

The **Trainmaster**

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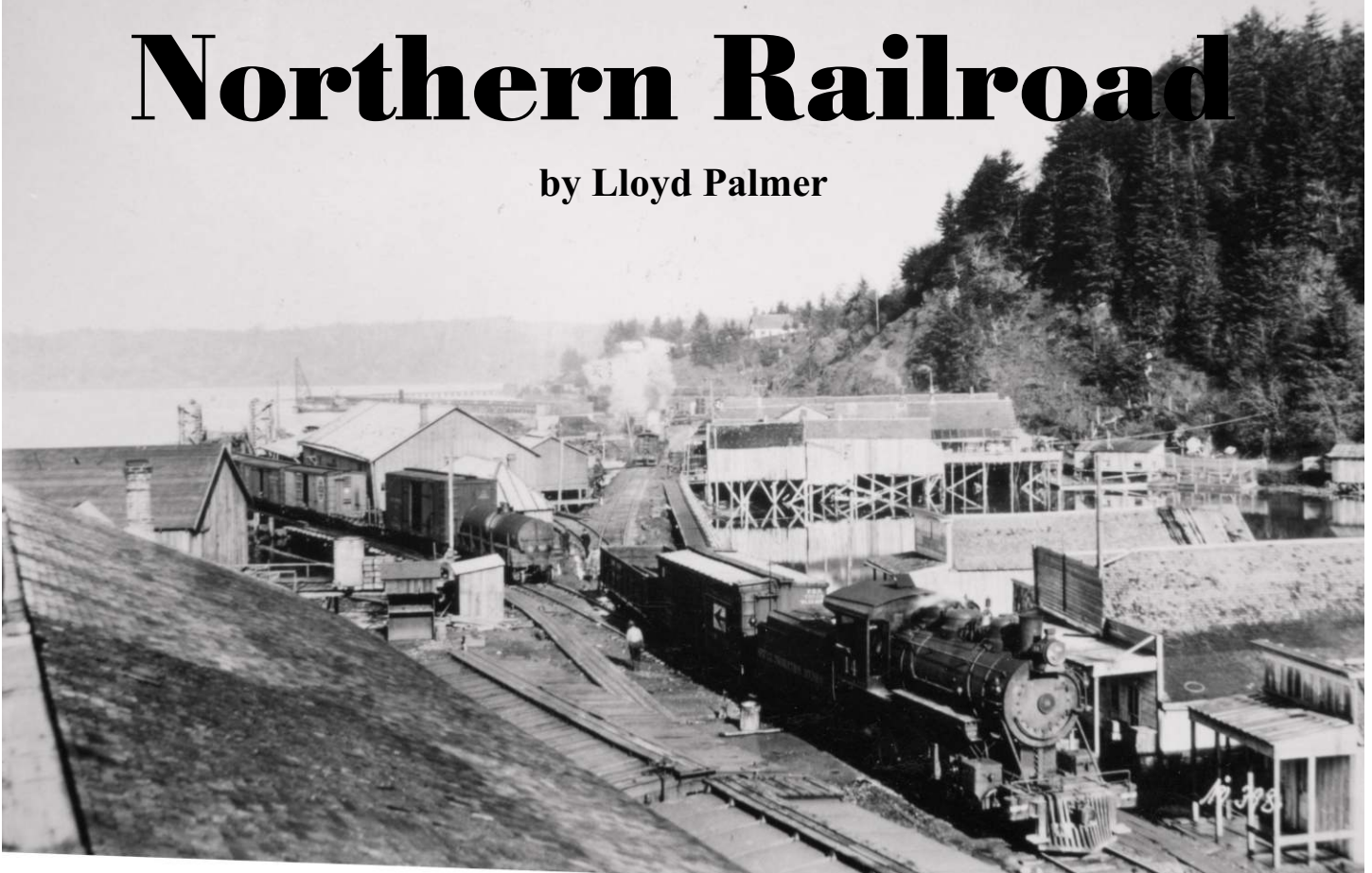
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www.pnwc-nrhs.org

Along the Yaquina Northern Railroad

by Lloyd Palmer



Taken from the roof of SP's Yaquina depot, the former Ocean Shore RR #14 is shown waiting at the point where the Yaquina Northern interchanged with the SP in Yaquina. Clark Kinsey photo No.398

The railroad was originally constructed in 1918 by the Spruce Production Division of the U.S. Army. It extended from a connection with the Southern Pacific at Yaquina City, westward along the bay to Newport then turned northward. It continued up the coastline, passing through Agate Beach on its way to Otter Rock, where it ended on the southern slopes of Cape Foulweather. It was built to tap the stands of Sitka spruce that were needed for the construction of airplanes during World War I and the intent was to extend it all the way into the Siletz River basin where large forests of spruce timber were located.

However, the end of the war on November 11, 1918 eliminated the Army's need for the railroad and construction was halted. The partially completed railroad was put up on the auction block and sold to Multnomah Lumber & Box Company in August 1921. They used it as a logging railroad for several years before selling it to Tom Hutchinson, the owner of Hutchinson & Company. He too used it as a logging line until finally abandoning it in 1936.

Along the Yaquina Northern Railroad

While I had a pretty good idea of where the railroad had been located, I had never really explored the old grade on the ground. I knew that remains were scant, due to the expansion of Newport and Agate Beach and the construction of Highway 101, which covers much of the grade along the coastline. However, several things came together that finally prompted me to spend a day along the line, seeing what could still be found.

The first thing that happened occurred during a conversation with our organization's illustrious president, Mr. William Bain. Bill had informed me that there is a web site on the Internet called The Oregon Map. Its address is www.ormap.com and contains all of the tax atlases around the state of Oregon. He showed me how to tap into this web site and we called up the maps for Newport. Lo and behold, these maps still showed, in great detail, the route of the Yaquina Northern Railroad, all the way through Newport and as far north as Agate Beach. Later that evening at



The engine and shop facilities for the YN were located just west of Yaquina. Clark Kinsey photo No.393

home, I revisited the site and printed copies of all the maps that included the route of the railroad.

The second thing that happened is that this past winter I had spent a fair amount of time researching the spruce operations of the Army and had uncovered quite a few new photos depicting the building of the Yaquina Northern Railroad. This renewed interest in the line made me want to spend some time along the route, trying to find any existing indications of the old grade.

Thirdly, Terry Gookin, a good friend of mine from Salem, had called and said we ought to get together in Newport for lunch and a day of exploration somewhere. I suggested a day along the grade of the Yaquina Northern, if the weather cooperated, and the stage was set for what turned out to be the subject of this article.

June 22nd arrived bright and sunny and I met Terry for breakfast at the Chalet Restaurant at the

north end of Newport. Armed with several maps, an album of photos and film in the camera we headed for Yaquina City, having decided to work our way from the beginning point of the railroad, northward to its terminus at Otter Rock. Yaquina City was the western terminus of the Southern Pacific line and the point where the Army's Yaquina Northern Railroad began. Today's Sawyer's Landing is located about the point where the two lines connected. Their engine barn and other locomotive facilities were located a short distance further west, at about the junction of the Yaquina Bay Road and S.E. Back Bay Drive.

From this point, we drove westward, along Yaquina Bay Road, headed for Newport. The alignment of the existing road is on top of the old railroad all the way into town. We had several photos with us that depicted the construction of this portion of the route and we got into a discussion of what those soldiers must have felt as they hacked and grubbed the way towards Newport, building the railroad.

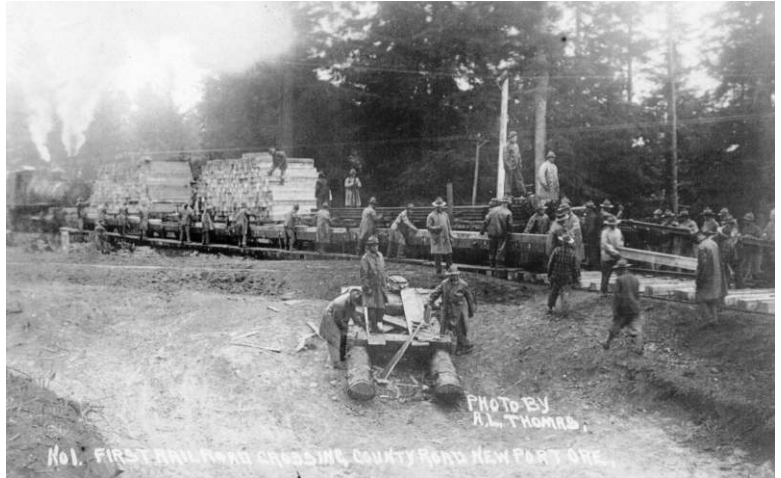
Today we were covering the same distance in the comforts of our pickup (or "rig" as I usually call it) and in only a few minutes. What a change.



North of Newport the YN crossed numerous stream that required the building of several large trestles. Today's Hwy. 101 is atop the old grade. A.M. Prentiss photo No.130

As we entered Newport, at the top of the hill on the road (just east of The Embarcadero), we found the first indication of the railroad grade that hasn't been covered over by a road. Just east of the junction of S.E. Vista Drive one can still see the old alignment along the north side of Yaquina Bay Road, now called S.E. Bay Blvd now that we're in town. The graveled area just outside the line of utility poles is the alignment of the former railroad.

The first large trestle on the railroad was the Jessop Creek Trestle, also called the Rainbow Trestle due to its curved nature. The point where it stood can be seen by driving in on S.E. Harbor Crescent Drive to the junction of S.E. Crescent Place. The railroad passed this spot and put a trestle across the large canyon to the north. We compared the site with a couple of photos that we had with us, taken from about where we were standing, that showed the former wooden structure. A local homeowner that was working in his yard was curious about what we were doing and was astonished when we showed him the photos of the old trestle. He had never heard about it and thanked us for sharing our information with him.



A crew of the U.S. Army's "Sprucers" work at laying new track north of Newport. A.L. Thomas Photo, Wesley Andrews No.1

Back on S.E. Bay Blvd, we continued on, taking the right hand turn onto S.E. Moore Drive and drove as far as S.E. View Drive where we turned right and immediately drove onto Spruce Way. Yup, you guessed it; this short street is on the alignment of the former railroad grade. From here, the railroad continued northward, located about where the front door of the Elks Lodge now sits and crossed Highway 20 just east of the traffic light at the junction of N.E. Harney Street. The grade was actually lower than the current highway as a fill was placed over the grade where Highway 20 heads east from the light.

At the corner of N.E. Harney and N.E. 3rd Street the railroad ran right under the canopy over the CFN gas pumps and headed into the Lincoln County Fairgrounds at about the location of the entrance gate. From this point, the railroad was located on a southeast to northwest alignment for quite a distance and has completely been obliterated by all the housing construction. We had hoped to find some angled fencing or something that would indicate the location of the old grade through this area but to no avail. Our maps showed the grade crossing N.E. 8th Street at the corner of N.E. Grant Street and crossing N.E. 12th Street just east of the corner of N.E. Benton Street but nothing could be seen of the railroad grade as we first zigged then zagged our way through the neighborhood.



The Monterey Trestle, named for the hotel in the foreground, located just north Newport. Today a large fill on Hwy. 101 rests on the site. A.M. Prentiss photo No. 129

The maps showed the alignment of the railroad crossing N.E. Chamber Court just east of the cul-de-sac at the west end of the street but again no luck. Housing has destroyed any sign of the grade. However, it was at about this location that the railroad turned more northward running up the east side of the Coast Highway so we returned to Highway 101.

As we drove north, Terry navigating with maps in hand, we soon realized that we had earlier eaten breakfast sitting right on top of the old grade! That's right, it passed through the west parking lot of Fred Meyer's, then through the spot where the Chalet Restaurant now stands, then continued northward under the current location of Sizzler's. Hum, should have had dinner on the grade too but didn't think of that at the time.

The second big trestle, and the largest on the line, was the Monterey Trestle, so named for the Monterey Hotel that was located on Big Creek, just west of the structure. The fill that Highway 101 crosses Big Creek on is located

at the same location where the trestle formerly stood. This is the fill just north of today's Best Western Agate Beach Inn.

The grade crosses to the west side of Highway 101 at this point and continues northward on a rather serpentine route. The construction of a new development called Meritage at Little Creek has obliterated anything that might have still existed at that location. The grade then crossed Little Creek, the north end of the structure having been located about the entrance into the Little Creek Cove Condominiums.



Surrounded by beach logs, one of the large trestles is being built along the coastline north of Agate Beach. Clark Kinsey No. 112

From here, the railroad continued northward again, paralleling Highway 101 along its western shoulder. It climbed the hill towards Agate Beach, passing just east of Izzy's Pizza and through the Coast Dairy buildings. Across the street from Coast Dairy, and still on the alignment of the old grade, we noticed a sign for RR Towing. Interesting, we wondered if there was any connection there. Driving on N.W. Gladys Street in Agate Beach, we were again right on top of the grade. At the north end of Gladys Street where it crosses N.W. 60th, the railroad continued on but that's the point where our maps ended since the grade is no longer indicated on the current tax atlases.

We now had to resort to an older map that we had in the pickup, oops, I mean rig, but that had a lot less detail on it. Studying the map as we continued north on Highway 101 we determined that the grade was just west of the road but has been completely wiped out by all the housing and resort construction. Once north of all the buildings, the route of the highway is atop the grade all the way to Otter Rock. All of the creeks were crossed with fairly large trestles where highway fills are located today. At the bridge that crosses Spencer Creek we compared photos that we had, showing the old trestle at this same location.

It was at this at this exact spot, the south end of the Spencer Creek trestle, that the end of rail was located. The Army had completed much of the grading and built several of the trestles between here and Otter Rock but no rail was ever spiked down on that segment of the railroad. In fact, a little grade work was even completed beyond Otter Rock as the intention of the Army was to loop back towards the southeast as they built beyond Otter Rock. They planned to climb the southern slopes of Cape Foulweather and cross the divide into the Siletz River drainage.

It is at this location that perhaps the most interesting indication of the old grade work still can be seen. Driving north on Highway 101, from the beginning of the passing lane at the bottom of the hill, there is a new logging road that extends eastward from the highway, just a short ways up the passing lane. The next time you are in this area, pull off the main highway and onto the gravel road. The odd looking notch in the hill just in front of you, and just to the right of the existing gate, is the alignment of the old grade. Rails were never spiked down on this segment and in fact much of the grading was never completed but this little notch was cut into the hillside in anticipation of the railroad to come. Hiking beyond this cut we saw no indication that any work had been done on either the trestle across the draw or on the adjoining hillside.

Thus we had reached the end of the line, the furthest point which the Army had constructed the Yaquina Northern Railroad. The subsequent logging companies never laid rail in the area around Otter Rock and in fact may have never laid rail any further north than Spencer Creek. They logged the area east of the highway using spur lines off the mainline and even established a logging camp back in the hills but that story and their history will have to wait for another day.

The preceding article was written in 2005 for the Yaquina Pacific Railroad Historical Society (YPRHS) based in Toledo, Oregon. With Lloyd's permission and assistance it is reprinted here in The Trainmaster. Lloyd serves as the YPRHS Historian and is a noted Hawaii railroads historian. Lloyd's Spruce Production Division research includes a personal collection of over 1,600 photographs from commercial photographers who documented the Spruce Production Division (SPD). This article should wet the reader's appetite for more information about the SPD that will be available in the forthcoming book "Soldiers in the Woods, The U.S. Army's Spruce Production Division in World War One" by Rod Crossley. This new book can now be ordered from Timber Times (www.timbertimes.com) and is scheduled to ship in September.

"VIP" Day at Mt. Rainier Scenic

Photos by Jim Fitzgerald

The following photos from the July 19 "VIP" day at Mt. Rainier Scenic, which featured the dedication of the new facilities, most which were moved from the former Camp 6 near Tacoma.



The Visitors for the day



Polson Logging Co. 2-8-2 No. 70



Tom Murray speaking at the dedication of facilities



Some of the new buildings. One will feature a future theater.



"The Unit" combination loader and skidder



Newly overhauled Hammond Lumber 2-8-2T No. 17

Willamette Shore Trolley Returns

Text and photos by Arlen Sheldrake

After training sessions on the weekend of August 9-10, the Willamette Shore Trolley returned for weekend public runs beginning August 16th and running through September. After a three year hiatus, the Oregon Electric Railway Historical Society volunteers are providing runs from their Lake Oswego station to just south of the Sellwood Bridge at Riverwood. The round trip is about 3 1/3 miles long and includes some great scenery and the Elk Rock tunnel under Bishop Close, one of Portland's garden gems.



The equipment being used is the replica Council Crest trolley #514 that the City of Lake Oswego acquired from TriMet. The trolley was built in 1991 by Gomaco Trolley Co., Ida Grove, Iowa and was formerly operated by TriMet on the downtown Portland loop.

The trolley operation is planned to return to operating from Lake Oswego to the South Waterfront with the completion of the Sellwood Bridge replacement project targeted for completion in 2016. The bridge project is using the railroad right of way as the project access road. The current run to Riverwood may be extended to Powers Park in the near future.



For more information, please visit: www.oerhs.org/wst/index.htm

Thanks to Ken Peters for the information about this restart. Ken is one of the OERHS volunteers who operate the trolley service and a long time (1978) PNWC member. Sources: Ken Peters, Portland Tribune, and www.oerhs.org.

PNW SHORT LINES

by Arlen L. Sheldrake

The Arcadia Publishing book *The Oregonian Railway* by Ed Austin was released March 17th and is available for purchase at the Oregon Rail Heritage Center gift shop. Between 1877 and 1893, an extensive narrow-gauge railroad developed in Oregon's Willamette Valley – one that had aspirations of crossing the Cascade Mountains and connecting with the Central Pacific Railroad. The book has 128 pages and 200 black and white photos. The Perrydale Depot that PNWC-NRHS attempted to have publically preserved (now privately owned) was part of this system. Noted historian Ed Austin's work doesn't disappoint; lots of great photos and information.



HISTORIC Freighthouse Square

A citizens advisory committee on July 29th endorsed the state's plan to build a new Tacoma Amtrak station in the middle of the historic Freighthouse Square building near the Tacoma Dome. The state of Washington is building a new Amtrak station as part of an \$89 million "Point Defiance Bypass" project. The new line is expected to go into service in 2017. **The New Tribune 7/29/2014.**

The Lahaina Kaanapali & Pacific Railroad closed down on August 1st and the railroad is for sale. The 12-mile "sugar cane" railroad has operated for 45 years on the island of Maui. **Lahaina News 7/31/2014.**

Finally took some time and read Tom Zoellner's book **TRAIN, Riding the Rails that Created the Modern World**. A very interesting melding of history and train rides around the world; Tom snared this reader's interest with his writing style and history lessons. Do you know where the term "railroading" came from? You may remember that PNWC sponsored Tom's presentation at Powell's City of Books on February 19, 2014.



The front page of the Hood River Glacier newspaper, Volume 1 Number 1 dated June 8, 1889 contained a rather large advertisement for the Oregon Railway and Navigation Co. Columbia River Route featuring *Elegant Pullman Palace Cars* that run through on express trains to Omaha, Council Bluffs & St. Paul. The Glacier was published from 1889 to 1933. Issues from 1889 to 1906 are currently online at Historic Oregon Newspapers, <http://oregonnews.uoregon.edu>. Historic Hood River photo blog, historichoodriver.com, **7/28/2014.**



For some 80 years, a water tower on the OR&N/UP railroad in downtown Hood River served steam locomotives. An April 1952 photo posted August 5th on the **Historic Hood River photo blog** shows the construction of the Second Street railroad overpass that will require the removal of the water tank. The overpass will connect downtown Hood River to the new water level highway.

The **Portland & Western** by-pass of Banks, Oregon is now completed. Member Jan Zweerts reports that the first Portland & Western train used the bypass on August 7th. Back in the day, having a railroad by-pass your community was a disaster.....



Today, the community of Banks is overjoyed to no longer have Portland & Western coming into town to or from Linnton, doing a run around, and then finally leaving town.

As part of the Portland-Milwaukie Light Rail project, the Brooklyn neighborhood in Portland is scheduled to receive a new footbridge. The rickety wooden footbridge that passed over the Union Pacific railroad tracks from S.E. 19th to 20th Avenues at Lafayette Street has been torn down and will soon be replaced with a new steel and concrete structure complete with elevators and artwork. Construction of the new bridge will take about one year. As one who by-passed using this rickety wooden bridge in the past, I look forward to the new one; should be a good train viewing and photo shoot location. **The Bee August 2014.**

Congestion from coal and oil trains seems to be the key factor forcing closure of the Cold Train express rail service that carries Washington fruit and produce to East Coast markets. Cold Train on Thursday announced it is shutting down its express service and is going out of business from Quincy, Washington and Portland, Oregon because restrictions in the BNSF Railway schedule changed delivery guarantees from three days to six days. The last shipment was in mid-August. According to the Cold Train announcement, BNSF's on-time performance from November 2013 to April 2014 dropped from an average of over 90% to less than 5%. Cold Train began service in April 2010 and grew to about 700 refrigerated containers per month in 2013



from Quincy and Portland. **Puget Sound Business Journal and Capital Press 8/7/2014.**

On August 5th the ribbon was cut for the new Tanana River Bridge completed on time and on budget by the Alaska Railroad Corp. (ARRC). More than three-fifths of a mile long, the structure is the state's longest bridge and can accommodate both trains and motor vehicles. The bridge provides year-round access to the Joint Pacific Alaska Range Complex and was built in partnership with the U.S. Department of Defense. The bridge cost \$188.2 million with \$84 million coming from the state, \$104.2 million from the Defense Department. The Tanana River Bridge was the first phase of ARRC's Northern Rail Extension, a four-phased project aimed at extending a rail line 80 miles from Eielson Air Force Base near North Pole to Delta Junction, Alaska. **Progressive Railroading 8/7/2014.**

Heading out of Portland tacked on to the No.14 Coast Starlight was The Millennial Trains Project (MTP). A 501c3 non-profit organization that leads crowd-funded transcontinental train journeys for diverse groups of young innovators (and virtual audiences) to explore America's new frontiers. The trip was August 7-17; starting in Portland, then Seattle, Whitefish, St. Paul, Milwaukee, Chicago, and finally New York. Passenger cars included Salisbury Beach, Pacific Sands, Silver Splendor, and Babbling Brook. **<http://millennialtrain.co> and Trainorders.com 8/7/2014.**



THE
MILLENNIAL
TRAINS PROJECT

Anyone else wondering what to do with old VHS tapes? I was and according to **Metro's Recycling** Information Specialist on August 9th, VHS tapes are currently considered garbage, not hazardous waste, and no recycling opportunities exist.

Starting as early as August 11th, a contractor working for Sound Transit is installing additional safety technology on all Sounder trains by end of 2015. The "Positive Train Control" technology is a fail-safe feature to override human error that could lead to train accidents and is now federally required for all passenger train service across the country. The PTC system involves modifications to Sounder vehicles, along with upgrades to the signaling system along the tracks. **Sound Transit August 11th press release.**

The planned sale of 80% stake in Iowa Pacific Holdings to Chai Trust didn't materialize. "I'd like another investor because we have a whole bunch of opportunities we'd like to pursue," says Ed Ellis. "We're now at \$200 million-plus in assets, and with my list of opportunities I could spend another \$200 million." [Mt. Hood Railroad is one of many Iowa Pacific owned railroads.] **Trains News Wire 8/7/2014.**



In addition to visiting the Long Bell Shay locomotive when you are in Longview, Washington (The new display pavilion protecting the Long-Bell Shay locomotive is nearing completion near the library) stop in the nearby downtown and visit the **Columbia River Mercantile Building** (1339 Commerce Avenue). Built by the Long-Bell Company as a shopping center in 1923, this building is chock full of historic pictures and artifacts about the city's interesting history. Nice public restroom in the building and eateries close by....closed on Sunday as is most of downtown Longview.



Long-Bell Shay Pavilion
(Photo by Arlen Sheldrake)

The Oregon Department of State Lands August 18th announced the removal-fill permit for the Coyote Island Terminal at the Port of Morrow in Boardman was rejected. The state agency said despite a two-year review, Australia-based Ambre Energy hadn't done enough to analyze alternatives that would avoid

harming tribal fisheries at the Port of Morrow in Boardman, where the company had proposed to build a dock to load coal onto barges. Ambre Energy is proposing a \$242 million project that would move coal from Wyoming and Montana by train to Boardman and barge it down the Columbia River to Port Westward, near Clatskanie. Then it would be loaded on ships bound for Asia. **Oregon Department of State Lands press release & Oregon**



Live 8/18/2014.

Many thanks to the **Portland Tribune**, Tribune writer Jim Redden, and Mark Kramer for the excellent August 19th lead article "*History's Inside View*" (www.pamplinmedia.com/pt/9-news/230433-93307-historys-inside-view) in the Greater Portland Edition. These articles just don't happen they take a lot of work behind the scenes; credit Mark for helping get this article to happen.

Connect Oregon V Rail Projects Funded

by Arlen Sheldrake

The fifth round of *ConnectOregon* funding was determined by the Oregon Transportation Commission (OTC) on August 22, 2014. This round of funding was limited to \$42 million; 104 project proposals were received. The Final Review Committee, after reviewing Regional and Modal Committee recommendations, recommended and submitted 37 prioritized projects, 7 rail related, for OTC consideration.



In July 2013, the Oregon Legislature approved \$42 million in funding for a fifth installment of the multimodal *ConnectOregon* program. In addition to the rail, port/marine, aviation, and transit projects the program traditionally funds, the Legislature made bicycle and pedestrian projects that are not eligible for State Highway Funds eligible to complete for *ConnectOregon* funding. *ConnectOregon* was created in 2005 by the Legislature to invest the proceeds of lottery-backed bonds in grants and loans to non-highway transportation projects that promote economic development in Oregon. With this fifth infusion, the Legislature has provided a total of \$382 million in *ConnectOregon* funding that has paid to construct dozens of projects across the state.



The approved rail related projects with the number representing Final Review Committee ranking:

#3 Oregon International Port of Coos Bay – Coos Bay Tunnel Rehabilitation 2014-2016.

Total project cost = \$2,500,000; approved funding = \$2,000,000

Description: Continue infrastructure restoration in 100-year-old+ rail tunnels at eight locations. The scope-of-work includes replacing aged/deteriorating timber support sets with steel sets or rock bolts. Additionally, some large rocks and rock slabs, and loose rock debris, will be removed as necessary to prevent material from fouling track structure and tunnel drainage systems. Where necessary, steel lagging and bracing between tunnel supports will be added/replaced, concrete footings will be repaired as needed, and wood footings will be replaced with concrete as needed. (There are nine tunnels on the line, but the one in Lane County doesn't need this work.)

#13 LRY, LLC – Lakeview Customer Spurs: Expansion, Safety, Efficiency.

Total project cost = \$979,600; approved funding = \$783,680

Description: LRY, LLC, long term lease-operator of the Lake County Railroad, has identified multiple projects in Lakeview. Replacement of deteriorated and antiquated 75# rail and switches and add a new spur to handle the loading of compressed export hay. A second spur will be added to store and load ballast.

#14 White's Hauling and Farm LLC – White's Transloading Rail Siding

Total project cost = \$1,385,123; approved funding = \$841,320

Description: Restore an abandoned siding and expand existing track totaling 4,040 feet at a former Rickreall mill site. Project will include ability to store 75 railcars, truck scale, covered loading area, auger for loading/unloading, modification an existing storage barn and build a new one. The siding will be served by Portland & Western Railroad.

#22 Peninsula Terminal Co. – Transload Warehouse

Total project cost = \$406,740; approved funding = \$311,642.50

Description: Construct two rail spurs (800 and 600 feet) to serve an existing re-purposed building for transloading palletized materials. The rail bed for the spurs will be constructed across the paved lot on the property using 115# or greater rail. The location is adjacent to the applicant's interchange with the BNSF and Union Pacific railroads.

#23 City of Rainier – A-Street Safety Corridor Rail Improvement

Total project cost = \$5,290,830; approved funding = \$2,996,264

Description: Close two at grade crossings, upgrade 5 with active warning devices. The project will relocate/reconstruct about 2,800' in and long the rail line where the track goes down the middle of A-Street including; installing 800' of new concrete surface to support vehicle and pedestrian crossings, 1,310' of track will be opened up, day lighted and blocked out with raised curbs keeping vehicle lanes away from trains dynamic operating envelope. The project will allow Portland & Western to safely travel up to 25 MPH through this area once completed. Current speed is restricted to 10 MPH causing significant mobility delays during unit train moves.

#32 Port of Morrow – Cold Storage Rail Transload Facility

Total project cost = \$12,100,000; approved funding = \$6,000,000

Description: Project will construct a 2,500 foot rail spur off of the *ConnectOregon* IV rail project and install 2 switches. A 100,000 square foot warehouse will be constructed of which 75,000 feet will house frozen product and 25,000 square feet will house refrigerated product. Project will include paved truck access, lighting and fencing. The facility will be served by Union Pacific Railroad.

#37 Combined Transport Logistics Group, Inc. – Combined Transport Transload Expansion

Total project cost = \$827,324.90; approved funding = \$644,615.92

Description: The project will expand the existing Central Point transload operation for shippers in the Southern Oregon region and improve operations by adding a second rail turn out for more safe and efficient tanker car handling. The project will separate chemical handling from the general freight transload area.

Source: <http://www.oregon.gov>

CRABTREE UPDATE

By Arlen L. Sheldrake

Have you been to Crabtree? I am highly doubtful that many have. Crabtree, Oregon is not on the main highway, has no retail establishments and about the only highlight in the town is a cute post office and beautiful church. Including these two items, “downtown” Crabtree has a few residences, a for sale former bar and the railroad with a relatively new Albany & Eastern Railroad (AERC) log reloading facility that occupies a former mill site near Railroad Street.



The log reloading facility that occupies a former mill site

AERC, under contract with Teevin Brothers of Rainier, developed the log reload facility to transfer logs from truck to rail car for logs coming from Weyerhaeuser's Snow Peak lumber lands. The loaded rail cars then head north to be interchanged with Portland & Western Railroad at Albany for delivery to Rainier, Oregon and export.

Seems AERC didn't get any permits to develop the Crabtree reload facility and the neighbors had gotten used to living next to a long defunct lumber mill. With the urging of some Crabtree residents, the Linn County Commission went to Federal court to force AERC to go through the county permitting process.

The Albany & Eastern Railroad lawsuit has been settled.

In the fall of 2012, the Albany & Eastern Railroad opened a railroad transloading facility on a former mill site in Crabtree, Oregon without obtaining a county building permit or seeking a zoning approval, because the company said, railroads are not subject to local regulations. The railroad insisted it is regulated by the Interstate Commerce Commission Termination Act. The Linn County insurance agent will pay the Albany & Eastern Railroad Company \$125,000 to settle the federal lawsuit. In addition to the compensation to the railroad, the county also agrees to:

- Spend \$150,000 to upgrade Crabtree Drive from Hungry Hill Road to Oregon Highway 226 to handle 88,000 gross vehicle weight trucks.
- Inspect for electrical and building codes, as well as fire and plumbing regulations, but not require county permits for such activities.
- Issue the railroad permits for its two current points of access to the site.
- Issue Special Transportation Permits to each log truck used by Weyerhaeuser for the transportation of logs on Crabtree Drive from Hungry Hill Road to Oregon Highway 226 allowing each truck to have a total Gross Vehicle Weight of up to 88,000 pounds.

As with other AERC sites I have visited, this one was very neat and well organized. However, one visit to Crabtree is enough for me.

Sources: Albany Democrat-Herald 7/10/2014, 7/2/2014, 6/18/2014, & 9/12/2013; photos by the author.



Another view of the log reloading site

August Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on August 15, 2014

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

A new member, Mike Blizioles, was present.

The July meeting minutes were called. Arlen Sheldrake made a motion to approve the minutes and Rick Blanton seconded. The membership voted to approve the minutes.

The monthly treasurers report was given by George Hickok. He reported that all accounts balance. He then made a presentation of the 2013 tax form that was mailed to the state. Doug Auburg made a motion to accept the report and Ken Vannice seconded. The membership voted to accept the report.

President Fleschner gave a big thank you to all the volunteers who worked at the Great Oregon Steam-up. George Hickok announced that the family of Randy Rock made a generous donation toward the Randy Rock Memorial sound tower at Antique Powerland. And, thanks mostly to Mark Reynolds, the new sound system worked very well. Mark Reynolds is now assisting the various entities at Powerland to standardize the telephone and alarms systems.

Ron McCoy then made the August, 2014 presentation of the Unsung Hero award to Trent Stetz for his activities at National Train Day 2014 and other activities.

Arlen Sheldrake announced that the Willamette Shore Trolley in Lake Oswego would be back in service tomorrow, August 16.

George Hickok announced that a communication from the National Organization stated that 'they' would no longer bill for the chapter dues and the various chapters would have to bill and collect their own. He announced that by dues renewal time the members will be able to pay their chapter dues online. President Fleschner announced that National is trying to re-imagine themselves and it will be several months before we will know what is happening. The Chapter Board will send out a questionnaire to the members in the near future, inquiring how we should proceed with our chapter. Al Baker said we should hear the future plans from National by November.

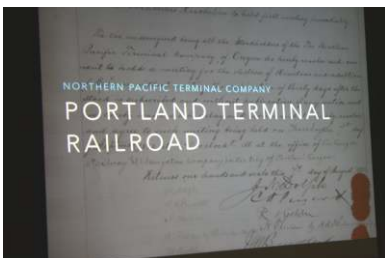
Arlen Sheldrake announced that he has "The Brix Logging Story" book for sale and after tonight the book will have to be ordered with handling and shipping charges.

Al Baker announced that on September 6, 2014 the Tacoma Chapter will host the second annual Northwest Railroad Heritage Forum with various interesting topics. He then announced that the program for September will be the historical review of the Water Street area before Tri-Met began building. In October, Arlen Sheldrake will give a presentation on the Streamliners at Spencer. November may be a video and in January, Doug Auburg will give a presentation on the railroads of New Zealand.

David Cautley announced that a preliminary agreement has been reached with the Oregon Pacific RR for the running of the Holiday Express during the first three weekends of December, 2014. Exact dates are being finalized. Stay Tuned!

The meeting was adjourned at 8:23 pm.

Jean Hickok provided the snack time again. Thank you Jean.



A very informative and interesting program was provided by Alfred Mullet on the history of the Portland Terminal Railroad with accompanying maps and photographs.



Trent receives the August Unsung hero Award



Alfred provided the evening's presentation

Respectfully submitted by Jim Hokinson, Secretary. Photos by Jim Hokinson



First MAX Car at ORHC

TriMet towed a MAX train along a section of the new Portland-Milwaukie Light Rail Transit Project, including the Tilikum Crossing bridge, on August 25th. TriMet engineers and safety crews pulled the train at walking speed along the northern portion of the line for a clearance test, part of the line's safety certification. The train was stopped frequently for measurements. Photo by Arlen Sheldrake at the diamond with Oregon Pacific RR in front of ORHC.

Pacific Northwest Chapter Lending Library

Visit Us!

OPEN Mondays and September 20th

September 20th (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

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PACIFIC NORTHWEST CHAPTER TIMETABLE No. 626

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

- September 19:** *The History of the OMSI/Water Area MAX Station Area*, Nick Stewart, Real Property Specialist, Capital Projects & Facilities Division, TriMet. Nick will present a slideshow of historic photos, maps and newspaper articles that he collected while researching property acquisitions TriMet needed for the Portland Milwaukie Light Rail project. You will see images of the world's largest sawmill which once occupied the site, learn why Water Avenue got its name, find out about Elizabeth Caruthers (Caruthers Street), look at track maps for the PTC East Portland Yard, see construction photos of the original Grand Avenue Viaduct, and find out how the Oregon Rail Heritage Center site is technically a big triangular street. (Re-booked from July.)
- October 17:** *Streamliners at Spencer*, Arlen Sheldrake provides a photographic review of his trip to see this historic 2014 event at the North Carolina Transportation Museum in Spencer, North Carolina.
- November 21:** TBD - Do you have a program to present?
- December 19:** *Annual Chapter Meeting, Potluck and Election*
- January 16:** *Railroads of New Zealand*, Doug Auburg takes us on one of his journey riding and photographing trains.

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

Board of Director's Meetings: September 11, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm
October 9, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm

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

NOTABLE NON-CHAPTER EVENTS:

- May 1-Dec 31 *Brooklyn Rail Yard Exhibit*, Oregon Rail Heritage Center, www.orhf.org
- Sept. Weekends *Willamette Shore Trolley*, Lake Oswego, www.oerhs.org/wst/ 503-697-7436
- Sept. 3-6 *National Narrow Gauge Convention*, Overland Park KS, www.kansascity2014.com
- Sept. 5 *Second Annual Northwest Railroad Heritage Forum*, Tacoma, www.railheritage.org, 253-272-3000
- Sept. 13-14 *Steam Train Weekend*, Chelatchie Prairie Railroad, www.bycx.org
- Sept. 17 *An Evening with the OR&N 197*, Oregon Rail Heritage Center, www.orhf.org
- Sept. 21 *Astoria RR Preservation Assn., Open House*, 10-6, 446 W Marine Drive, www.astoriarailroad.org
- Oct. 4-5 *First Autumn Colors*, North Pend Oreille Lions, Ione WA, www.lionstrainrides.com
- Oct. 4-26 Weekends, *October Fall Splendor Excursions*, Oregon Coast Scenic RR, www.oregoncoastscenic.org
- Oct. 4 *Washington Wine Express*, Mount Rainier Scenic RR, www.mrsr.com , 360-492-5588
- Oct. 5, 11-12, 18-19, *Autumn Leaves*, Mount Rainier Scenic, www.mrsr.com , 360-492-5588
- Oct. 11-12 *Second Autumn Colors*, North Pend Oreille Lions, Ione WA, www.liontrainrides.com
- Oct. 11-12 *Steam Fall Leaves Special*, Chelatchie Prairie RR, www.bycx.com
- Oct. 17 *Fall Colors Train*, Sumpter Valley Railroad, www.sumptervalleyrailroad.org
- Oct. 18-19 *Photographer's Weekend*, Sumpter Valley Railroad, www.sumptervalleyrailroad.org
- Oct. 18-19 *Third Autumn Colors*, North Pend Oreille Lions, Ione WA, www.liontrainrides.com
- Oct. 25-26 *Pumpkin Trains*, Chehalis-Centralia Railroad, Chehalis WA, steamtrainride.com
- Oct. 25-26 *Great Pumpkin Rides*, North Pend Oreille Lions, Ione WA, www.liontrainrides.com
- Oct. 25-26 *Headless Horseman Halloween Train*, Chelatchie Prairie RR, 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.