Railway Gazette 8/27/2013.**

With the approval of Senate Bill 5533 the 2013 Oregon Legislature approved a fifth round of *ConnectOregon* funding in the amount of \$42 million. *ConnectOregon* projects are eligible for up to 80% of project costs for grants and 100% for loans. A minimum 20% cash match is required from the recipient for all grant funded projects. *ConnectOregon* is a lottery bond based initiative to invest in air, rail, marine, transit, and bicycle/pedestrian infrastructure to ensure Oregon's transportation system is strong, diverse, and efficient. New for *ConnectOregon V* is eligibility of bicycle and pedestrian projects. **State of Oregon, ODOT, 8/25/2013.**



One of the highlights of the AAPRCO (American Association of Private Railroad Car Owners) 36th annual convention being held in Napa, California on October 1 through October 3 is their Napa Valley Limited convention special train on some scenic routes on the west coast that are not accessible by any regularly scheduled Amtrak train. The private cars gathered in Seattle on September 24 and departed September 26 over the Stampede Pass line. An optional tour will be via bus to the historic Hanford B Reactor. Originally the tour operators sought permission to operate the train on the 31 miles into the Hanford Nuclear site but passenger trains have never operated on this line and track conditions and the inspection cost prohibited this move. The visit to the Hanford site was suggested by AAPRCO's most senior 96-year old Associate Member, Watson C. Warringer Sr. Mr. Warringer was a chemical engineer for DuPont and helped supervise construction at Hanford back in the mid 1940's. He was one of the few with clearance to know what the 10,000 workers were building. He is sending his two children on the trip as his representatives. 60 of the trip passengers have opted for the Hanford tour and will be receiving copies of our two Trainmaster issues (November 2010 – Northwest's Nuclear Railroad; November 2011 – Hanford Preserving Railroad History) that contain extensive Hanford articles. After overnighing in Richland the train departs Kennewick September 27 and heads to Wishram; then on to Bend where they overnight. On the 28th the train departs Bend for a short run to Chemult where passengers can detain for an optional bus trip to Crater Lake National Park. At Chiloquin the train will pause briefly to detain those passengers

interested in visiting Train Mountain Railroad. The train continues to Klamath Falls where the train spends the night and the passengers from the optional excursions rejoin it. On the 29th the train departs for Oroville, California. On the 30th the train heads to Napa and the convention. <http://www.aaprc.com/convention/2013>, 8/28/2013. [I have enjoyed working with Bob McLean, Convention Co-Chair. He will be coming through Portland on September 28th behind Amtrak's Coast Starlight #14 with four private cars on their way to Seattle.]



On September 4th TriMet launched the highly anticipated TriMet Tickets app. With the free smartphone app users with an Android or iPhone will be able to purchase and use tickets. Tickets will be in the palm of your hand for buses, MAX trains, WES Commuter Rail and the Portland Streetcar are a beginning toward an electronic fare system that will be implemented in 2015. More information: <http://trimet.org/mobletickets>. **TriMet News 8/26/2013.**

Portland-Milwaukie Light Rail bridge naming committee members were announced August 28th. The nine-member committee will be chaired by Chet Orloff, a 22-year member of the Oregon Geographic Names Board and director emeritus of the Oregon Historical Society. [Chet is also an active member of the Oregon Rail Heritage Foundation Steering Committee.] The process to officially name the bridge will begin September 8 and last until next spring, with two phases of public input. This will make the first time in the region's history that the public will have the opportunity to suggest names for a new bridge over the Willamette River. The public process will be from October 17 to December 1, 2013. The bridge will be the first cable-stayed bridge for the region, extending 1,720 feet over the Willamette River. The bridge alignment is SW Porter Street on the west side and SE Sherman Street on the east side. This unique bridge will carry transit, bicyclists and pedestrians but no private vehicles. **TriMet New Release 8/28/2013.**

The FRA awarded Washington State Department of Transportation funds to acquire one new trainset or passenger cars. On August 2, WSDOT issued a Request for Information to gather information on the current trainset manufacturing industry, including past performance, maximum capacity, and experience. The RFI intends to gather feedback to determine feasibility of other states and/or rail agencies acquiring trainsets through this procurement, and attract a pool of qualified vendors who can respond under very aggressive timelines with cost effective proposals. **WSDOT Rail Monthly Update, July-August 2013.**

Shell Oil is in the pre-development stage to build a 5,500 foot-long rail extension to bring oil trains from the existing BNSF Railway line to their refinery in Anacortes, Washington. The tracks would enable up to six trains per week to deliver petroleum from the Bakken Oil Fields of North Dakota. The company says receiving oil by rail will not increase its overall refinery output because the amount of petroleum arriving from Alaska has decreased in recent years. **Oregon Public Broadcasting 8/28/2013.**

The Port of Royal Slope has completed a \$750,000 rehabilitation project that replaced 2,600 cross ties, placed 3,000 tons of ballast and surfaced, lined & dressed approximately 6,550 track feet. WSDOT owns the 26-mile Royal Slope Railroad that connects to the Port's property in Royal City, Washington. **The Royal Register 8/29/2013.**



Two public meetings were held in mid-September to gather input from local residents and visitors on future uses for the Salmonberry Corridor, an 86-mile stretch of land that encompasses the Port of Tillamook Bay Railway. The meetings mark the start of a yearlong master planning process which will ultimately direct long-term resource management and recreational use within the corridor, a proposed trail, rail-to-trail, and rail-with-trail that connects eight cities between Tillamook and Banks. After these meetings, the Oregon State Parks & Recreation Department will conduct natural resource and regional recreation assessments to identify opportunities and constraints to the development of the corridor. Findings from this research will be presented during a second round of meetings to be held in the spring of 2014. Later meetings will present planning concepts and finally a draft master plan. Until then, updates on the planning process will be posted at <http://www.salmonberrycorridor.wordpress.com>. **OPRD Feature Article 8/27/2013.**

Check out the 2013 USPS Forever "Made In America - Building a Nation" stamps. The 12-stamp sheets have pictures "honoring the early 20th- century workers who helped build America." One of the stamps shows a rail track worker with his spike maul about.usps.com/news/national-releases/2013/pr13_062.htm.

The former Long-Bell Lumber Company #5 1924 built Shay Locomotive will be returned to display at the Longview Library. On February 7, 2013 the Longview City Council approved a \$9,400 contract to Collins Architecture Group to design a pavilion to protect the locomotive from the weather. They also are creating a site plan, a building plan, and a set of permit documents for the project. The locomotive was donated to the city in 1956. The general concept for the structure is a peaked roof supported by log pedestals. Beneath it, the locomotive would be surrounded by a fence. Sidewalks would lead to the

In the Library and Archives...

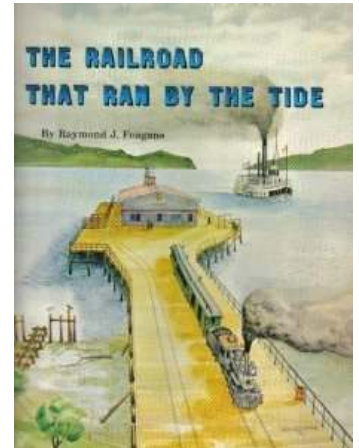
by Trent Stetz

The Railroad that Ran by The Tide: Ilwaco Railroad and Navigation Co. of the State of Washington

by Raymond J. Feagans (1981)

This title was recently donated to the PNWC library. This is the narrow gauge railroad that ran on the long beach peninsula in Washington state, just across the Columbia River from Astoria. This year marks the 125th anniversary of the initial completion of the railroad. The Pacific coast of Oregon and Washington at the mouth of the Columbia river became a tourist destination in the late 1800s. A beach extends nearly 30 miles along the North Beach Peninsula in Washington. But since a local economy cannot exist entirely on seasonal tourist business, the area's natural resources, especially seafood, also played a role in the development of the peninsula. The area was heavily served by ferry boats.

Lewis Alfred Loomis began laying 35 lb rail for the Ilwaco Railroad and Navigation Company (IR&N) in 1888, with used equipment coming from the Union Pacific Railroad. Track was completed between Ilwaco and Nahcotta, WA. Since the ferry boats, and the tourists they brought, were dependent on the tides for safe docking in these shallow waters, the train's daily schedule was also determined by the tides. The trains would meet these boats and carry passengers to their final destinations along the beach. This led to a nickname for the IR&N of the "Irregular, Rambling and Never-get-there" Railroad. The railroad ran right by the mansion of Lewis A. Loomis with a station stop. What else could a railfan want but one's own rail stop in one's front yard and a great view of the Pacific Ocean!



In 1900, the Oregon Railroad and Navigation Company purchased the railroad. Edward R. Budd was appointed superintendent in 1905, and it credited with nicknaming the railroad "Clamshell Railroad". In 1908, an extension to Megler was completed. In the 1920's automobiles, and ferries to bring them onto the peninsula, became popular. The last train ran on September 9th, 1930.

The Astoria-Meglar bridge which spans the Columbia River at this location, is the longest continuous truss bridge in the United States, was completed in 1966. This eliminated the need for ferries.

Pacific Northwest Chapter Lending Library Visit Us!

OPEN Mondays and Oct. 19th

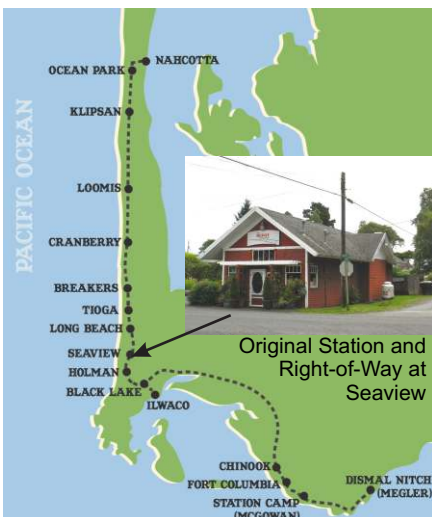
October 19th (Saturday) 1 pm to 4 pm
and open every Monday 10 am to Noon

The Library is normally open the Saturday following the membership meeting.

The Library is located at:
Union Station Annex, 503 NW Irving, Portland
(The Annex is the brick building just south of Union Station.)

library@pnwc-nrhs.org 503-226-NRHS

The Remains of the IR&N Today



Map © 2009 Columbia Pacific Heritage Museum

The history of the IR&N is preserved at the Columbia Pacific Heritage Museum in Ilwaco, WA. IR&N train artifacts are on display. The Ilwaco Freight station has been moved to the property as well as the 1889 Pullman coach "Nahcotta".



Original Station and Right-of-Way at Seaview



IR&N Coach in Seaview



Original IR&N Ilwaco Freight House

Photos by Trent Stetz



Exterior and Interior of the Nahcotta

September Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on September 20, 2013

The September General meeting was called to order by President Keith Fleschner at 7:34pm.

One guest, Dale Wilken, was present. As was Hickok's baby granddaughter, Mikaela Mihaylov.

The August meeting minutes were presented. Ken Vannice made a motion to approve the minutes and Rolf Schuler seconded. The membership voted to approve the minutes.

George Hickok gave the monthly Treasurers report that all accounts balance. He reported that there have been three hundred thirty six of the Steel Bridge book sold. Doug Auburg made a motion to accept the report and Ken Vannice seconded. The membership voted to accept the report.



Kimberly and Mika

George Hickok reported that the railcars, 6800 and the Round End, leased to the Coos Bay Rail Link for their celebration and excursions at Coos Bay have been returned. We (the Chapter) have had a very positive response over the lending of the cars and a special thanks to all the people involved in the project.

President Fleschner reminded everyone of the upcoming elections. All of the current board members have agreed to run again and at the October meeting there will be a opportunity to make nominations from the floor for any position. Keith Fleschner stated that if he is re-elected he has the position that some of the rolling stock needs to be disposed of, noting "we have too much to maintain."

Mark Reynolds announced that in preparation for the Holiday Express there will be a meeting for the car hosts in mid October.

President Fleschner said the cosmetic restoration work on the S2 at Antique Powerland continues.

Ron McCoy made two presentations of the Unsung Hero award. The first to Bruce Strange, the August recipient so he could receive his certificate, and to Mark Reynolds, the September recipient. Congratulations and thanks to both of you.

Jean Hickok announced that anyone who wants a new chapter blue vest or nametag should get the order information into Trent Stetz soon.

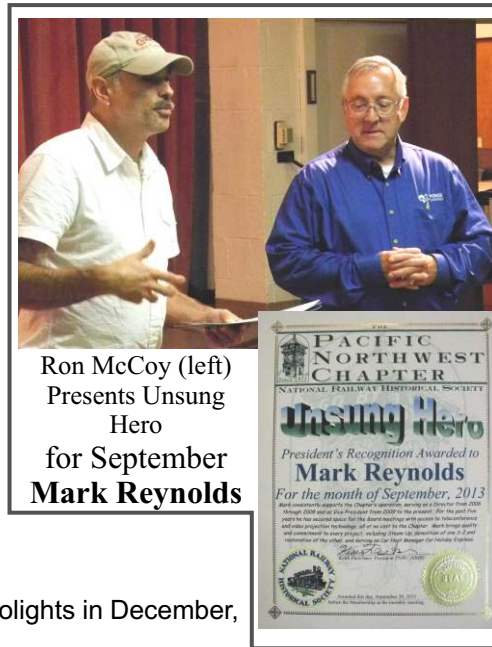
President Fleschner reminded everyone that the 2014 membership renewals are arriving and they should be turned in, or sent in quickly. Diana Mack continues as Membership Chair and will be receiving and processing the renewals.

President Fleschner announced that the Train Toys for Tots program is now the Train Toys Project and they need to be likely brought to the November meeting so they can be dispersed in time for Christmas. Final plans will be announced.

Sunday, September 22, 2013 will be the last running of the Zoo Train until Zoolights in December, 2014.



Jim and Keith



Ron McCoy (left) Presents Unsung Hero for September Mark Reynolds



Attendees at the Meeting

Jean Hickok announced that there is a Birthday cake at snack time, for Christopher Bowers and other chapter members who has a September birthday.

Keith Fleschner said that plans for a Oregon Coast Scenic RR (Tillamook) fall excursion have been tabled until January for planning a spring 2014 excursion.

Alfred Mullet requests any information on the Portland Terminal Railroad for a book he is writing.

The meeting was adjourned at 8:16pm. Snack time was provided by Lila Stephens. Thank You.

The program was a video on the Cascade Crossing.

Respectfully submitted by Jim Hokinson, Secretary.

Photos by Trent Stetz

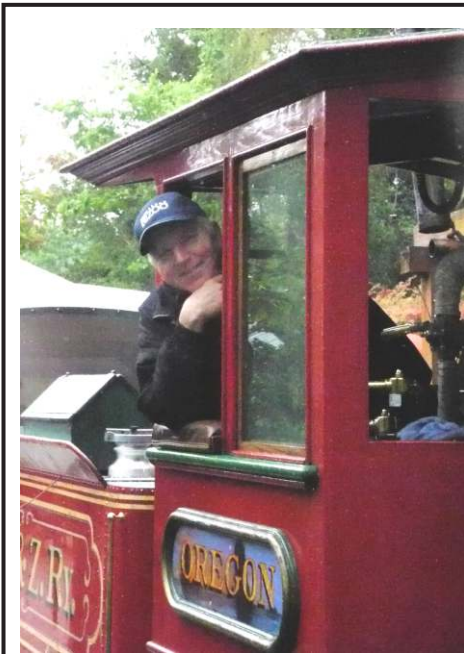


Photo by Trent Stetz

Washington Park and Zoo Railroad Last Day of Service on September 22nd, until late in 2014. The Zoo Railroad is being rerouted due to ongoing zoo elephant exhibit construction. Jeff Honeyman, Chapter Member, at the throttle of the steamer *Oregon*.

Call for Nominations

At the October 18th Chapter Meeting, we will be taking nominations for the upcoming election of officers for the 2014 calendar year. The President, Vice President, Secretary, Treasurer, and the National Representative are up for yearly re-election. The two Director-at-Large Positions are elected for three year terms.

Bill of Lading

Railroading in Coos Bay, Oregon.....	Page 1
Coos Bay Rail Link.....	Page 2
Portland Electrics in Captivity.....	Page 4
PNW Short Lines	Page 6
50 Years Ago in the Trainmaster	Page 8
Update on Rogue River Bridge.....	Page 8
In the Library and Archives.....	Page 9
Ilwaco Railway and Navigation.....	Page 9
Lending Library	Page 9
Chapter Meeting Minutes	Page 10
Zoo Railway Update.....	Page 11
Call for Nominations.....	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.	Edward M. Berntsen	253.383.2626

Chapter Directors-at-Large

Phil Barney	2013-2015	503.706.0498
Ken Vannice	2013-2015	503.244.8732
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	503.643.1494

Committee Chairs

Activities	Ron McCoy	503.310.4811
Archives	William Hyde	503.666.5530
Auditor	Bob McCoy	360.459.3251
Car Host	Mark Reynolds	503.638.7411
Concessions	Vacant	
Chapter Rep., Oregon Rail Heritage Foundation		
	Keith Fleschner	503.516.9272
Chapter Home	George Hickok	503.649.5762
Elections	Jim Loomis	503.253.3926
Excursions	Jim Long	503.313.7382
Flanger Restoration	Ron McCoy	503.310.4811
Library	Dave Willworth	360.608.1102
Meeting Programs	Al Baker	503.645.9079
Membership	Diana Mack	503.723.3345
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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Attn: *The Trainmaster* Editor
 PNWC-NRHS, Union Station, 800 NW 6th Ave Rm 1
 Portland OR 97209-3794
 Voice: 503.226.6747 Fax: 503.230.0572
 Chapter email: pnwc@pnwc-nrhs.org
The Trainmaster email: trainmaster@pnwc-nrhs.org
 Website: <http://www.pnwc-nrhs.org>
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Editor	Trent Stetz	503.643.1494
Circulation	George Hickok	503.649.5762
Mailing/Distribution	Jean Hickok	503.649.5762
	George Hickok	503.649.5762
TM Liaison/Reporter	Arlen Sheldrake	503.223.7006

PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 615

Board of Director's Meetings: October 10, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm
November 7, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm

(Open to all Chapter Members. Note address for Board meetings; follow instructions posted on the door for entry.)

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

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

Oct. 18: *Rail Car Air Brakes; A Technical Review* by George Hickok.

Nov. 15: *Automatic Equipment Identification (AEI) & Tracking* by George Hickok.

Dec. 20: **(Starts at 6:30pm)** *Annual Holiday Potluck and Officer Elections*

Jan 17, 2014: TBD

NOTABLE NON-CHAPTER EVENTS:

Oct 2-5 *Southern Pacific Historical & Technical Society Convention*, Fresno CA, www.sphts.org
Oct 5-6 *First Autumn Colors Train Ride*, North Pend Oreille Valley Lions Club, www.lionstrainrides.com
Oct 5, 12, 19 *Fall Foliage*, Eagle Cap Excursion Train, Elgin OR, www.eaglecaptrainrides.com
Oct 10-12 *5th Annual Central Coast Railroad Festival*, San Luis Obispo CA, www.ccrf.com
Oct 12 *Grand Opening*, San Luis Obispo Railroad Museum, www.slorm.com
Oct 12-13 *Steam Fall Leaves Special*, Chelatchie Prairie Railroad, Yacoult, WA, www.bycx.com
Oct 12-13 *Second Autumn Colors Train Ride*, North Pend Oreille Valley Lions Club, www.lionstrainrides.com
Oct 19-20 *Pumpkin Train*, Oregon Coast Scenic Railroad, www.ocsr.net
Oct 19-20 *Third Autumn Colors Train Ride*, North Pend Oreille Valley Lions Club, www.lionstrainrides.com
Oct 26-27 *Great Pumpkin Train Rides*, North Pend Oreille Valley Lions Club, www.lionstrainrides.com
Oct 26-27 *Expo Antique & Collectible Show*, [PNWC Concessions Event] Portland Expo Center, www.christinepalmer.net
Oct 26-27 *Pumpkin Train*, Chehalis-Centralia Railroad & Museum, www.steamtrainride.com
Oct 26-27 *Headless Horseman Halloween Special Train*, Chelatchie Prairie Railroad, Yacoult, WA, www.bycx.com
Nov 5 *Oregon Passenger Rail Public Open House*, Salem, OR, 5 to 7pm, www.OregonPassengerRail.org
Nov 6 *Oregon Passenger Rail Public Open House*, Eugene, OR, 5 to 7pm, www.OregonPassengerRail.org
Nov 7 *Oregon Passenger Rail Public Open House*, Albany/Corvallis, OR, 5 to 7pm, www.OregonPassengerRail.org
Nov 9 *BEMRRC Annual Swap Meet*, [PNWC Concessions Event], Kent, WA, www.bemrrc.com
Nov 12 *Oregon Passenger Rail Public Open House*, Oregon City, OR, 4 to 6:30pm, www.OregonPassengerRail.org
Nov 14 *Oregon Passenger Rail Public Open House*, Portland, OR, 5 to 7pm, www.OregonPassengerRail.org
Nov 30 *Wine Run Special*, Chelatchie Prairie Railroad, Yacoult, WA, www.bycx.com
Nov 30-Dec 1 *Santa Train 2013* Northwest Railway Museum, www.trainmuseum.org
Nov 29-Dec 1 *Holiday Express (SP&S 700)*, Oregon Rail Heritage Foundation, Oaks Park, www.orhf.org
Nov 29, Dec 1, 2, 6-8, 13-15, 20-22, *Polar Express/Santa Steam Trains*, Chehalis-Centralia, www.steamtrainride.com
Dec 1, 7, 8, 14, 15 *Christmas Tree Special Trains*, Chelatchie Prairie Railroad, Yacoult, WA, www.bycx.com
Dec 6-8 & 13-15 *Holiday Express (SP&S 700)*, Oregon Rail Heritage Foundation, Oaks Park, www.orhf.org
Dec 7-8, 14-15, 20-21 *Santa Train 2013*, Northwest Railway Museum, www.trainmuseum.org
Dec 7-8, 14-15 *Candy Cane Express*, Garibaldi, Oregon Coast Scenic Railroad, www.ocsr.net
Dec 21-22 *Christmas Tree Special Trains*, Steam Weekend, Chelatchie Prairie Railroad, Yacoult, WA, www.bycx.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.