

The Trainmaster

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LAST RUN OF PORTLAND VINTAGE TROLLEY



Vintage Trolley No. 511 making runs on the last day of service on the Portland Transit Mall on December 22, 2013. It was the first replica "Council Crest" car delivered by Gomaco Trolley Company of Ida Grove, Iowa in 1991. They were designed to duplicate, as closely as practicable, a design of streetcar which the J. G. Brill Company supplied to Portland in 1904. Two of the original Council Crest streetcars, nos. 503 and 506, are preserved by the Oregon Electric Railway Historical Society at its museum in Brooks, Oregon, and Gomaco was able to use those cars as patterns for the replicas. The four cars built in 1991–92 by Gomaco have the same red-and-cream colors as the original 1904 cars and include most of the latter's features, such as padded rattan seats with reversible backrests, carved oak interiors, brass handrails, pull-down window shades and doors which can only be manually opened and closed, by the motorman (operator) or conductor. They were given fleet numbers 511–514 as a continuation of the earlier cars' number series, and in tribute to them. Photo taken at Pioneer Courthouse Square by Trent Stetz. (info from http://en.wikipedia.org/wiki/Portland_Vintage_Trolley)

TriMet Vintage Trolleys Heading to St. Louis

Article and Photos By Arlen L. Sheldrake



On December 11th the TriMet Board of Directors approved resolution 13-12-73 authorizing the transfer of Vintage Trolley cars 511 and 512 to the St. Louis (Missouri) Loop Trolley Transportation Development District. Text from the resolution: “TriMet has considered Loop Trolley’s request to transfer the Vintage Trolleys for the following reasons. Over the years, as the MAX light rail system has added lines and service frequency, Vintage Trolley supplemental service has increasingly become incompatible with MAX operations and TriMet’s core transit service. Since 2011, TriMet has operated Vintage Trolley supplemental service just seven or eight Sundays per year, circulating on the Portland Transit Mall. With the opening of the Portland-Milwaukie (Orange) line in September 2015, combined MAX frequencies along the Mall will increase. Therefore, TriMet believes a future use for the Vintage Trolleys which is off of the Max light rail system would be the best resolution for both MAX service reliability and for public enjoyment of the Vintage Trolleys. In addition, TriMet wishes to re-purpose the Vintage Trolley car barn located at the Rose Quarter MAX station as a MAX operations support facility. The trolley barn is centrally-located to the core of the light rail system, and would allow for more efficient deployment of trackway maintenance crews and for rapid response to trackway emergencies compared to the relatively distant Ruby Junction and Elmonica MAX operating facilities.” MAX Maintenance of Way crews will report to this repurposed facility, rather than being based out of facilities in Gresham and Beaverton.

Vintage Trolley History (an attachment to Resolution 13-12-73)

The following are key points in the history of the Vintage Trolley cars:

- The Vintage Trolleys are replicas of the “Council Crest” trolleys that operated in Portland until 1950. During the 1980s, in association with the Banfield light rail project, a plan was developed to acquire the Vintage Trolleys and operate them as supplemental service on the Eastside MAX line between Lloyd Center [the trolley boarding/layover track is directly east of the Lloyd Center DoubleTree Hotel on NE 11th Avenue] and downtown Portland. \$2.05 million in 80% grant funding from the Urban Mass Transportation Administration (now FTA) and \$0.5 million in local match funding provided for two Vintage Trolley cars, as well as the track, signals, electrification and trolley barn elements that were added to the Banfield light rail project to provide for the Vintage Trolley operations.
- In 1987, a non-profit corporation named Vintage Trolley, Inc. (“VTI”) was formed to contract with the City of Portland (“City”) to administer a Vintage Trolley trust fund, with the money raised through a local improvement district along the Vintage Trolley route and through donations from private sponsors, and to contract with TriMet to operate the Vintage Trolley service, using trust fund proceeds to reimburse TriMet’s operating costs.
- In March 1989, TriMet awarded a \$923,800 contract to the Gomaco Trolley Company of Ida Grove, Iowa for two Vintage Trolley cars. Cars 511 and 512 were delivered in 1991 and were placed into weekend service November 23, 1991. Subsequently, the contract was amended to provide two additional Vintage Trolley cars (513 and 514) at the request of VTI and using local funding, primarily from the Vintage Trolley trust fund.
- During the 1990s, TriMet, the City and VTI came to understand that as the MAX light rail system added additional lines and service frequency, the Vintage Trolley supplemental service would eventually conflict with MAX service. In May 1994, TriMet, the City and VTI agreed to increase Vintage Trolley service to seven days a week, recognizing that this would draw down the Vintage Trolley trust fund, and agreed to plan transfer of Vintage Trolley operation to the City Streetcar system which was in the planning stages at that time.
- In June 1998, TriMet and VTI agreed that following the September 1998 startup of the Westside light rail project and depletion of the Vintage Trolley trust fund, TriMet would continue to operate Vintage Trolley service one weekend day per week, March through December. Initially the weekend day was Saturdays from approximately 10am to 6pm; then in later years it changed to Sundays, due to increased MAX train traffic and ridership on Saturdays.
- In April 2001, TriMet and the City agreed to convey Vintage Trolley cars 513 and 514 to the City for use on the City’s Streetcar system, which began weekend Vintage Trolley service upon Streetcar system startup in July 2001. Vintage



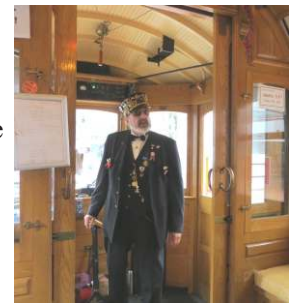
Vintage Trolley No. 511 passes by Union Station in Dec. 2013



Inside the Vintage Trolley Car Barn at Rose Quarter

Trolley service on the Portland Streetcar system continued until the March 2005 opening of the Riverplace extension of the Streetcar system. The City discontinued operation of Vintage Trolley service on the Streetcar system at that time, due to capacity and boarding time concerns as Streetcar system ridership increased. In March 2009, the City reconveyed Vintage Trolley cars 513 and 514 to TriMet.

- In July 2008, VTI and TriMet agreed to relocate Vintage Trolley weekend service to a new light rail track alignment circulating the Portland Transit Mall, as of TriMet's September 2009 startup of the I205/Portland Mall Green Line. This service operated with one Vintage Trolley on Sundays March through December from approximately 10am to 6pm from September 2009 through 2010. Then, in 2011, as part of general TriMet service reductions necessitated by economic conditions, TriMet reduced the Vintage Trolley Transit Mall circulator service to seven or eight Sundays per year, on the Sundays closest to Memorial Day, July 4, and Labor Day, plus Sundays between Thanksgiving and Christmas.
- In March 2009, VTI and the City of Lake Oswego requested that TriMet convey locally-funded Vintage Trolley cars 513 and 514 for use on the Willamette Shore Line, which was agreed upon February 28, 2013.
- TriMet has continued to operate Vintage Trolley cars 511 and 512 seven to eight Sundays per year since 2011.
- In August 2013, Loop Trolley contacted TriMet, expressing interest in TriMet's Vintage Trolley cars 511 and 512, for transfer for use in the Project.



Vintage Trolley Operator
Neal Berlin



Vintage Trolley
Conductor
Bill Binns

Sale agreement: key provisions [summarized] of the proposed agreement between TriMet and St. Louis Loop Trolley to transfer Vintage Trolley cars 511 and 512 to the Loop Trolley are as follows:

- Loop Trolley will bear all costs and risks for transportation and operation preparation.
- With FTA approval, TriMet will transfer the remaining depreciated FTA 80% interest in the cars from one FTA grantee (TriMet) to another (Loop Trolley).
- TriMet is discounting the remaining 20% local share interest upon transfer to Loop Trolley to \$80,000 in support of a FTA-assisted project and because the transfer provides for an excellent “second life” for the trolleys.
- TriMet retains an option for the cars return after 10 years of operation on the Loop Trolley. TriMet has requested the option for the return of the cars in 10 years because of the “Council Crest cars” heritage of the Vintage Trolleys for Portland, and because a public transportation need for the cars may exist at that time, such as service on the Willamette Shore Line.



No. 511 on the Portland Transit Mall

While one can no longer see one of these vintage trolleys in operation in downtown Portland, beginning in late spring 2014 you will be able to ride on vintage trolleys numbers 513 and 514 on the Willamette Shore Trolley stationed in Lake Oswego. Watch the Willamette Shore Trolley web site, <http://www.oerhs.org/wst/>, and future *Trainmaster* issues for more information.

Vintage trolley 514 now resides in Lake Oswego in the Willamette Shore Trolley (WST) car barn while the 513 is still in Trolley Barn at the Rose Quarter. With the construction of the Sellwood Bridge cutting the Willamette Shore Trolley right of way access to the Carolina Yard storage, WST had to move their maintenance of way equipment to Lake Oswego taking up space in the WST facility thus leaving no room for the 513. Plans for where to locate 513 are still being developed.....the exterior wooden components need dry storage. Following completion of the replacement Sellwood Bridge, Multnomah County has promised to rebuild the track to South Waterfront, thus returning the line to its former WST length. The bridge construction project is temporarily using the rail bed as a haul/service road. The new Sellwood Bridge opens in 2015; the entire project will be completed in early 2016.

TriMet, on December 13th, responded to the question if December 2013 would be the last month of Vintage Trolley operation on the transit mall: “I am sorry but I don't have that specific information at this time as this just got approved.”

REFERENCES:

More information about Portland's trolley systems: Portland Vintage Trolleys, <http://vintagetrolleys.com>.

More information about the St. Louis Loop Trolley: <http://looptrolley.org>.

Also: TriMet news release 12/11/2013. Mark Moore 12/11/2013 email. TriMet Customer Service email message 12/13/2013.

HOLIDAY EXPRESS 2013

The Oregon Rail Heritage Foundation's Holiday Express 2013 at Oaks Park was enjoyed by over 11,000 smiling holiday passengers this year. Three weekends of operation, for a total of 75 of the 40 minute length runs over 9 days, were completed and staffed by many enthusiastic volunteers from PNWC as well as other ORHF member organizations.



Pictures by Jim Hokinson and Trent Stetz

PNW SHORT LINES

by Arlen L. Sheldrake

The Port of St. Helens Commission approved the request from Global Partners LP to allow up to 34 trains a month to call on its export dock at Port Westward near Clatskanie, Oregon. The current agreement allows up to 17 trains and the infrastructure at Port Westward can handle up to 24. Global Partners says it will invest up to \$70 million to improve and expand rail lines at Port Westward, increase oil storage and unloading capacity and expanding the dock to boost crude oil shipments. Currently about 12 crude oil unit trains a month, bearing crude from the Baaken formation in North Dakota, are calling at the facility. Global says the improvement project will create 100 construction jobs and 30 permanent jobs. The Rainier City Council wants to install crossing guard arms along some A Street intersections, create a quiet zone and build an overpass at Veteran's Way for commuters to drive over train traffic. The city is working with the Oregon Department of Transportation to bring about \$7 million in safety projects to the community. [The rail line being used for these Portland & Western Railroad unit trains runs on the main street of downtown Rainier.] **TDN.com 11/13/2013.**

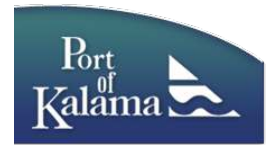
CareGo of Hamilton, Ontario, Canada has patented a re-imagined wooden pallet that allows steel and aluminum coils to be moved by freight container rather than on truck beds. The new design, created by engineers at Hamilton-based CareGo, keeps the coils from shifting while they're being moved. The idea for the pallet was born out of watching steel coils moved west by truck while hundreds of shipping containers were being taken in the same direction empty after delivering goods brought by ship into the Port of Vancouver. Both CN and CP railways have already approved the pallet for use. **Hamilton Spectator 11/15/2015.** [<http://carego.com>]



In early November Portland & Western Railroad contractors broke ground on the new Banks, Oregon wye. The wye will eliminate the need for Portland & Western trains to run into Banks, run the power around the train before continuing on the former United Railway line to Linnton on the Astoria line. **Trainorders.com 11/16/2013 posting.** [This project received *ConnectOregon* III funding of \$2,381,785 with a total project cost estimated at \$3,081,075.]



The Port of Kalama closed bids December 6th on their Kalama Rail Expansion – North Extension Project. The work involves construction of railroad spur tracks and turnouts including site grading and drainage, utility protection, track turnouts, derails, grade crossing and other improvements required for a complete project. The \$10.6 estimated cost project calls for installing 3.6 miles of lead and yard tracks, and relocating 1.1 miles of track. Existing tracks will be shifted west and two new arrival tracks will be built. The project will enable TEMCO to process two unit trains simultaneously versus the current one. Construction is slated to start in January and be completed by mid-June 2014. The work area is located at the TEMCO facility in Kalama, Washington. The Port is served by both Union Pacific and BNSF Railway. More information: <http://portofkalama.com>. **Progressive Railroading 11/18/2013.**



Also at the Port of Kalama...TEMCO, co-owned by Cargill and CHS, Inc., hopes to complete its \$50 million grain-export expansion by early 2014. The expansion includes eight new grain silos at the southern end of the Port. TEMCO, the smaller of two grain terminals in Kalama, announced the expansion after the Columbia River channel was deepened by three feet, to 43 feet, allowing bulk grain ships to carry more cargo per load. The Longview Daily News 7/16/2013.

Washington & Idaho Railway is leasing two former Union Pacific B40-8s from Western Rail Inc. The railroad will test the locomotives for a period of two weeks. The two units are #1807, an ex-Southern Pacific 8007 built in 1987, and #1847 former Cotton Belt 8047 built in 1988. The units will help replace leased ex-CN/VIA FP9 #6304, which was privately purchased and will be heading to Saskatchewan as a museum display. **TRAINS News Wire 11/15/2013** .[W&I Railway: "Serving the Palouse one customer at a time."]

The Portland southeast Eastmoreland and Sellwood-Moreland neighborhoods won a battle nearly 60 years ago limiting activities at the Brooklyn rail yard, a source of noise and diesel fumes in the adjoining Southeast Portland neighborhoods. The 56-year old unique and historic injunction issued against the Southern Pacific Railroad in 1956 after a court battle with the neighborhoods limited how far south of the rail yard the company could couple trains – a noisy process – and forbade any additional rail lines. In March 2012 the railroad and neighborhoods, both under new leadership, agreed to bring the injunction to an end. The settlement required the railroad to replace a number of old locomotives in the Brooklyn rail yard by the end of this year. Union Pacific is also required to either update most of its cranes and packers or fit them with diesel particulate filters. That process is almost complete. With the injunction lifted, Union Pacific was free to move forward with a \$75 million project

to modernize the yard. The project proposal included adding a new track and nearly tripling the number of containers that will be moved at the yard per year. The modernization is on hold now because the economy isn't demanding increased capacity at the moment. The neighborhoods have also teamed up with Reed College to install a nitrogen oxide reader station about two blocks away from the Brooklyn rail yard that collects air quality data to track changes in air quality. **Oregon Live 11/18/2013.**



The Sound Transit Board of Directors identified a preferred alternative to extend light rail from the Northgate Mall area in Seattle north to Lynwood in Snohomish County. The preferred route will mostly run adjacent to I-5 with stations in Shoreline, Mountlake Terrace and Lynnwood areas. The 8.5-mile extension is scheduled to open in 2023 and could add up to 70,000 daily riders by 2035. **Sound Transit press release 11/21/2013.**

Diamond Logistics Northwest (DLNW) has secured approximately 18 acres from the Port of Quincy in Washington for future expansion of its cross-docking and load consolidation facilities. The newly acquired property will enable the company to create additional space for cold storage and truck loading/unloading operations. The expansion would be built in phases, with the first scheduled for construction in the next 18 months. For the past six months, DLNW has been involved in a pilot program with the Cold Train to enhance its service by offering refrigerated and expedited intermodal transportation options available in Quincy. **Port of Quincy press release 11/18/2013.**



On November 22nd Mt. Rainier Scenic Railroad brought to a conclusion the extensive rebuild of its ex-Hammond Lumber Company 2-8-2T #17 (ALCO, 1929) begun two years and eight months ago. The successful FRA steam test performed yesterday was the last step in the process of returning the #17 to active service. With just some minor cosmetic work yet to be done, the #17 is ready to begin another 15 years of service. Immediate plans call for the 80+ ton tank engine to occupy the point on all of our Christmas training beginning November 30th. **Trainorders.com posting 11/23/2013 by Brian Wise GM, MRSR.**

The WSDOT Blaine Swift Customs Facility project is moving forward to build a new 9,000 foot main track and convert the existing main track into a second siding. This project is intended facilitate the movement of Amtrak Cascades trains past the US Customs Facility with less interference from freight train inspections. BNSF Railway is working on engineering and design work with construction scheduled to begin in January 2014. Construction is expected to be complete by August 2014. The \$8.5 million project is funded through the following sources: Federal High Speed Intercity Passenger Rail grant - \$5 million and State Funds - \$3.5 million. **WSDOT August 2013 project status.**

The WSDOT Tacoma-Bypass of Point Defiance rail project is moving forward with the completion of the Environmental Assessment and the Finding of No Significant Impact by the Federal Railroad Administration. The WSDOT project team will now advance the design; construction is scheduled to begin in 2015 with the new route opening for service in 2017. The project will reroute passenger trains to an existing rail line along the west side of I-5 through south Tacoma, Lakewood, and DuPont. The Tacoma Amtrak station will also move to Freighthouse Square [“once the westernmost freight terminus for the Milwaukee Railroad” and houses the Tacoma Chapter, NRHS.] as part of this project. This \$89.1 million project is funded by the American Recovery and Reinvestment Act. **WSDOT October 2013 project status and www.freighthousesquare.com.**



During the week of November 18th TransLink put into service the first of its refurbished 114 Mark I SkyTrain vehicles, the project cost is C\$39.9 million with C\$28.5 million from federal Gas Tax Fund and the balance through the TransLink capital budget. The vehicles have been in service since 1986 and have reached the end of their design life of 25 years. The refurbishing is expected to extend the vehicle lifespan by 15 years. The project will be completed by December 2016. **Progressive Railroading 11/26/2013.**

American Bridge will close its Reedsport, OR manufacturing plant and lay off its remaining 51 employees in December. No word on the reason for the closure but American Bridge is also closing another plant in Coraopolis, PA. The Reedsport facility broke ground in 2002 but was hit hard when the rail line was closed abruptly the next year. The rail line reopened in 2012 but the plant never recovered. **The Register-Guard 10/16/2013.** [This company was a shipper on Coos Bay Rail Link.]

After a 2-year process of performing a 1472-day inspection, the dedicated crews at the Sumpter Valley Restoration Inc. have finished the work needed to return to service SVRY ALCO 2-8-2 #19. The #19 was first restored to operation at the Brooklyn Roundhouse in Portland in 1996 after being returned from Alaska in 1976. **Trainorders.com Martin E. Hansen**

President's Dispatch

by Keith Fleschner

Welcome to 2014. The New Year is a time of reflection, and a time to look forward. Reflecting back, I'd like to thank all the chapter members that helped with this year's Holiday Express, and with all the other chapter endeavors of 2013. As I look forward to the New Year I feel good, you have a strong Board, great Committee Chairs (where the work is really done) and many dedicated active members. We are also in what could be called a golden age of cooperation with other rail groups.

We do face some challenges, we need to reduce our rolling stock collection. As an all-volunteer organization we could always use more volunteers. Our finances could use some more income opportunities. But were up for it, hears to a grand 2014.

PNW SHORTLINES (CONTINUED)

11/26/2013 posting. [This 1996 restoration is the reason one of the Brooklyn Roundhouse pits had dual-gauge, narrow & standard, track.]

RailCamp Northwest will be headquartered at the University of Puget Sound in Tacoma July 27 through August 3. A maximum of 18 campers will visit Amtrak facilities at & near King Street Station in Seattle, Tacoma Municipal Belt Line, Northwest Railway Museum, Mt. Rainier Scenic Railroad, and Sound Transit. A busy seven full days! More information: www.nrhs.com.



Oregon's new Talgo Series 8 trainset named Mt. Jefferson made its round-trip debut in revenue service as



Train 501, Seattle to Portland, and Train 506, Portland to Seattle, on Saturday, November 30th. **Robert I. Melbo, Oregon State Rail Planner, 11/17/2013.** Also, keep a look out for Oregon's Mt. Bachelor Talgo Series 8 trainset that now includes a Travel Portland dining car advertising wrap.

The Honolulu Authority for Rapid Transportation has awarded a \$46 million contract to CH2M Hill, Inc. for general engineering consulting support services for the next five years. The five-year contract covers oversight support for design, review, scheduling, cost estimating, environmental, and planning and interface management functions as the project moves forward. The new contract replaces a general engineering contract with Parsons Brinckerhoff that ends early next year.

Progressive Railroading 12/2/2013.

Work began in late December to make repairs and prepare the Puget Sound & Pacific Railroad bridge over the Hoquiam River for additional traffic. The \$350,000 grant from the Federal Railroad Administration will replace the mid-river pier, damaged in a 2009 flood, with a dolphin barrier that will prevent boats from hitting the bridge. The project is being done by American Construction from Tacoma and is expected to be completed mid-February 2014. The bridge is used by PSPA to transport goods to the Port of Grays Harbor, the only deep-draft shipping port on the Washington coast, and other businesses west of the Hoquiam River. **KBKW News 12/5/2013.**



Every wonder how the Oregon Health & Sciences University got started up on Portland's Marquam Hill? In 1880 the Oregon Railroad and Navigation Company buys 360 acres of land, sight unseen, atop Marquam Hill. Their plan was to build a railroad depot, terminal and more. (<http://ohsu.edu>) March 4, 1914: the railway's doctor, Kenneth J. Mackenzie, convinces the company to donate 22 acres for a hospital: the future home of the Oregon Health & Science University, now the city's largest employer. **Portland Monthly December 2013.**

You may have noticed that Alexander Craghead, noted former Portland writer and photographer with articles in both TRAINS and Railfan & Railroad magazines is now residing in Oakland, California. Alex says that he is currently pursuing a graduate degree in Architectural History from the University of California at Berkeley. **12/10/2013 email message.**

One finds many pleasures in life, walking is one of Rita's and mine.during the annual Columbia River Volkssports Club 10k Christmas Ships Walk out of the Buffalo Gap Saloon & Eatery in southeast Portland along the west bank of the Willamette River on December 14th was another, the wail of the SP&S 700 across the river echoing off the river and the hills. Hope you also had a good Christmas!

HONEYMOON ON THE MT HOOD

And Other Adventures With a Classic

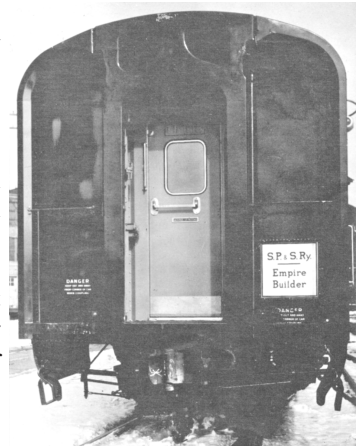
by Dave Larsen

It is always great when researching a topic such as the PNWC's Mt Hood when you encounter someone who has a close personal connection to the car's history, more about that later. Many of you probably recognize the Mt Hood as the first car behind the tender in the Holiday Express consist. It is the car that is rarely open for passenger seating except in overflow situations. That is, of course, because it is our virtual North Pole on the south end of the train where Santa and the elves park their sleigh and reindeer. Early in 2013, it was also the location of the PNWC Holiday Express volunteer breakfast.

The Mt Hood is a personal favorite of mine because it belongs to a small class of streamlined passenger cars known as sleeper-lounges. Most of the cars built with this configuration were actual observation cars with rear facing windows and no rear door, such as the round end James Gilmore. They were usually assigned to the ends of important overnight trains. The Mt Hood was built with train doors on both ends so that it could be used either mid-train or as a tail car.

The history of the car goes back to 1946 when the Spokane, Portland and Seattle ordered a matched pair of sleeper lounges from the Pullman Standard Company. They would be known as the Mt Hood and the Mt St Helens. Due to the backlog of passenger car orders after World War II, the Pullman Company was not able to deliver the new cars until 1950. Both cars first appear in consist lists in March of 1950.

The Mt Hood was ordered specifically to be the tail car for the Portland-Spokane section of the Great Northern's Empire Builder. The official car number of the Mt Hood is number 600. However, it never wore its number and was always lettered the Mt Hood. It was originally painted in the Empire Builder colors that you see today, but the car is labeled S P & S Ry. Co. next to the vestibule and next to the tail light. If you stand outside, you can see the red marker lights, one on each side, near the roof of the lounge end that were used to indicate the end of the train. The car also had an illuminated sign to the right of the end door which read S P & S Ry., Empire Builder. On the roof of the Mt Hood, there is a full length antenna which runs the length of the car. This feature allowed for commercial radio reception in the lounge section of the car.

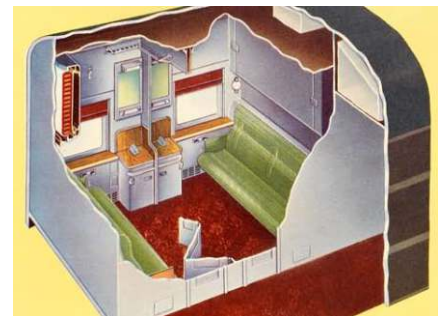


SP&S #600 Mount Hood - Rear end of car featured an illuminated Empire Builder sign



Sleeper-Lounge Roomette

Inside the Mt. Hood there are six roomettes, single person rooms, with private toilets and folding washstands. There are also three double bedrooms. Each bedroom has an upper and lower berth and toilet facilities. Two of the bedrooms, A and B, could be opened en suite to create a large riding or sleeping area for a family. It was the responsibility of the porter to make up the rooms for either day or night use, depending on the run or time of day. The accommodation end of the Mt Hood also contained a sleeping space for the car porter and a separate washroom for lounge patrons or the porter. The lounge and sleeping sections are separated by an ornamental door designed to cut the noise level of the lounge from the sleeping areas.



Sleeper-Lounge Double Bedroom as Suite



SP&S #600 Mount Hood Sleeper Lounge car - Lounge section facing blind end of car

The lounge area contains a kitchen plus lounge seating for a little over twenty passengers. The only major difference in the layout of the 1950 lounge and today is that the four free standing ashtrays are missing. Next to the kitchen wall is a Farnsworth radio with preset station buttons to pick up each available station between Portland and Spokane. Although this seems quaint today, radio reception and entertainment was a desired amenity on important trains in the pre-TV age. The lounge attendant, who was also the porter, would have served drinks and light snacks during the day and evening. In the morning, you could not expect much more than toast and coffee. A full diner was available for more hearty fare.

In service the Mt Hood and the Mt St Helens were assigned to trains 1 and 2 known locally as "The Streamliner". Actually train number 1 began its run from the Spokane Great Northern station at 12:06 in the morning as the Portland section of the Empire Builder. Passengers could occupy their rooms in Spokane at 9:00 PM and could imbibe a few cocktails and retire before the train left Spokane. In the town of Pasco, Washington, the Portland section of the Northern Pacific's North Coast Limited was attached and the combined train proceeded down the gorge for a 7:15 AM arrival in Portland. The train was quickly turned and restocked for a 3:00 PM departure of train number 2 from Portland to Spokane with the North Coast Limited cut off at Pasco to proceed on its own line to Spokane.

During the 1950's when both cars were active, the Mt Hood would run the round trip from Spokane to Portland to Spokane and then not reappear in the consist until the Mt St Helens had done the round trip. Each car would be held over at the Spokane Great Northern facilities for major cleaning and restocking. By the middle 1960's, the consist lists show the Mt Hood being used almost exclusively with the Mt St



SP&S #600 Mount Hood Lounge Section facing Kitchen

Helens making only occasional appearances. One source indicates that the Mt St Helens was being used for parts to keep the Mt Hood equipped and running.

While in service, the Mt Hood was unusual in several respects. When you bought a ticket on the Mt Hood, you were buying a ticket on the Spokane, Portland and Seattle. You were not buying a Great Northern or Northern Pacific ticket. Technically you were a local passenger and could not proceed beyond Spokane without purchasing one of their tickets and changing cars. If you began your journey in Spokane, you were an S P & S passenger for the entire run. A source told how coach passengers on SP & S tickets had to change to GN cars in Spokane to continue eastward. You could buy either an NP or GN ticket in Portland for points further east of Spokane, but then you would be assigned to one of the cars of those railroads.

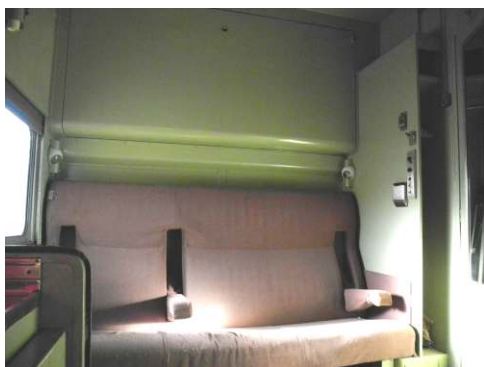
Another unusual fact about the Mt Hood involved the car's staff. Without getting too technical, the Pullman Company and their famous porters operated the sleeping cars of most railroads in the 1950's. You could tell if a car was serviced by Pullman because the word Pullman would be lettered next to the vestibule door, where the Mt Hood was lettered SP & S Ry. Co. All of the other sleepers on the North Coast Limited and Empire Builder have the Pullman lettering, but not the S P & S twins. This indicates that both cars were staffed exclusively by S P & S employees from their arrival on the property. By the late sixties, the Pullman Company had exited the business and the Mt Hood had lots of company service wise.

A final distinction for the Mt Hood in regular service came in 1967 when the car was returned to the Pullman Company shops in the Chicago area for an overhaul. Shortly after exiting the shops, the Pullman Company went out of the sleeping car business. The Mt Hood became the last sleeper out-shopped in the long history of Pullman sleeping cars.



Lettering on the Mt Hood

This brings us to 1969. The date is November 29th. Our happy newlyweds Rachel and Ed Immel didn't have a lot of time or money for an extended honeymoon. So, like the great rail-fans that they are, they improvised. Theirs was a trip you can still take. We call it the "Triangle Trip". You begin with trip to Seattle. Today you would ride the Cascades. In 1969, they rode the Union Pacific pool train leaving at 9:45 AM. Today, you would board the Empire Builder in Seattle with a beautiful journey up the coast of Puget Sound and then up and over Stevens Pass to Spokane and then back to Portland on the westbound Builder. Our newlywed couple decided instead to take the North Coast Limited over Stampede Pass. Ed remembers the bright sunshine and beautiful snowy vistas as they exited the tunnel at the top of the pass. One problem occurred when they arrived in Spokane. They were in the wrong station and the weather was bad. They managed to get a slipping and sliding ride to the Great Northern station where they found the Mt Hood ready and waiting and surprisingly filled with United Airlines grounded first class passengers. Ed remembers the upside of this development was that United paid for everyone's drinks. Later they retired to their double bedroom and awoke in the morning as the train was racing down the gorge for an early morning arrival.



Double Bedroom on the Mt Hood

Although their honeymoon was short in duration it set a pattern for Rachel and Ed's involvement with the Mt Hood in later years.

Fast forward to 1971 and the formation of Amtrak, the Mt Hood operated as an Amtrak car until early in 1972. It was then returned to Burlington Northern (S P & S, GN, NP, C B & Q) who then donated the car to the Pacific Northwest Chapter of the National Railway Historical Society.

In its early days as a private car, the Mt Hood had many adventures. In one of its very first charters, another car in the train derailed and the Mt Hood was called on to care for the displaced passengers. The car did regular charters to Seattle Seahawks games for a local tour company. The chapter also did member trips with the Mt Hood to places as diverse as La Grande, Ogden, Vancouver (BC) and Spokane. About the only modification that Mt Hood underwent as a private car was the addition of a shower in the area once occupied by the baggage space. The shower originally did not work as planned and Ed has a colorful story about that experience.

In 1977, the Mt Hood was leased by the British Columbia Government to become part of Royal Hudson train. The trip lasted thirty-two days and both Rachel and Ed worked the crew. The longest trip that Rachel and Ed worked the Mt Hood was the 1984 trip to New Orleans with the 4449 which lasted fifty-five days. At one point, the car was leased again to the Canadian government and appeared in a movie made by the National Film Board about a Canadian poet.

The Mt Hood continued to do trips until 2006 when rising insurance premiums put an end to mainline trips without Amtrak coverage. This also ushered in the need for Amtrak certification, which the Mt Hood



A Chapter event on the Mt Hood in 2009

currently does not meet. Still, we are fortunate to have this elegant survivor of the streamline age when traveling to a destination was refined and part of the adventure. I remain hopeful that the chapter will move towards the restoration of the Mt. Hood so that it can once again grace mainline rails and rekindle the magic.

Special thanks are due to Ed Immel, for his willingness to share his memories, Bill Hyde, for his help with the research, as well as Trent Stetz and Bruce Strange for their assistance with the pictures for this article.



The Mt Hood as part of the Holiday Express consist in 2011 (Note: the shadow of your editor taking the picture!)

December Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on December 20, 2013



Jim Loomis conducts the annual officer elections

As usual, the December meeting started at 6:30pm with our potluck dinner. And, as usual the food was wonderful and everyone had all they wanted to eat. During the mealtime, Jim Loomis oversaw the voting of the 2014 Board of Directors and officers.

At 8:03 the meeting started with Ron McCoy making the December Unsung Hero award presentation to Jean Hickok for her devotion and many hours of service.



Jean Hickok receives Unsung Hero Award for December 2013

Jim Loomis presented the election results to President

Fleschner. The slate of officers for 2014 as elected;

President: Keith Fleschner, Vice President: Mark Reynolds, Treasurer: George Hickok, Secretary: Jim Hokinson, Director at Large 2014-2016: Trent Stetz, Director at Large: 2014-2016 Jean Hickok, National Advisory Board: Al Baker.

There was no computer available to show the proposed budget so the presentation of the budget proposal was tabled until the January 2014 meeting.

The minutes of the November meeting were presented. Bryan Ackler moved to approve the minutes and Tammy Auburg seconded. The membership voted to approve the minutes.

David Cautley reported that the Holiday Express was a success but the final numbers are not available yet as all bills have not been paid.

Mark Reynolds said he wanted to give a special thanks to Trent Stetz for all of his work and to all of the car hosts and other workers who volunteered their time.

Ron McCoy reported that the new name tags are in and available to those who ordered them. He said he will start a new list for those who did not order the first time.

Jean Hickok said the chapter vests, including some extras have been received. These should be available for distribution at the January chapter meeting.

Keith Fleschner reported that there were one hundred and eight toys donated at the meeting for the Train Toys for Tots program.

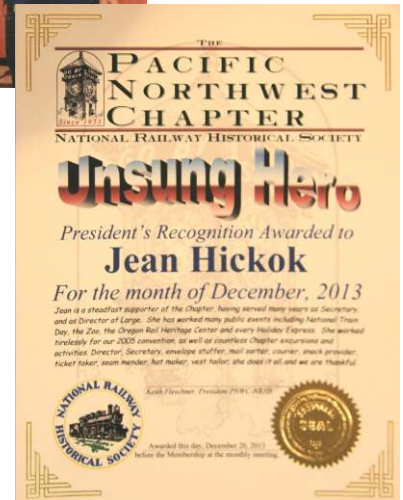
Jim Hokinson reminded everyone to report to him their number of volunteer hours for 2013 before or at the January 2014 meeting.



Chapter members enjoying the potluck meal

The meeting was adjourned at 8:17pm.

Respectfully submitted by Jim Hokinson, Secretary.



Tom Steeves counts the donated toys

Photos by Jim Hokinson



Long-Bell Shay Display Update

The construction of the Longview Washington display pavilion for the Long-Bell Shay is well underway as of a visit on December 16th. The eight log support culvert pieces are in the ground. The log pillar posts have been pressure treated and are installed. The engine is patiently waiting to be released from the blue tarp. Fund raising continues to match a Kuntz Family Fund matching grant of \$37,500. Send donations to: Friends of Longview, Attn: Shay Pavilion, PO Box 1042, Longview WA 98632.

Also, if you would like to order a tee shirt or a sweat shirt, they are available with a daytime (orange sky) and nighttime (medium-dark blue sky) scenes. Youth and adult sizes are available. Special orders can be made for your favorite colors or sizes. Proceeds support the pavilion project. Send inquiries to: friendsof.longview@yahoo.com.

See the November 2013 Trainmaster for more information about the history of this Shay locomotive. The display is near the Longview Public Library at 1600 Louisiana Street.

Photo and text by Arlen Sheldrake with information provided by Doris Disbrow, Friends of Longview.

REMINDER: It is time to report your 2013 Volunteer Hours!

Bill of Lading

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Chapter Officers

President	Keith Fleschner	503.516.9272
Vice President	Mark Reynolds	503.638.7411
Treasurer	George Hickok	503.649.5762
Secretary	Jim Hokinson	503.635.4826
National Rep.	Al Baker	503.645.9079

Chapter Directors-at-Large

Phil Barney	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	2014-2016	503.649.5762
Trent Stetz	2014-2016	503.643.1494

Committee Chairs

Activities	Ron McCoy	503.310.4811
Archives	William Hyde	503.666.5530
Auditor	Bob McCoy	360.459.3251
Car Host	Mark Reynolds	503.638.7411
Concessions	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	Vacant	
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
 ISSN: 0041-0926

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. 618

Board of Director's Meetings: January 9, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm
February 13, 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!)

Jan 17: *Alaska Railroading, NRHS 2013 Convention*, by Al Baker & Ken Vannice

Feb 21: *Video – Restoring an Alco PA-1* by Doyle McCormack. Presented at the 2011 NRHS convention in Tacoma, Washington

Mar 21: *TBD*

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

NOTABLE NON-CHAPTER EVENTS:

☆☆☆☆☆☆☆☆ **Happy New Year 2014!** ☆☆☆☆☆☆☆☆☆

Feb 1 *SP&S Swap Meet* [PNWC Concessions Event] 8439 Columbia Blvd, 9:30am to 2:30pm, www.sps.shs.org

March 8 *WINTERAIL 2014*, Stockton, CA, www.winterail.com

March 15 *Willamette Model Railroad Club's 29th Annual Model Railroad Swap Meet* at the Kliever Memorial Armory

May 9-10 *Depot Days Classic Car & Motorcycle Show*, NP RR Museum, Wallace ID, www.npdepot.org

May 10 *Amtrak National Train Day*, Stay Tuned for Pacific North West sites, www.nationaltrainday.com

May 11 *Mother's Day Brunch*, Eagle Cap Excursion Train, Elgin OR, <http://eaglecaptrainrides.com>

May 17 *Big Steam Event*, Mount Rainier Scenic Railroad, www.mrsr.com

June 10-14 *2014 Annual NRHS Convention*, Northern Arkansas, www.nrhs.com

June 18-21 *Friends of Burlington Northern Railroad*, Tulsa OK, <http://www.forbnr.org>

June 26-29 *Milwaukee Road Historical Assn. 2014 Convention*, Rock Island, IL, www.mrha.com

July 12-16 *Great Northern Railroad Historical Society* convention, Helena MT, www.gnrhs.org

July 27-Aug 3, 2014 *RailCamp Northwest*, Tacoma, www.nrhs.com

July 30-Aug 2 *UP Historical Society* convention, Ogden, UT, <http://uphs.org>

Sept. 3-6 *National Narrow Gauge Convention*, Overland Park KS, www.kansascity2014.com

Sept. 11-13 *SP&S 700 Excursion to Pasco & Pendleton Roundup* (tentative),
www.sps700.org

Oct. 29 - Nov. 1 *SP Historical & Technical Society* convention, San Luis Obispo. CA,
www.sphts.org

☆☆☆☆☆☆☆☆ **Happy New Year 2015!** ☆☆☆☆☆☆☆☆☆

August 23-29, 2015 *Portland Daylight Express*, The NMRA annual convention in Portland, www.nrma2015portland.org

Sept. 12, 2015 *Portland-Milwaukie Light Rail* opens with a OMSI/ORHC station.

**Pacific Northwest Chapter
Lending Library
Visit Us!**

OPEN Mondays and Jan. 18th

January 18th (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

PNWC – NRHS MISSION

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