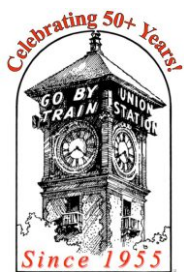


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PORTLAND'S CABLE RAILWAY

By Mark Moore



Two cable cars stopped on the trestle near Montgomery Drive. The house behind the car on the right is still there.

In the 1880's, as Portland's west side began to develop and grow, city leaders and developers began looking to Portland Heights as fertile ground for new growth. Portland's steep hills presented a challenge to getting residents from Portland Heights to downtown and back. In May of 1887, a group of stockholders got together and incorporated the Portland Heights Transfer Company to purchase horse-drawn coaches to run from First and Yamhill streets to Sixteenth and Spring Streets on the hill. Patronage was good and this service continued until the cable road was put in operation.

On June 23, 1887, the same group of stockholders incorporated the Portland Cable Railway Company with capital stock of \$150,000. Fourteen days later, on July 7, the Portland City Council granted a franchise to the company. Soon thereafter, the Portland Heights Transfer Company was transferred to the Portland Cable Railway Company. Construction of the trestle from Spring Street and Chapman (now Eighteenth Ave.) to Mill Street began on October 7, 1887 and it was completed less than two months later on December 4.

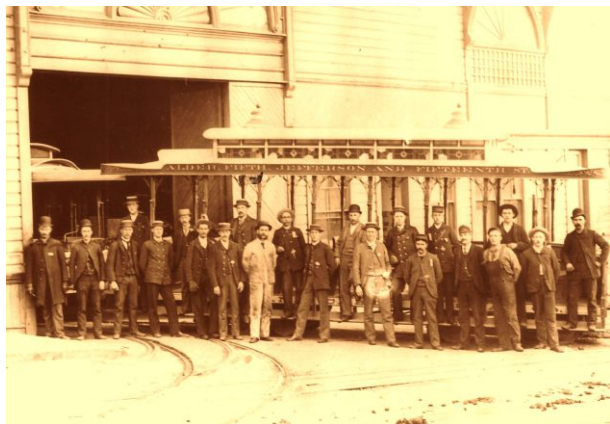
The next step was to build a powerhouse and lay the tracks. Initially, Portland Cable Railway principals tried to hire the services of the Powell Street Railway in San Francisco to build the line, but the costs proved to be too high and money was scarce. Finally, in March of 1889, the Portland Cable Railway Company hired an engineer and proceeded to build the powerhouse and lay the track themselves. Construction on the powerhouse began a month later and track work began in May. Construction went along fairly well until late summer when work was suspended for lack of materials. Much of the steel and other materials had been ordered from Johnstown, Pennsylvania and it was swept away in the Johnstown Flood before they could be delivered. A new order of supplies was hastily assembled in San Francisco and work resumed by the end of September in 1889.

The original cable car route ran from the present Eighteenth and Spring Streets down the hill to Jefferson to Fifth, down Fifth to Alder, and then east on Alder as far as Front Street. During January 1890, just as Portland's first electric streetcars began running along Second Street, the new cable cars arrived in Portland by boat from Stockton, California. After being unloaded, the new cars were placed on the new tracks and they were pulled to the new powerhouse by horses.

Installing the cable was a source of worry to everyone. Huge spools of cable were unfurled from Front and Alder and the cable was attached to a dray or wagon. The cable was pulled through the slot between the tracks by a team of six horses. When the dray reached Jefferson Street, the cable was threaded around the sheaves at the powerhouse and the horses started pulling the end back downtown where the two ends were spliced together. The cable was tested and it operated smoothly.

The next day, on February 17, 1889, they tested the cable by operating the first car on the line. Everything was working perfectly. The only complaint came from the wagon teamsters whose horses tended to get their shoes caught in the cable slot. A separate cable was laid up the hill and under the trestle to Spring Street where the line ended. When the turntable at the foot of Alder Street was completed, the line was virtually finished.

After a very brief training period and with the usual fanfare, Portland Cable Railway began offering rides on cable cars in Portland on February 22, 1890. Two days later, they had their first serious accident. The gripman failed to pick up the "rope" on leaving the turntable at Spring Street. The car began gathering momentum very rapidly and the crew panicked and jumped. The car held to the rails all the way to Jefferson Street where it turned over on the curve. Only three passengers were aboard and they escaped with only minor injuries. During the days that followed, no more serious accidents took place. Although, now and then, a mishandled grip would cause the car to stop suddenly, dislodging passengers and sending conductors flying through the car at the expense of glass and woodwork.



Workers pose at the powerhouse and shops

Over the next few months, the first major extension of the line added cars down Fifth Street from Alder to Union Station. The Alder Street line had to be altered so it could be operated separately. The turntable at the foot of Alder was removed and transferred to the end of Fifth Street. A second track was laid on Alder Street with a crossover at each end. A complete compliment of open cars arrived in time for use during the summer months. Horse cars were used until a double-ended cable car made its debut in mid-October on the Alder Street line. Another short extension was added a year later in October 1891 at the end of Spring Street west to the Portland Heights Club to avoid the dangerous descent from the turntable at Eighteenth Street.

Construction on another extension on Jefferson Street soon began west from Chapman to the City Park and nearby baseball grounds. This extension opened to traffic on April 8, 1892. At this time, all even-numbered cars climbed the hill and all odd-numbered cars ran to City Park. Original plans called for an extension westward along the hill to Canyon Road at Sylvan and ultimately to Beaverton. But the extension was never completed, even though the company had purchased land and had the right-of-way to make this happen.



Taken from the back of a cable car, this photo shows the view up the trestle to Spring Street. The powerhouse and shops are to the right, out of view.

Despite its steady progress, the company was in financial trouble. The line still had not reached the point of paying its own way and the heavy outlays for construction had consumed all the capital that could be raised. By July of 1892, creditors and contractors filed suit for payment and forced the company into bankruptcy. Another accident occurred on



Streetcars on Jefferson Street in the background connect with the cable car on Chapman (now Eighteenth) Street.

July 11, 1892 when car 13 broke loose at the powerhouse and ran down to Jefferson Street where it was thrown on its side on the curve. No sooner had the dust began to settle when car 18 repeated the performance, running into the remains of car 13. No one was seriously injured, but the damage claims arising from the disaster were the last straw for the company.

On August 31, 1892, the line was sold at public auction and Franklin Fuller was appointed receiver. Fuller would later manage the Portland Railway Company. Another runaway occurred on the hill on December 18, 1893. The car got away at the top of the trestle and the gripman immediately applied the slot brake. Due to the rickety condition of the trestle, the slot break merely spread the rails of the slot and the car continued its descent in a shower of sparks. With help from

a passenger, the gripman was able to make the slot brake catch hold when the car passed onto the pavement of Chapman Street and the car came to a stop. Fortunately, there was no damage to the car or passengers.

At Cable Park, at the end of the cable car line, there was something called a menagerie, which would be more like a small zoo today. Many operators put an amusement park at the end of the line to attract ridership. There was a Ferris wheel and the monkeys were popular at Cable Park. The story is told of a boy who sold a wildcat to the assistant manager of the cable railway company. The boy refused to show the animal to the assistant who bought it anyway for \$1.50 after negotiating down from \$2.50. After he had the money, the boy turned over a wounded wildcat with a bad leg. The wildcat was euthanized and the assistant caught an earful when the manager, Franklin Fuller, got back. There was a bit of rivalry in those days with the streetcar operators. The article tells how the City & Suburban Railway had a woman called Nadjie with a couple of trained lions at Mt. Tabor Park at the end of the streetcar line to attract riders.



Cable car at the Spring Street turntable at the end of the line

The line experienced more legal wrangling in the following years, but it continued operating while cutting pay to its crew. In September of 1884, debts were paid and ownership passed to Portland Traction Company. Assets consisted of the powerhouse, machinery, tools, furnishings, twenty four cars and seven and one-half miles of cable railway. In January 1896, crews began electrifying the line. Electrification was completed on May 1, 1896 and the cars were converted to electric operation. A trolley pole was added to the cars and a controller was added to the platform. To accommodate the electric motors, the cars had to be raised eight inches. A few unconverted cars were retained for hill use. The cable car operation continued to operate until 1904 when the Portland Railway Company opened a new electric streetcar line to Portland Heights.

Author's Note: Much of this information comes from the book entitled *Fares, Please! Those Portland Trolley Years* by John T. Labbe.

Mark Moore is President of the Webfooters Post Card Club, www.the.webfooters.com. This article first appeared in the October 2014 Webfooter Extra newsletter published by the club. With Mark's kind permission this article is reprinted in *The Trainmaster*. Mark also maintains the www.pdxhistory.com web site that is chock full of interesting history and great postcard images.

Additional information: What has six spokes, is 11 feet in diameter and weighs approximately 1,600 pounds? During the construction of the Westside light rail line, TriMet contractors unearthed a pulley buried 4 feet below the surface at the intersection of SW Jefferson and 18th Streets. This pulley is still owned by TriMet and is stored, it is believed, at the Portland Bureau of Transportation Stanton Yard. Oregon Live 3/21/2011. To date a permanent home for this historic artifact has not been found.

Zoo Refurbished Locomotives Return

Text and Photos By Arlen L. Sheldrake

On October 23rd the Centennial *Oregon* steam locomotive and the Zooliner locomotive returned to the Oregon Zoo from being refurbished by Pacific Power Group in Ridgefield, Washington.

Over several months, Pacific Power Group's engine experts installed a new smoke box on the Oregon and replaced the wood-frame carriage on the locomotive's tender with one fabricated of steel. The Zooliner got a new 174-horsepower diesel engine with advanced emissions-control technology (Tier 4) and better fuel economy. Both locomotives received custom paint work to spruce them up while retaining their historic attributes. The cost of the entire contract was \$280,000.

Both engines were used to help celebrate Oregon's centennial in 1959, although their designs represent divergent eras. The Oregon steam locomotive is a reproduction – about five-eighths-scale – of the 1872 Virginia & Truckee “Reno” locomotive featured in “How the West Was Won” and dozens of other films and TV shows. The Zooliner echoed the futuristic design (by the standards of the 1950's) of the Aerotrains, on a smaller scale; General Motors produced three Aerotrains locomotives that pulled trains from 1956 to 1966. One of the original Aerotrains is located at the Museum of Transportation in St. Louis, Missouri; and another at the National Railroad Museum in Green Bay, Wisconsin. True to its GM roots, the Zooliner features a cab that was created from the upper bodywork and windshield of a 1956 Buick.



The Locomotive *Oregon* is off-loaded



The *Zooliner* is delivered

After over a year, the Washington Park & Zoo Railway returns to operation with Zoolights that run from November 28, 2014 to January 4, 2015. The Zoolights train operation will be on a new route within the zoo grounds.

The zoo's 30-inch-gauge railway line and its trains have a long and colorful history. The Zooliner went into service on June 9, 1958, at the zoo's current site. It was moved to the grounds of the Oregon Centennial at what is now the Expo Center for a celebration of Oregon's 1859 statehood. Then-Sen. John F. Kennedy, soon to be elected president, visited the site and was photographed stepping off the steam train during a staged Wild West train robbery according to Zoo officials. The steam locomotive *Oregon* went into service around June 21, 1959, at the centennial site, and both trains were put into service back at the zoo in the fall of 1959. The route through Washington Park opened in 1960, and the rest of the loop line through the zoo was finished in 1962.



The Oregon Zoo is service of Metro, the regional government servicing most of Washington, Multnomah and Clackamas counties.

Sources: Oregon Zoo web site, <http://www.oregonzoo.org>; The Columbian 10/24/2014. Photos by the author with thanks to Jeff Honeyman (PNWC member since 1973) for editing this article and for letting me know when the locomotives were scheduled for delivery.

VOLUNTEER HOURS

MEMBERS

Remember to report your volunteer hours to Jim Hokinson, Secretary. We need all your hours donated for the benefit of the Chapter and/or for ORHF.

Please report your time to Jim Hokinson at a meeting or by e-mail at jhokinson@comcast.net, no later than the January 2015 meeting. Thank You!



PNW SHORT LINES

by Arlen L. Sheldrake



Public and private partners on October 17th announced construction is underway on the Philip Avenue overpass in North Vancouver, British Columbia. The more than C\$30 million project involves the Canadian government, province of British Columbia, District of North Vancouver, CN and Kinder Morgan Canada Terminals-Vancouver Wharves. Located in the North Shore Trade Area (NSTA), the overpass will decrease traffic congestion and improve safety by eliminating a grade crossing. The overpass will cross CN tracks at Philip Avenue and include two ramps. The project will enable longer trains to move through the area and reduce rail-car switching noise, shunting and whistles. Construction is scheduled for completion in fall 2015. The overpass is one of several transportation projects that will help meet the future demands of the NSTA, which includes port terminals and industries along the north shore of Burrard Inlet. The NSTA handles more than 35 percent of all volume through Port Metro Vancouver and is a critical export gateway to overseas markets. **Progressive Railroading 10/20/2014.**



The same railroad embankment that failed to stop the disastrous Vanport Flood of 1948 remains a weak link in Portland's levee system designed to prevent floods. As part of a new federal recertification required for the Columbia River levee system, Cornforth Consultants led a team that analyzed the western portion of the levee system. Consultants concluded the railroad embankment doesn't meet the new Army Corps standards for protecting the region from a 1 percent flood (formerly called 100-year floods). However, Union Pacific and Burlington Northern Santa Fe never allowed the consultants to adequately test the soil under the rail tracks. Geotechnical specialists doubt the rail embankment soil is compacted enough, and it's believed to contain decaying old wood from a trestle once traversed by trains on the site, which doesn't meet federal standards. Neither company wants to formally acknowledge the land under their rail line is a levee or agree to operate it as such. Union Pacific opposes designating railroad rights of way as levees as they are not designed for such purposes and the use of them exposes Union Pacific to unquantifiable costs, liability and damages. The former Vanport area is protected by the Peninsula Drainage District #1. **Portland Tribune 10/21/2014.**



On October 1st Union Pacific began applying a \$300 surcharge for 40 foot/45 foot containers exceeding 26 tons and a \$200 surcharge for 20 foot containers exceeding 22 tons heading for western ports. The company said the surcharge will allow it to "efficiently and safely" transport double-stacked intermodal containers. The charge is tied to handling the heavier containers, which cannot be stacked on top of lighter containers or on top of each other. **Capital Press 10/22/2014.**



Tacoma's new Amtrak station design on October 21st passed near-final muster from an advisory committee that 10 months ago had loudly rejected a prior preliminary design. The new drawings showed a glass-walled, 180-foot-long station equipped with transparent garage-door-like walls that can be raised in fair weather to create a station open to the outside on both its street and track sides. The proposed station would be built in the middle of the 1,000-foot-long Freighthouse Square building at East 25th and D streets near the Tacoma Dome. The design will include a clock tower structure that will be a visual landmark for the station and ultimately could serve as a support and an elevator shaft for a pedestrian bridge between the existing Sound Transit garage, the new station and the new south platform at the station. The design acknowledges Freighthouse's 100-plus-year history with a narrow band of wood siding that frames the large glass wall and by the design of the windows which echo the divided panes of windows in the existing building. The state's plan doesn't include funding for the pedestrian bridge, and the tower may not be included in the project if the Federal Railway Administration (FRA) objects. The state plans to submit the basic design to the FRA at the end of November. If the federal agency approves that and a subsequent final design, construction of the station is expected to begin in late 2015 or early 2016 with the station opening in 2017 when trains begin using the new route. The new station is part of the Point Defiance Bypass project. **The News Tribune 10/21/2014.**



On November 13th Sound Transit conducted an open house to seek public feedback on preliminary designs for replacing the aging Tacoma Trestle. The wooden single-track railroad trestle will be replaced with a concrete double-track structure to accommodate additional Sounder trips. The new structure will also accommodate additional Amtrak service when those passenger trains are routed inland. Other improvements include upgrading railroad signals, replacing retaining walls along the bridge, and making minor street repairs. Construction on the new trestle is scheduled to begin in 2015 and be complete by

2017. **Sound Transit press release 11/12/2014.**

On October 22nd TriMet previewed the first “Type 5” MAX light rail vehicle (LRV) at their rail facility in Gresham. TriMet is purchasing 18 Type 5 trains as part of the Portland-Milwaukie Light Rail Transit Project – or MAX Orange Line. The second Type 5 vehicle arrived the week of October 20th and the rest will arrive by April 2015. The first two vehicles will undergo rigorous testing including a 4,000 mile burn-in testing period. The other 16 vehicles will go through a 1,000-mile burn-in testing. The Siemens type 5 LRV are designed and manufactured at its Sacramento, California plant. Siemens is also installing the first regenerative energy storage unit in the U.S. on the Portland-Milwaukie line. The technology allows for energy created during braking to be stored and then re-used in one of two forms, energy savings or voltage stabilization during peak demand times. TriMet will utilize the system in voltage stabilization mode. **TriMet press release 10/22/2014 & Railway Age 10/23/2014.**



Shipments of Bakken crude oil from North Dakota to California by barge have quietly overtaken those by train for the first time, showing how the state's isolated refiners are using any means necessary to tap into the nation's shale oil boom. While tough permitting rules and growing resistance by environmentalists have slowed efforts to build new rail terminals within California itself, a little-known [not to readers of this column] barge port [Port Westward in Clatskanie] in Oregon has been steadily ramping up shipments to the state, a flow expected to accelerate next year. From January through June, California received 940,500 barrels of the North Dakota crude oil from barges loaded at terminals in the Pacific Northwest, the highest rate ever. Bakken crude transported to California on railcars accounted for just 702,135 barrels over the same period. Such shipments by barge cost more than bringing in Bakken directly to California by rail, but easily plug into existing port and terminal infrastructure – avoiding the need for new permitting that can take years. Top oil barge operator Kirby Corp, which runs vessels out of Clatskanie, is currently building two larger 185,000-barrel barges to deploy on the coast next autumn. **Reuters 10/23/2014.**



The Washington State Department of Transportation (WSDOT) is seeking insights of farmers, rail-industry experts, regular citizens and anyone in between at three planning workshops this fall. WSDOT is hosting workshops in Ephrata on October 30, Spokane on November 13 and Clarkston on December 9. Among others, WSDOT hopes to explore two important questions at the workshops: What improvements are needed on state-owned rail lines in eastern Washington to enhance farm-to-market commodity movement? And what operational changes can be made to improve the value of these rail lines to eastern Washington shippers and producers? These meetings will provide input to the Palouse River and Coulee City Rail System Strategic Plan being developed in partnership with the PCC Rail Authority. The 297-mile Palouse River and Coulee City (PCC) rail line consists of three branch lines that carry freight through four eastern Washington counties (Spokane, Lincoln, Grant and Whitman). The PCC is operated by Watco Transportation Industries. **RT&S 10/24/2014.**



News from the Inland Northwest Rail Museum: The building of phase 1A of the Lee Tillotson Restoration and Conservation Center began in late August. Initial plans were adjusted twice to get the price down to a more manageable level of \$2.5 million. Phase 1A will allow moving everything from the shop building at the Spokane Interstate Fairgrounds; have ample storage and the capability of using the equipment for maintenance and restoration, while still having a moderate museum open to the public. Erection of the metal frame building began in mid-October. Future phases, subject to funding, will include a Street Car Gallery. Standard gauge track construction has included a spur from the mainline and a number of display tracks for the twenty or so cars in their collection. Tracks for the 2-foot gauge train are slated to be completed when the facility opens in 2015. Donations to complete funding for phase 1A are tax deductible and can be sent to: Inland Northwest Rail Museum, PO Box 471, Reardan WA 99029 or go to www.inlandnwrailmuseum.com. Information from their newsletter: **Sidetrack, Volume 19, January-September 2014.** [This group has been located at the Spokane Interstate Fairgrounds since at least 1978 and was asked to move in 2002. Since that time the Museum has been operating on a year-to-year lease allowing time to find and develop a new home.]



The restaurant in the Eugene Oregon Electric Station is once again packing in diners. The multi-million dollar remodeling occurred this year from February to its reopening on August 4th. The result is a restaurant with six dining rooms (some with railroad themes in rail cars, seating for 320, two bars, a large outdoor patio, a head chef hired from a top Broadway restaurant in New York and staff to serve 1,000 meals on a busy day. The Oregon Electric Station restaurant is at 27 E. Fifth Ave. (<http://oesrestaurant.com>). **OregonLive.com 10/25/2014.** The Oregon Electric Station was built in 1914 and was designed by A.E. Doyle. Passenger service was discontinued in 1933 and the building served as an office, then in 1961 the station

became a branch of the Oregon Museum of Science and Industry. The station was converted into a restaurant in 1977. The Georgian Revival structure is on the National Register of Historic Places and is an officially-designated Eugene City Landmark. **National Register of Historic Places.**



Following the November *Trainmaster* article, we got the following message from George Landrock: “We are doing pretty good here. Keeping busy working on the house. Leia and I went down to Wickenburg to meet with a person with the city about their 2-8-0 [Santa Fe 761, consolidated type, built April 1900] they want to restore. Looked it over and gave them a few ideas. As far as restoration, not too bad. Some wood work and some sheet metal work and some grunting and groaning. So they are going back to the city manager and see how they want to proceed. Something to do. But first making sure to get the house done. Have to get the train room together. Have to at least get my lantern collection back up and displayed. See you in December.”

Model Train Festival, December 21 – January 1, Washington State History Museum in Tacoma. The event showcases model trains displays designed and assembled by model train enthusiasts across the state. The displays occupy every floor of the museum and include the largest permanent model train layout in the state. The Puget Sound Model Engineers club continues construction on the 1,800-square-foot permanent layout depicting the rail lines from Tacoma's Point Defiance Park to the Stampede Pass tunnel in the Cascades. (www.washingtonhistory.org)



Vigor Fab is building two 83,000 bbl. tank barges for Harley Marine Services. The 422'x76'x27' tank barges, designed by Elliott Bay Design Group to be part of articulated tug and barge configurations, will be among the largest vessels constructed for Harley Marine's fleet. Construction began in March at Vigor's 60-acre shipyard on Swan Island in Portland, Oregon. With an 800 foot buildway, 600 ton gantry crane, and 360,000 square feet of covered fabrication areas, the yard is equipped to handle large projects like these. The first tank barge is scheduled for delivery in spring 2015, with the second barge set for delivery in the summer of 2015. vigorindustrial.com [Bakken crude oil carriers.]



RailComm has been selected to replace the communication infrastructure for TriMet's CTC Dispatch System at ten separate locations. The Portland, Oregon area transit agency will be taking advantage of the RailComm protocol and communication solution, which is designed for reliability and robustness. Control for the locations is being provided via the Domain Operations Controller (DOC) system – RailComm's proprietary dispatch systems application. RailComm's DOC is a single, off-the-shelf system that seamlessly integrates centralized traffic control, dark territory control, yard automation, and SCADA control solutions. Designed to be completely extensible and expandable, DOC's modular architecture allows railroads to add, remove or enhance modules with no negative impact on performance or stability. **RailComm press release 10/30/2014.**

The Port of Longview is launching a \$10 million Industrial Rail Corridor expansion project that will increase cargo-movement efficiency for existing and future customers. In 2016, the Port plans to add one more track and two 7,000-foot sidings to the Industrial Rail Corridor's existing two tracks. The additional capacity will allow three simultaneous train movements as well as storage of two unit trains on the side tracks. The Industrial Rail Corridor connects to BNSF Railway's main line, which is also used by Union Pacific Railroad. **Port of Longview press release 10/31/2014.**



The long string of WRWK (ex-SP and ATSF) 48' 5-pack double stack cars is being scrapped in Chehalis, Washington. The string of cars stretched miles between Maytown and Centralia for a long time along Interstate 5. **Trainorders.com posting by Scott O'Dell 11/3/2014.**

While I am unable to read Japanese, the Japan Railfan Club October 2014 magazine has three pages devoted to Steve Hauff's presentation that he made to their group on geared locomotives. The Japan Railfan Club, based in Tokyo, is a chapter of NRHS and was formed in 2009. A recent issue of NRHS News has an article on Steve's visit and Steve is writing one for a future *Trainmaster*.

Building a train trench is one option to address increasing train traffic and beach access along the Edmonds waterfront could cost between \$250-\$290 million, according to a preliminary cost and feasibility analysis conducted by engineering firm Tetra Tech on behalf of the City of Edmonds. Constructing a train trench along the Edmonds waterfront would involve a number of costly features. Those features include excavating up to 30 feet deep into weak soils, addressing strong water pressure in a trench that is up to 20 feet below the groundwater table, heightened environmental concerns of a project along Puget Sound and Edmonds Marsh, the relocation of Willow Creek, steep slopes bordering the project site, and working with the constraints

of a busy urban environment – all while maintaining an operating rail line throughout the construction project. **City of Edmonds press release 11/3/2014.**

The final draft of the Salmonberry Corridor Concept plan is completed and ready for review. The November 2014 plan is 45 pages with some neat pictures with another 80 pages of attachments. see: salmonberrycorridor.wordpress.com [The plan covers the Port of Tillamook Bay railroad from Banks to the former NAS Tillamook.] **Salmonberry Corridor Coalition 11/8/2014**

Americold (www.americold.com) announced October 20th that it has opened a facility in Heyburn, Idaho. The 160,000 sq.ft. temperature-controlled building has capacity for more than 17,000 pallets – 10,000 steel-racked and 7,000 bulk-storage positions. Americold will condition the facility to accommodate the local dairy and agricultural market. With 10 truck and seven rail dock doors, the facility has the ability to maintain temperatures ranging from -5 degrees F to 50 degrees F. A full suite of services, including cross-docking, labeling and ticketing solutions, product tempering, and export full-truck load and less-than truck load consolidation will be available. The facility is served by Union Pacific Railroad and Interstate 84. [Another of Americold's more than 175 facilities is in Milwaukie, Oregon and is served by Oregon Pacific Railroad.] **Americold press release 10/20/2014.**

On November 6th the **Hood River County Museum** (<http://www.co.hood-river.or.us>) posted a very interesting picture on their Historic Hood River Photo Blog of the first (what you see today is the second built in 1911) Hood River OR&N depot and a nice steam locomotive headed east. The date of the picture was unknown but guessed to be 1883. The photo comes from a stereo card. Bruce Strange, one of our crack PNWC archivists, did some research that was forwarded to the Museum:

The pictured locomotive is OWRR&N 4-6-0 No. 135, CN-512 built by New York Locomotive Works in March 1889; class T-63, 63 inch drivers, 19X24 inch cylinders, 92,350 lbs. on the driving wheels, 150 lbs. steam pressure, 17,594 lbs. tractive force or effort, fuel = coal, vacated October 1928. These specifics from UP Steam Roster 1915-1990 2nd revised edition 1990 compiled by Gordon McCulloh, Smokerise Publications. Thanks Bruce!



Infinity Transportation Logistics (ITL) launched in mid-November a new expedited refrigerated domestic intermodal container service operating from the Pacific Northwest to the Midwest and East Coast. ITL is using state-of-the-art 53-ft refrigerated containers built for domestic service. The primary focus of the business will be moving frozen foods and other refrigerated products from Washington State and Oregon to the Midwest and East Coast, with return service to Washington and Oregon. The new ITL expedited door-to-door intermodal service will depart intermodal ramps in Seattle, Spokane, and Portland six days per week. Load transit time is projected to be about 6 days to the Midwest and 8 to 9 days to various destinations on the East Coast. ITL will have a service radius of about 160 miles from the three intermodal ramps. ITL will also bring refrigerated and frozen foods and some dry goods back from the Midwest and East Coast to the Pacific Northwest. [Draw 160 mile circles around the three intermodal ramps and you see the market potential.] **Biz Journals 11/10/2014.**



The ODOT Hazardous Materials By Rail Rulemaking Advisory Committee (HMRAC) met again on November 13th to review the developing proposed rule. The committee agendas and this rule may be viewed: http://oregon.gov/odot/comm/pages/hazmat_advisory_committee.aspx. The proposed rules are headed for OAR 741-510-00nn and incorporate by reference United States Department of Transportation Title 49, Code of Federal Regulations, Parts 171 through 180 insofar as those rules apply to railroads and railroad shippers. **ODOT email 11/13/2014.**



All Aboard: A Celebration of Walt's Trains is an exhibit at the Walt Disney Family Museum running through February 9, 2015. The exhibit explores the influence that railroading had on Walt Disney's life and work, and how his railroading legacy lives on to this day in Disney films and theme parks around the world. The Walt Disney Family Museum is located in The Presidio, San Francisco. More information: www.waltdisney.org. [One of Walt's trains is one of the fun family rides outside of Paris; aren't we all kids at heart?]

UP officials say they have leased two rail inspection vehicles, called geometry cars, doubling the number of computer-based safety cars in use on the company's tracks. Running at regular train speeds, the inspection vehicles can detect tiny deviations and wear on rail lines that could cause a derailment if allowed grow. **Sacramento Bee 10/20/2014.**

Oil shippers seeking to add as many as a dozen new crude unit oil trains to BNSF's lines have been told that additions will be

considered sometime in 2015 but no additions are currently possible. BNSF says that before we add incrementally more business to the network, we need to see if the network can handle it. Round trips from North Dakota to the East Coast currently take 18 to 19 days, down from 23 to 24 days over recent months according to one oil industry source involved in the oil-by-rail trade. **Park Rapids Enterprise 11/13/2014.**



Earth moving is scheduled to start November 17th at East Portland for construction of the new leg of the wye that will connect the Union Pacific Brooklyn Subdivision with the Graham Line. **Bob Melbo. ODOT Rail Planner, email 11/14/2014.**

On November 14th the ex-Rayonier #3, a 1910 2-truck Shay, was moved from storage in Tillamook to Lebanon. The goal is to restore the locomotive to operation in Lebanon and operate it on the Albany and Eastern Railroad. **Trainorders.com 11/15/2014 Aaron Zorko posting.**



After months of negotiations and planning a consortium that includes community leaders and a prominent West Maui businessman last week announced that they have the historic Lahaina Kaanapali & Pacific Railroad back on track and may re-launch the Sugar Cane Train soon. Operating for 45 years, the Sugar Cane Train made its last trip on August 1, 2014 after the former owners announced they were ceasing operations due to the viability of the attraction. Craig Hill, the new owner, has been a resident of West Maui for 30 years and works in the Hawaii visitor industry. He hopes to have the train back in service in several months. [The 6-mile narrow gauge line connects Lahaina with Puukolii.] **Lahaina News 11/6/2014.**

MEDCO No. 4 UPDATE



Significant progress has been made on the restoration of the Medco 4 Willamette geared steam locomotive this year. The boiler, the cab and the steam engine have all been reunited with the truck and frame. Thanks in part to grants from the Oregon Cultural Trust and the National Railway Historical Society, the firing controls, the boiler appliances (injectors, water level gauges, blowdown valves), and the associated piping have all been rebuilt or replaced and installed.

The safety valves, rebuilt by Pacific Industrial Services, Inc. at no cost to us, have been installed. The sand dome and smoke stack have also been refurbished and reinstalled.

While the Medco No. 4 is looking more and more like a complete locomotive, there is still much to do. For example, the steam engine (the cylinders that drive the locomotive) needs to be partially disassembled, evaluated, and repairs made as needed; refurbishing of the line shafts and drivelines need to be completed; parts of the air pump need to be refurbished or remanufactured by a machine shop; and the entire air brake control system needs to be installed. This is only a partial list. It is estimated that at least \$30,000 still needs to be raised to complete the Medco No. 4 restoration. Your continued support is needed to keep this project moving ahead.

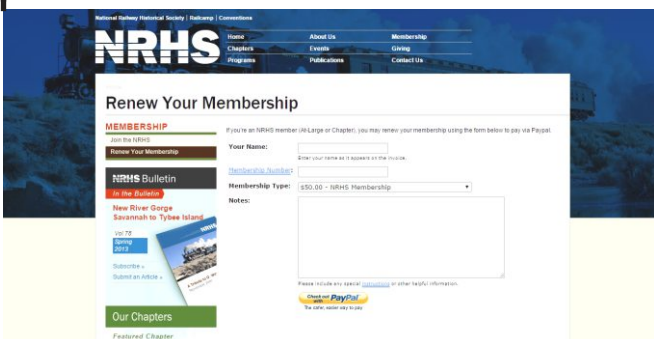
Chief Mechanical Officer and Medco No. 4 Project Leader, Jerry Hellinga is offering two challenges for this fund raising effort:

1. \$1,000 is offered if at least 50% of the membership donates \$25 or more.
2. An additional \$1,000 is offered if total donations for the current year from all sources exceed \$10,000.

The deadline for both offers is December 15, 2014. To donate to the Medco No. 4 restoration, write a check to the Southern Oregon Railway Historical Society (SORHS) with Medco 4 on the memo line on the check and mail it to: SORHS, PO Box 622, Medford OR 97501 or donate on line at www.soc-nrhs.org. Click on the "donate" button at the bottom of the home page to make a donation through EBay and PayPal.



[This article originally appeared in the August/September 2014 Manifest newsletter published by the Southern Oregon Railway Historical Society. Text, photo and permission to reprint received from Chris Manley, Newsletter Editor.]



Renew Online: Your National NRHS Membership for 2015
at: www.nrhs.com/membership/renew

Remember that National NRHS Dues will be collected separately from Local Pacific Northwest Chapter dues for 2015! Stay Tuned for details on renewing your Local Chapter Dues.

November Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on November 21, 2014

The November general membership meeting was called to order by President Keith Fleschner at 7:34pm. The minutes of the October meeting were called. Arlen Sheldrake made a motion to approve the minutes and Christopher Bowers McCoy seconded. The membership voted to approve the minutes.

George Hickok gave the monthly Treasurers report that all accounts balance. The Brix Logging book continues to make money, the mailing services is in deficit because of money owed, about thirteen thousand has been spent from the S2 restoration fund, the poster project has no change, and the Steel Bridge book has turned a good profit. Doug Auburg made a motion to accept the report and Bruce Strange seconded. The membership voted to accept the report.

President Fleschner announced that member Henri Larose is battling cancer and is now in California living with his brother.

Ed Berntsen reported on the present condition of the National organization. He is now the Chairman of the National Heritage Grant Committee. He said the dues process is finally getting started because as of today the National board has access to the membership database. He urged each person to renew their national dues by going online and using a credit card. Go to www.nrhs.com/membership/renew, then pay by credit card through PayPal. If you want to make a donation to the National, go to www.nrhs.com/giving. Our chapter dues will be paid separately and a letter will soon be sent out to members. Mr. Berntsen said both the 2014 East and Northwest RailCamps were successful. The 2015 RailCamps are being planned and counselors are needed.



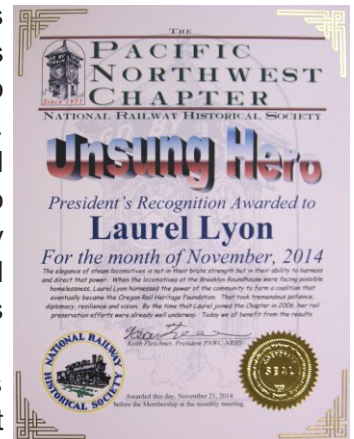
Ed Berntsen

Mark Reynolds reported the Holiday Express is almost here and more volunteers are needed. Tomorrow, November 22 will be the volunteers safety meeting at 10:00 at the Oregon Rail Heritage Center. He said much volunteer work has been done to the railcars to make them clean and safe.

David Cautley said there needs to be more volunteers for the Holiday Express event as both ground crew and concessions. Volunteers need not be members.

George Hickok reported that with the grant money received, most of it was used to install an electrical inverter in the Plum Creek car to bypass use of the generator under the baggage car.

Ron McCoy presented the UNSUNG HERO Award to Laurel Lyon, who was not present to accept. [Editor's Note: The award was presented by Mark Reynolds to Laurel the next day at the Oregon Rail Heritage Center.]



Laurel receives the Unsung Hero Award

Mark Reynolds reported that the Train Toys For Tots program this year would be donated to the Catholic Charities of Oregon, because our giving date is too late for the other charities. We should plan for 2015 to bring our gifts to the November meeting so they can be presented to the Marines. He reminded everyone that toys may be bought at the Heritage Center for cost plus a dollar to cover shipping.

Ken Peters announced that the Zoo Railway will be offering a free ride weekend before the Zoolights night. The meeting was adjourned at 8:37pm. Snack time was presented by Lila Stephens. Thank You Lila.



Bruce Strange brought sample photos and listings which have completed to date of the Chapter Archive photos

Ron McCoy announced and presented the evening program; two videos prepared by Jerry Tanquist about the Columbia River Railroads.

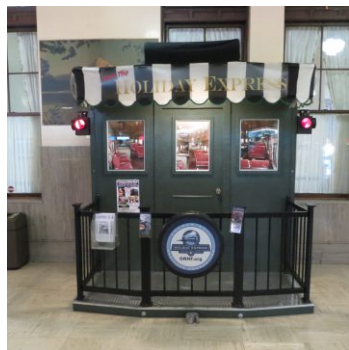
Respectfully submitted by Jim Hokinson, Secretary. Photos by Jim Hokinson & Trent Stetz

Annual Holiday Potluck

PROVIDED: Ham main dish & potatoes
BRING: Hot Dishes, Side Dishes, Salads, Pies, Cakes & Cookies

❄️ **DECEMBER 19th** ❄️ **6:30PM**

St. Mark's Lutheran Church
Toys must be
New & unwrapped
Membership meeting &
Annual Elections to follow
immediately thereafter.

The Chapter's Observation Platform Display at Portland Union Station was spruced up and is now promoting the Holiday Express during the Holiday Season; with Thanks to Ron McCoy and Christopher Bowers McCoy (Photo by Arlen Sheldrake)

Pacific Northwest Chapter Lending Library

Visit Us! New Books!

OPEN Every Monday
10 am to Noon

The Library is normally open the Saturday following the membership meeting. (Will be Closed December 20th)

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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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 McCoy	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	Phil Barney	503.706.0498
Library	Ken Vannice	503.244.8732
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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Articles which appear in *The Trainmaster* do not express the official position of the organization on any subject unless specifically noted as such. Material from *The Trainmaster* may be reprinted in other publications provided credit is given as to the source, except in cases where the article originated in a third party publication and special permission was given to *The Trainmaster* to print the article here. Please address contributions and correspondence to:

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PACIFIC NORTHWEST CHAPTER TIMETABLE No. 629

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

Nov. 28-30:

Dec. 5-7:

Dec. 12-14:

Holiday Express at Oaks Park, Oregon Pacific Railroad, www.orhf.org



December 19: **Starts at 6:30pm** *Holiday Potluck, Annual Chapter Meeting, Officer Election and Train Toy Drive*

January 16: *Railroads of New Zealand*, Doug Auburg takes us on one of his journey riding and photographing trains.

February 20: Video: *America & the Passenger Train*; Explores America's passenger trains from the 1830's thru the 1900's. At one time, America's passenger trains set the standard for rail passenger service in the world. Famous trains like the 20th Century Limited, Super Chief, California Zephyr, and Daylight, are profiled in this program.

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

Board of Director's Meetings: December 11, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm
January 8, 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-Aug 1, 2015 *Brooklyn Rail Yard Exhibit*, Oregon Rail Heritage Center, www.orhf.org

Dec. 5 – Dec. 21 *Polar Express*, Fri/Sat/Sun, Chehalis-Centralia RR, steamtrainride.com

Dec. 6-7, 13-14, 19-20 *Santa Train 2014*, Northwest Railway Museum., www.trainmuseum.org

Dec. 6-7, 13-14 *Christmas Tree Specials*, Chelatchie Prairie RR, www.bycx.com

Dec. 5-7, 13-14, 20-22 *Santa Express*, Mount Rainier Scenic, www.mrsr.com

Dec. 6 & 14 *Santa Trolley*, Yakima Valley Trolleys, www.yakimavalleytrolley.org

Dec. 6 & 7 *Santa Train*, Alberni Pacific Railway, Vancouver Island, www.alberniheritage.com

Dec. 6-7, 13-14 *Candy Cane Express*, Oregon Coast Scenic Railroad, www.oregoncoastscenic.org

Dec. 6 & 7 *Santa Train*, Alberni Pacific Railway, Vancouver Island, www.alberniheritage.com

Dec. 6-7, 13-14 *Candy Cane Express*, Oregon Coast Scenic Railroad, www.oregoncoastscenic.org

Dec. 8, 10, 12, 17, 19, 20 *Christmas Ships Trolley Rides*, Willamette Shore Trolley, www.oerhs.org/wst

Dec. 13-14 *Christmas Trains*, Sumpter Valley Railroad, www.sumptervalleyrailroad.org

Dec. 20 *BNSF Vancouver, WA Holiday Event*, SP&S 700 attending, www.sps700.org

Dec. 20 *SP&S Exhibit Opens*, Vancouver Amtrak Station, Clark County Historical Society, www.cchmuseum.org

Dec. 21 – Jan. 1 *Model Train Festival*, Wash. State Historical Society, Tacoma, www.washingtonhistory.org

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

Feb. 14, 2015 *SP&S Historical Society Swapmeet*, 9:30-2:30, Holiday Inn-Portland Airport, www.sps.shs.org

Mar. 14, 2015 *WINTERAIL 2015*, Stockton CA, winterail.com

July 15-18 *Northern Pacific Railroad Historical Assn. Convention*, Fargo ND, www.nprha.org

PNWC – NRHS MISSION

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