

# The

September 2015

ISSUE N<sup>o</sup> 638



# Trainmaster

The Official Publication of the  
Pacific Northwest Chapter of the  
National Railway Historical Society  
Portland, Oregon  
www.pnwc-nrhs.org



## OREGON RAILROAD AND NAVIGATION COMPANY No. 197 LOOKING GOOD

By T. Trent Stetz



The OR&N No. 197 Posing in front of the Oregon Rail Heritage Center (Photo by T. Trent Stetz)

During the public preview of the new Tilikum Crossing Bridge on August 8th and 9th, the 1905 Baldwin 4-6-2 Pacific Type, Oregon Railroad and Navigation Company No. 197 was put on display in front of the Oregon Rail Heritage Center. The new bridge will carry the new MAX Orange Line and complete the Portland Streetcar loop across the Willamette River. More than 40,000 people walked, biked or rolled over Tilikum Crossing during its public preview, a sort of “soft opening” for the country’s first car-free pedestrian and transit bridge.

# OR&N No. 197 LOOKING GOOD

The restoration work continues on the OR&N No. 197. Recently the cab lettering was applied, as shown in the photo. As do most steam locomotives, key specifications for the locomotive are given on the cab. The 77 refers to the wheel diameter of the driving wheels. The  $\frac{22}{28}$  refers to the 22 inch cylinder diameter and the 28 inch cylinder stroke. The 143 refers to the weight on the drives in thousands of pounds. The P refers to the class designation.



Lettering was recently applied to the OR&N 197's cab

In a 1923 rebuilding at Union Pacific's Albina Shops in Portland, the engine received new cylinders, converting her to simple (single expansion) two cylinder operation. The valve gear was also converted from Stephenson to Walschaert, which was becoming common on modern locomotives.

The OR&N 197 was retired by the Union Pacific Railroad as No. 3203. It was spared scraping and was donated to the City of Portland in 1958. On February 10, 1996, it was finally removed from Oaks Park. It was then moved to the Brooklyn Roundhouse, where it once again joined SP 4449 and SP&S 700 to begin restoration.

---

## UPDATE FROM THE PNWC LIBRARY

By Bob Weaver

This is a summary of the progress to date in applying new call number labels to the books in the PNWC library. As you know, we outgrew our old shelf number system, which served us well for many years. It gave us 27 categories or shelf addresses for our books. As our library grew to over 1,300 volumes, some of the shelves got a little crowded. One "address" had over 300 "residents," books with the same call number of 18.

To fix this we adopted a classification system created by George Drury of Kalmbach Publishing for its railroad library. With some revisions, Drury's system has done a better job of organizing our book collection. It brings together books of the same subject and provides many more subject classes and subclasses. It also gives a unique call number or address to each item, making them much easier to find.

Anyone who can locate a book with a Dewey Decimal number can locate books with our new system. We started this project in January 2014, and we are still struggling to complete it. So far we've applied new labels to 1,460 books. Of that total, 42 volumes are in Room 1A in the Reference Library (aka Archives). Most of those were duplicates of books in the Lending Library that we deemed worthy of keeping.



We have 80 (more or less) Lending Library books to reclassify into the new system. These are located in the last alcove in Room 1 and form part of the old Eastern Railroads (shelf 25) and Midwestern Railroads (shelf 26) classes. Hope to get these done by the end of September.

Hats off to Bruce Strange, who's done a great job putting new Mylar dust jacket covers on many of the books. Some new books lacked dust jacket covers, while some of the older books had old vinyl covers which were chemically unstable and prone to dissolve into a gooey mess.

Hugh Delany has been a great help figuring out the subjects and descriptions of the books so that we could assign the proper class and subclass letters to them. I've really relied on his mature judgement. Thanks a million, Hugh!

# THE ONLY MOTIVE POWER USED ON THE PASS

By Martin E. Hansen

I know what you are thinking – where is the locomotive? What motive power is Martin talking about? What railroad is this?

Well the answer is simple. This is a very rare photo of one of the most famous railroads in the Western U.S. What we see in this old photo is the Summit at Hogg Rock of the Oregon Pacific Railroad.

Col. Hogg originally built his line between Corvallis, Oregon and Yaquina, Oregon on the coast. His real goal however, was to reach Idaho. With that in mind he gained financing and started building in the 1880's up the Santiam River Canyon. In order to stake out his claim to his crossing of the Santiam Pass, Hogg had his construction crews blast out over 2



miles of the grade on the top of the pass and had several hundred feet of track hauled in and spiked down on the very top of the grade. Once this was done, a construction car was hauled in and the crews were told to haul it periodically back and forth on the grade to preserve the railroad's claim to the right of way. It is that very process you see here in this fine old photo. The construction crew is all joining in to pull the railroad car on the grade to preserve Col. Hogg's claim.

Unfortunately, Hogg's financing ran out and his Oregon Pacific line only reached Idanha, Oregon in the Santiam River Canyon. He was never able to connect to his short section on the Pass and proceed on to Idaho. Such was the fate on one of the West's most colorful railroad developers.

The 2.5 miles of grade is still very much there and quite visible. You can hike on it all the way down to Lost Lake. When you climb the Santiam Pass by car you can look up and see the grade and the palisades rock work still just as it was built.

---

From *Wikipedia, the free encyclopedia*: Thomas Egenton Hogg:

1828-1898, a master in the Confederate States Navy who participated in raids on the Union ships during the American Civil War. He was captured and sentenced to death, but was eventually released from prison, after which he became a businessman and railroad promoter in the U.S. State of Oregon. He worked to build the Oregon Pacific Railroad, though his dream to create a transcontinental railroad with its western terminus on the Oregon Coast was never realized.

The Oregon Pacific Railroad was a railroad in western Oregon, United States, from 1880 to 1894, when it was sold to the Oregon Central and Eastern Railroad. A substantial part of the Oregon Pacific's abandoned right-of-way is preserved as Oregon Pacific Railroad Linear Historic District.

The Oregon Pacific Railroad Linear Historic District was added to the historic register on October 29, 1999, the roughly 20-mile linear section of the old railroad grade between Idanha and the Cascade Range summit. The historic district protects the remaining signs of the grade work east of Idanha, as well as the sites of two construction camps. Abandoned part way through construction, these remnants provide a unique window onto construction methods and living conditions in 19th century railroad camps.

This Trainmaster article started life as a July 8, 2015 Martin E. Hansen Trainorders.com posting with additional information extracted by Arlen Sheldrake from Wikipedia. Many thanks to Martin for his continued postings and willingness to share his amazing collection of historic photographs. He has no information on when or who took this photograph.

# Save the Brussels Tram Collection

Photos by T. Trent Stetz

In the summer of 2015, the Oregon Electric Railway Historical Society (OERHS) reached an agreement with an owner of 9 Brussels Trams, located in Port Mellon, British Columbia, Canada with the intent to move them to the museum. The museum is better suited to preserve, restore and operate them than they were at their former location.



This tram has quite a history. The car started as No. 1608 in 1937 Brussels. In 1965 it was rebuilt. Then in 1984 it became No. 1048, re-painted and sold to Grand Cypress Resort in Orlando, Florida. After that operation ended, it went to British Columbia Canada, and now to Oregon

In order to save this world class collection of trams, the museum must repay the moving costs (Approximately \$45,000), provide temporary weather protection (about \$15,000) and eventually build a car barn and restore these at least a few of the cars to service (well over \$200,000). The cars were moved from late May thru mid-July to the museum.

Each of these cars tell a story about Brussels tram operation from the early 1930's through the early 2000's. They are worth preserving as a collection.

The museum is looking for help to raise funds. See [oerhs.org/oerhs/Brussels.htm](http://oerhs.org/oerhs/Brussels.htm) for more details.



No. 19 (Left) "works" car is double ended. It is a converted passenger tram that became a sweeper car. It has brushes located under the car to sweep dirt and light snow off the trolley right-of-way. The car was originally built in 1934 as car No. 1052. It was converted by STIB into a work car No. 38 in 1970, then converted again in 1981 to No. 19. No. 34 (Right) was built by Le Tramways Bruxellois in 1934 as car No. 1290. It was converted to work service in 1971 and renumbered as car No. 34.



Car No. 1247 last ran in 1972. It is the only Brussels car in the OERHS collection to have retained its as built car number. It was built in 1937 by Le Tramways Bruxellois

## The PNWC at Steam Up at Antique Powerland

Photos by T. Trent Stetz

The Chapter once again had a concessions booth at Steam Up this year. Members also helped with the sound system during the event as well as with parade support.



Keith Fleschner reads the cards describing each parade entrant



Jim Hokinson staffs the information table at the Randy Rock Information Center. (Randy was a Chapter member and had provided sound system support at Steam Up. He passed away in 2013.)



Kent Hutchens, Merrill Hugo and Dave Larsen selling items from the PNWC Concessions Booth



# PNW SHORT LINES

by Arlen L. Sheldrake



The City of Eugene is looking at the cost to silence train horns at ten railroad crossings between Van Buren Street and Hilyard Street in downtown Eugene. \$7.4 million would be needed to modify these 10 crossings on this 1.5 mile stretch of Union Pacific track. The price tag for silencing train horns throughout Eugene is a hefty \$24 million which includes Portland & Western and Coos Bay Rail Link crossings. The potential redevelopment of the Eugene Water & Electric Board property near the Willamette River and a proposed housing and commercial development near Fifth Street Public Market are generating momentum to quiet the horns. Developers have said a quiet zone is a crucial element. **The Register-Guard 7/21/2015.**



The **Yakima Trolley** operates Saturdays, Sundays and holidays and ends Sunday, September 27, 2015. Private charters and facility rentals are available at any time of the year. For the time being they are operating on the quaint Pine Street line while the Selah line undergoes restoration and maintenance. More information: [www.yakimavalleytrolleys.org](http://www.yakimavalleytrolleys.org).

The Honolulu Authority for Rapid Transportation (HART) announced July 16<sup>th</sup> that it has officially awarded the contract to build the three stations in the West Oahu Station group to Nan, Inc. Nan, Inc. was one of four companies to bid on the contract to build the Hoopili, East Kapolei, and UH-West Oahu Stations. Nan, Inc. submitted the lowest bid at \$56,088,470. Last month HART awarded the contract for the construction of the three stations in the Farrington Highway Station Group, which includes the West Loch, Waipahu Transit Center and Leeward Community College stations to Hawaiian Dredging Construction Company with a bid of \$78,999,000. **HART News Release 7/16/2015.**

The Sound Transit Board of Directors on July 23<sup>rd</sup> identified a preferred alternative for extending light rail to Kent/Des Moines and, when funding is available, to Federal Way. The preferred alternative includes three stations: one in Kent/Des Moines on the east side of SR 99, another in Federal Way at the Star Lake park-and-ride at Southern 272<sup>nd</sup> Street, and a third at the Federal Way Transit Center. The agency plans to publish a Final Environmental Impact Statement in the fall of 2016, with the Board selecting the project to be built by the end of that year. Final design is scheduled to begin in 2017 and construction in 2019, with service to Kent/Des Moines beginning in 2023. **Sound Transit News Release 7/23/2015.**



Oil train counts trend upward in Clark County. After a significant drop earlier this year, the number of oil trains rolling through Clark County, Washington now are 11 to 15 trains each week according to BNSF Railway; up from 8 to 12 per week in May. **Columbian 7/22/2015.**



The Port of Royal Slope, Washington has a RFP out for rail operator that will restore rail service on the Royal Slope Railroad. The railroad consists of approximately 26 miles of the "Old Milwaukee" mainline running westerly from Othello approximately 20 miles then goes north for 6 miles to the two industrial parks close to Royal City. RFP responses are due by August 25<sup>th</sup>. The rail line has not been operated for about 20 years, but was rehabilitated in 2013 with a \$750,000 grant from the Washington State Department of Transportation. A legislative bill transferring title of the railroad to the Port was signed on May 18, 2015. **Progressive Rail Railroad 7/23/2015 & the RFP.**

The Government of British Columbia has affirmed its commitment to provide \$7 million to the Island Corridor Foundation to support the future of the E&N rail line on Vancouver Island. The provincial funds will be provided to the Island Corridor Foundation once it has confirmed that \$7.5 million in federal funding is in place and, through a tendering process, that the upgrade work can be completed within the \$20.4 million it has budgeted. The regional districts of Nanaimo, Comox Valley, Cowichan Valley, Alberni-Clayoquot, the Capital Regional District, Southern Railway of Vancouver Island and the Island Corridor Foundation have committed the remaining \$5.9 million of this funding. **Island Corridor Foundation email 7/24/2015.**



In a neat partnership led by Oregon Museum of Science & Industry, expect soon to find Wayfinding Signs for pedestrians and bicycle riders in the "OMSI neighborhood" area to help direct folk to the Portland Spirit, Portland Opera, PCC Climb Center, OMSI and the OR Rail Heritage Center. The sign partners are funding the project with city of Portland approval. Not the end of the direction signing needs but a major step forward.



**TriMet's MAX Light Rail, Connecting Our Region** is the newly opened exhibit at the Oregon Rail Heritage Center. This exhibit celebrates the September 12<sup>th</sup> opening of the new Orange Line with a look back at the historic roots and evolution of the Portland's region's light rail system. The exhibit opened August 14<sup>th</sup>. Our *Trainmaster* Editor, T. Trent Stetz chairs the ORHC Exhibits Committee and PNWC Board Member Phil Barney built the neat “bridge looking” support for the heavy exhibit wall panels.



In the summer of 2015, the Oregon Electric Railway Historical Society reached an agreement with the owner of **9 Brussels Trams**, located in British Columbia, Canada with the intent to move them to the museum in Brooks. \$45,000 in moving costs and \$15,000 in temporary weather protection funds are being solicited. More information: [oerhs.org](http://oerhs.org)



The Kamloops Heritage Railway in Kamloops, British Columbia returned the *Spirit of Kamloops*, KHR 2141, back into service on August 22<sup>nd</sup>. The 2141 was built in 1912 in Kingston Ontario by the Canadian Locomotive Company for the Canadian Northern Railway. It is classified as a light consolidated with a 2-8-0 wheel configuration. It was given to the city in 1961 and had been out of service for two years. [www.kamrail.com](http://www.kamrail.com) & **Kamloops This week 8/19/2015.**

If you love history, prepare to be blown away. The Associated Press and British Movietone are in the process of uploading one million minutes of historical film dating back to 1895. You can search through this amazing collection of short films at AP Archive: [www.youtube.com/c/APArchive](http://www.youtube.com/c/APArchive) and [www.youtube.com/c/BritishMovietone](http://www.youtube.com/c/BritishMovietone). **HistoryLink 7/23/2015.**



All aboard Whitefish, Montana. On August 15<sup>th</sup> and 16<sup>th</sup> Amtrak Train Days was celebrated near the Whitefish Amtrak Depot with the public exploring the **Amtrak Exhibit Train**. Still no word on when the train might visit the Pacific Northwest. [amtraktraindays.com](http://amtraktraindays.com).



The summer 2015 **OnTrak** Amtrak Cascades on-board magazine includes an advertisement for visiting the Oregon Rail Heritage Center, page 39, and on page 82, Parting Shot, an excellent SP&S 700 night time photo taken at ORHC during the Lerro Productions night photo shoot. Copies of this magazine are available on-board Amtrak Cascades or at ORHC.



On July 28<sup>th</sup> the Port of Vancouver slashed its total budget by 18%, an unusual move triggered largely by the failure of a new freight-hauling venture to live up to revenue expectations. The lion's share of the decrease came by way of taking off the books \$15.29 million in revenue anticipated to come from the port's “dedicated rail service” program. Under that program, the port sought to lease rail cars to haul oil-drilling materials to North Dakota; those cars would then return to Vancouver loaded with Midwestern crops for eventual export overseas. The program hasn't panned out as hoped. The port's supplemental budget pegs rail service revenue at \$3.28 million. That's down 82% from the \$18.57 million the commissioners approved in November 2014 as part of the overall budget. **The Columbian 7/28/2015.**



Jim Redden's July 28<sup>th</sup> *front page, top of the fold*, Portland Tribune article “**ALL ABOARD! Family works on Railroad for Four Generations**” was an excellent tribute to our friend **Scott Hurd** and his retirement after 36 years of Amtrak service. Scott as many of you know has been our *go to guy* at Union Station for many years; whether it was a ladder, ability to display our Observation Platform replica at Union Station, materials for the ORHC free table, the thousands of details for the many successful years of National Train Days, and general friendship. Best wishes Scott for a long and enjoyable retirement!

One of the many items saved from the **Brooklyn Roundhouse** demolition was the turntable. Rick Franklin loaned ORHF two flat cars and he provided the cranes to load it out of the ground at Brooklyn. The turntable has been stored on the AERC flat cars ever since and parked on an Oregon Pacific Railroad (OPR) siding in Sellwood, just north of Milwaukie. In early July Dick Samuels, OPR owner, indicated that Metro was ready to construct the trail between SE Umatilla and SE 13<sup>th</sup>, the property sale was concluded in 2010. This will add another segment of the Springwater Trail. Thus, the two flat cars needed to move and early the week of July 27<sup>th</sup> the two flat cars with the turntable on board arrived at the Oregon Rail Heritage Center. Many



thanks to Dick for storing these flatcars and the turntable for 3+ years.

The Government of Canada, the B.C. government and TransLink are celebrating the beginning stages of upgrades to Metro Vancouver's busiest SkyTrain stations to improve accessibility, capacity, safety and security. Construction work began at Metrotown, Commercial-Broadway and New Westminster stations this spring. The \$66.6 million Commercial-Broadway Station upgrade is expected to be complete by spring 2017. The \$57.8 million Metrotown SkyTrain Station and Exchange upgrade is expected to be complete by December 2017. The \$12.3 million New Westminster Station upgrade is expected to be complete by summer 2016. **TransLink new release 7/29/2015.**



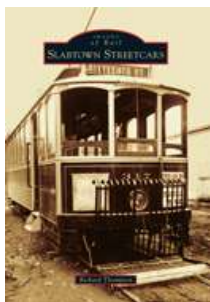
The Mayor of Edmonds, Washington has appointed an 11-member advisory task force to provide advice and insight during the study of alternatives to the at-grade railroad crossings in downtown Edmonds. The alternatives analysis study aims to determine the best feasible options to existing at-grade railroad crossings at Dayton and Main streets, which are currently blocked by 35-40 trains each day along the city's waterfront and could eventually be blocked by up to 100 trains a day by 2030. Mayor Dave Earling has appointed Port of Edmonds Commissioner Jim Orvis and Edmonds City Councilmember Mike Nelson as co-chairs of the advisory task force. BNSF Railway will contribute \$50,000 to help with this study. **My Edmonds News 6/23 & 7/29/2015; Edmonds Beacon 8/13/2015.**

Coos Bay Rail Link names locomotive after Port's Chief Commercial Officer. In a time-honored tradition of railroading, Coos Bay Rail Link (CBR) is naming one of its eight locomotives to honor Oregon International Port of Coos Bay Chief Commercial Officer Martin Callery. He retired July 31 after 23 years of service with the port. "The Martin Callery" is Coos Bay Rail Link No. 2439, a 2,500-h.p. GP30u locomotive that the railroad acquired in December 2014. "Martin has been a huge champion of the railroad," says Scott Parkinson, president of CBR and ARG Transportation Services - - the railroad's holding company, based in Eugene, Oregon. "He was instrumental in securing the public funds to acquire and renovate the line," Parkinson notes. Callery also was in charge of the solicitation that selected CBR as the operator. "Thereafter," Parkinson adds, "he was a vocal proponent of CBR and a true partner with us". **ASLRRRA Views and News August 5, 2015** via Bob Melbo email. [American Short Line and Regional Railroad Association]



The 95-page June 2015 **Washington State Short Line Rail Inventory and Needs Assessment** report (WA-RD 842.1) is now available from the Washington State Department of Transportation: [www.wsdot.wa.gov/freight/publication.htm](http://www.wsdot.wa.gov/freight/publication.htm). Due to neglect over many years, bringing the lines up to modern standards could cost more than \$600 million, the study determined. **Progressive Railroading 8/5/2015 & WSDOT.**

On August 4<sup>th</sup> the commissioners from the ports of Tacoma and Seattle formally launched the **Northwest Seaport Alliance**, the first of its kind in North America. The Northwest Seaport Alliance unifies the two ports' marine cargo terminal investments, operations, planning and marketing to strengthen the Puget Sound gateway and attract more marine cargo to the region. While the ports remain separate organizations that retain ownership of their respective assets, they formed a port development authority (PDA) to manage the container, breakbulk, auto and some bulk terminals in Seattle and Tacoma. The airport; cruise business; marina, such as Fisherman's Terminal; grain terminals and industrial real estate, such as the Northwest Innovation Works and Puget Sound Energy facilities and Terminal 91 uplands, will remain outside the alliance. The PDA will be governed jointly by the two ports through their elected commissions. **The Northwest Seaport Alliance news 8/4/2015.**



Richard Thompson's latest Arcadia Publishing book **Slabtown Streetcars** began sales on August 10<sup>th</sup>. No area of Portland, Oregon, played a more important role in street railway history than Northwest Portland and the neighborhood known as Slabtown. In 1872, the city's first streetcars passed close to Slabtown as they headed for a terminus in the North End. Slabtown was also home to the first streetcar manufacturing factory on the West Coast. In fact, until locally built streetcars began to be replaced by trolleys from large national builders in the 1910s, more than half of all rolling stock was manufactured in shops located at opposite ends of Northwest Twenty-third Avenue. All streetcars operating on the west side of the Willamette River, including those used on the seven lines that served

Northwest Portland, were stored in Slabtown. When the end finally came in 1950, Slabtown residents were using two of the last three city lines. Arcadia Publishing web site. Thanks Richard for adding yet another book about rail history in Oregon!

CBR (crude by rail) shipments from North Dakota to West Coast destinations peaked in January 2015 at 170,000 barrels per day, falling since then to an average 140,000 barrels per day in 2015, January through May according to RBM Energy LLC. The vast majority of these shipments have moved to four refineries in Washington State, providing a cheaper alternative to the Alaska North Slope (ANS) crude staple these refineries have run for decades. **Railway Age 8/10/2015.**



Operation Lifesaver, Inc. Awarded \$204,000 for crossing safety public awareness campaigns including an award to Oregon OL to reach professional truck drivers by distributing safety brochures and visor cards through the state's Department of Transportation; in addition, they will air radio and television PSAs on Spanish language stations across the state. The Federal Highway Administration, a national partner and advisor of Operation Lifesaver, provides the funding for this new grant program.

**Operation Lifesaver news release 8/11/2015.**

Washington leaders cut the proverbial ribbon on a major Port of Vancouver initiative on August 13<sup>th</sup>. The event marks the completion of the **West Vancouver Freight Access project**. Also known as the trench, the project eliminates conflicts between BNSF Railway and Union Pacific Railroad mainlines and traffic entering the port, improving regional rail efficiency and on-time performance. The full project cost \$275 million – some \$50 million under budget – and took 10 years to build. The project's original timeline called for its completion by 2017.

[www.bizjournals.com](http://www.bizjournals.com) 8/12/2015.

The Joseph Branch Railriders (JBR) business in northeast Oregon is enjoying a successful second year of operation. In addition to the original journey, a 13-mile round trip from Joseph to Enterprise and back, JBR is offering a new 26-mile round-trip from the confluence of the Minam and Wallowa rivers to the town of Wallowa. They are running pretty full each day with 60-70 passengers. JBR owns 18 of the unique four-wheel, two person pedal powered "railrider" vehicles. The Joseph/Enterprise trip is a two-hour journey while the Minam/Wallowa trip leaves Minam at 9 a.m., arrives in Wallowa at noon, and returns to Minam around 3 p.m. JBR is open for business from 8 a.m. to 4 p.m. Friday through Monday and will run through the summer, shutting down operations on October 1<sup>st</sup>. More information: [jbrailriders.com](http://jbrailriders.com). [JBR operates on the Wallowa Union Railroad.] **Wallowa County Chieftain 8/4/2015.**



Due to fire restrictions put in place by the Oregon Department of Forestry in response to the high risk of fire, the **Eagle Cap Excursion Train** has cancelled its Saturday train ride. With the hot weather and extremely dry conditions, the risk is too high for Wallowa Union Railroad. Agents at Alegre Travel are calling the 130 booked passengers to either rebook on other trips or offer refunds. As for now, the August 29<sup>th</sup> train ride and fish hatchery tour remains on the schedule. **La Grande Observer 8/12/2015.**



The August 2015 Joseph Branch Rail-With-Trail Concept Plan is now available for review at: [www.eou.edu/rails-with-trails](http://www.eou.edu/rails-with-trails) web site. The 108mb, 86-page report reviews the feasibility and suitability of a proposed Elgin to Joseph Rail with Trail Concept Plan. The Concept Plan reviews

the feasibility and suitability of a 63-mile rail-with-trail located in the Wallowa Union Rail Road Authority's Joseph Branch right of way in northeastern Oregon. **La Grande Observer 8/12/2015.**

Through a joint project between the Albany [Oregon] Regional Museum and the Albany Public Library, approximately 7,000 photos from the **Robert Potts Collection** were numbered, sorted, and scanned. This project is supported in part by



a grant from the State Historic Preservation Office, Oregon Parks and Recreation Department. The scanned images are hosted online at Google photos. Most of the photos were scanned both front and back. The white images you see in the collection are the backs of the photos and often include identifying information as well as their unique ID number.

Among multiple categories is Transportation with 708 images that include many rail related photos. [library.cityofalbany.net/historic-photos-of-albany](http://library.cityofalbany.net/historic-photos-of-albany).



The Oregon Department of Transportation, in conjunction with UPRR and BNSF, would like to increase train speeds to approximately 30 mph at both North Portland and Peninsula junctions.



Current speed in these areas is approximately 10 mph. Congestion at these two junctions currently costs the Oregon economy \$5.7 million per year in idle and wait times. Tiger VII Discretionary Grant Application of \$11,999,950, total project amount = \$14,999,939. Project title: North Portland and Peninsula Junctions: Passenger and Freight Rail Improvements.

Sound Transit on August 4<sup>th</sup> executed the sale of nearly \$1 billion of green bonds that will help fund voter-approved regional transit projects. The bond issuance is fully compliant with International Capital Market Association Green Bond Principles. **Sound Transit news release 8/5/2015.**



The Oregon Transportation Commission adopted new rules August 21<sup>st</sup> requiring railroads to increase the amount of information they share with state officials. Emergency responders will now get immediate notification from railroads for incidents involving hazardous materials. Those notifications include information about the type, quantity and placement of any materials on the train. Railroads now must file quarterly reports with the Oregon Department of Transportation detailing shipments of hazardous materials. ODOT will in turn share those reports with emergency responders. Earlier this year, the

Oregon Legislature passed a bill that increased fees for the state's oil spill prevention program and devoted money for the State Fire Marshall to acquire equipment and coordinate response plans for oil train incidents. **OPB/EarthFix 8/21/2015.**

Anybody else bothered by those **Sleep Train** commercials that feature a neat steam locomotive model with a diesel electric horn in the background? I know, picky, picky.

## FIRE DESTROYS ROCK CREEK TRESTLE

By Robert I. Melbo

The Sherwood line segment was first operated in January 1887. It was built as a narrow gauge railroad from Dundee Junction (near Dundee) via Rex Hill to Jefferson Street by the Portland & Willamette Valley Railroad Co., which existed from January of 1885 until August 5, 1892, when its properties were transferred to the Portland & Yamhill Railroad. Southern Pacific had incorporated the P&Y in June of 1892 for the specific purpose of integrating the narrow gauge line into its standard gauge system. By the end of 1893 all narrow gauge track had been converted to standard gauge although Dundee to Portland existed as a dual gauge operation (three rails) until 1895.

In the early 1900s, electrified interurban railways were blossoming across the nation. The Oregon Electric Railway began service between Portland and Salem in 1908 and, in 1912, extended its line to Eugene. Not to be outdone, SP electrified its branches between Whiteson and Portland 1912 to 1914 and began regular "Red Electric" service with electrified interurban trains to Whiteson via Sherwood/Newberg and Hillsboro/Forest Grove. In the spring of 1916, the electrification was extended south from Whiteson to Corvallis. During the 1920s patronage gradually declined and SP discontinued the Red Electrics in the fall of 1929. About a year before the demise of the electric interurbans, in 1928, SP constructed a 596-foot-long open-deck timber trestle across Rock Creek between Sherwood and Cipole on the Newberg Branch, replacing a previously existing structure. Although various components of the 1928 bridge had been renewed over the intervening years, this 87-year-old trestle succumbed to fire on August 10, 2015.



Trestle engulfed in fire,  
Photo provided by Tualatin Valley Fire & Rescue



SP 4449 headed to the 2006 Sherwood Cruisin,  
Photo provided by PNWC member Jim Fitzgerald

On August 18, 1995, the Newberg-Cook line and other adjoining branch trackage were leased to the newly-formed Portland & Western Railroad. (The west end of the Newberg Branch, from Newberg to St. Joseph, had been leased by Willamette & Pacific Railroad effective February 28, 1993.) For the past several years P&W has not operated regular service over the trackage between Sherwood and Newberg (Rex Hill), instead serving the Newberg/McMinnville area through Albany and Independence, while providing service to the chemical company just east of Sherwood from Tigard. Since the Newberg line is not carrying any through or "overhead" traffic, the loss of the Rock Creek trestle will not materially affect the railroad's current operating plan.

# August Membership Meeting Minutes

## Pacific Northwest Chapter - National Railway Historical Society

Held on August 21, 2015

The August 2015 membership meeting was called to order at 7:31pm by President Keith Fleschner. There were no guests present to recognize.

The minutes of the July meeting were called and Arlen Sheldrake made a motion to approve the minutes and Al Baker seconded. The membership voted to approve the minutes.

George Hickok gave the monthly treasurers report and said all accounts balance. He reported that the 2014 income tax return has been filed.

President Fleschner announced that long time member Roger White has passed away. He also reported that Rick McDorman has had a stroke and is recovering well. There were cards to be signed on the front table for the families.

Arlen Sheldrake announced that this week is the National Model Railroad Convention. Also September 12 is the opening of the new light rail line that runs in front of the Oregon Rail Heritage Center and a busy day is expected.



President Keith Fleschner presides over the Meeting

Ron McCoy made the monthly presentation of the Unsung Hero Award to President Keith Fleschner and invited all members to sign the certificate.



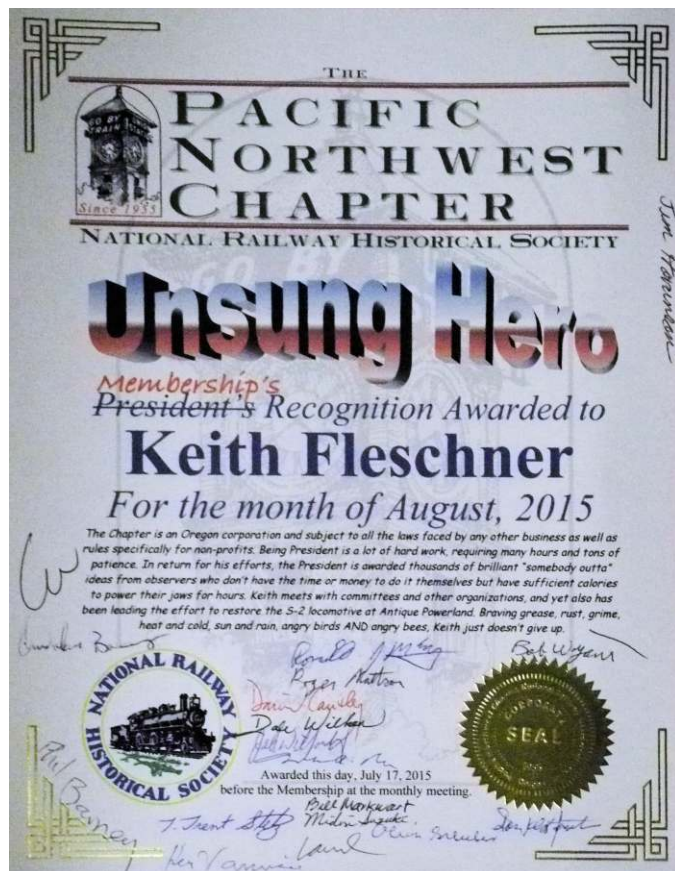
Ron McCoy presents the Unsung Hero Award

Al Baker announced that the September program will be the update on the SP&S 700. The October program will be given by Arlen Sheldrake on the museum in Hermiston, and

the November program will be given by Keith Fleschner on the progress of the Chapter's Alco S2 restoration.

The meeting was adjourned at 7:56pm. Snack time was provided by Jean Hickok. Thanks again Jean.

The program for the evening was the second half of the video of the eastbound Montana Rail excursion pulled by the SP&S 700, given by Mark Reynolds and Ken Vannice.



Jean Hickok provided the snacks

Respectfully submitted  
by Jim Hokinson, Secretary.

Mark Reynolds and Ken Vannice narrate the video



Photos by Jim Hokinson and T. Trent Stetz

# IN REMEMBRANCE ROGER WHITE



Roger A. White passed away on August 10, 2015, at the age of 81. He grew up in Roseburg and graduated from Roseburg High School in 1952. He joined PNWC in 1983 and continued his membership for more than 25 years. He drove bus for Greyhound and retired after 27 years. He had a great love for antique cars and trains, and proudly drove one of his antique cars in many parades. He was also a member of Northwest Vintage Car & Motorcycle Museum at Antique Powerland. He will be missed.

## Bill of Lading

OR&N 197 at ORHC.....	Page 1
OR&N 197 Looking Good.....	Page 2
Update from the PNWC Library.....	Page 2
Motive Power on the Pass.....	Page 3
Antique Powerland Brussels Trams.....	Page 4
Antique Powerland Steam Up.....	Page 4
PNW Shortlines.....	Page 5
Fire Destroys Rock Creek Trestle.....	Page 9
Chapter Meeting Minutes .....	Page 10
In Remembrance of Roger White.....	Page 11
Officers, Committees & Contacts.....	Page 11
Calendar .....	Page 12
Mission Statement.....	Page 12

### Chapter Officers

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

### Chapter Directors-at-Large

Phil Barney	2013-2015	503.706.0498
Ken Vannice	2013-2015	503.244.8732
Bryan Ackler	2015-2017	503.246.2165
David Cautley	2015-2017	503.631.7516
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	Vacant	
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

Printed in the USA

**The Trainmaster** is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members. Articles which appear in *The Trainmaster* 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:

Attn: *The Trainmaster* Editor  
 PNWC-NRHS, Union Station, 800 NW 6<sup>th</sup> 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	503.351.9881

# **PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 638**

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

**September 18:** *Update on the SP&S 700* by Steve Sedaker, Vice President, Pacific Railroad Preservation Association.

**October 16:** *Maxwell Siding Railroad Museum*, a July 18<sup>th</sup> visit by Arlen L. Shel Drake. A pictorial view and update about this very unique and not well known asset residing/hiding in Hermiston, Oregon.

**November 20:** *Portland Terminal Alco S2 No. 36: Cosmetic Restoration Update*, Keith Fleschner

---

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

---

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

- Jan. – Nov. *Portland Train Rides*, every Sat., Oregon Rail Heritage Center, [www.portlandtrainrides.com](http://www.portlandtrainrides.com)  
May 1 – October 15 *Northern Pacific Railway Museum* open, Toppenish WA, [www.nprymuseum.org](http://www.nprymuseum.org)  
Sept. 5-6 *An Affair on Main Street*, Pend Oreille Valley RR Metaline Falls WA, [www.lionstrainrides.com](http://www.lionstrainrides.com)  
Sept. 5-6-7 *Pacific Northwest Live Steamers Founders Birthday*, Molalla Train Park, [www.pnls.org](http://www.pnls.org)  
Sept. 5-6-7 *Labor Day Weekend Trains*, Santiam Excursion Train, Lebanon OR, [www.santiamexcursionstrains.com](http://www.santiamexcursionstrains.com)  
Sept. 12 *Portland-Milwaukie Light Rail MAX Orange Line Grand Opening*, with OMSI/ORHC station, [www.trimet.org](http://www.trimet.org)



### **MAX Orange Line Grand Opening Celebration September 12, 2015, 11 am–6 pm**

At the Oregon Rail Heritage Center: Open 9 am–6 pm Check out the new MAX exhibit, “TriMet’s MAX Light Rail: Connecting Our Region,” as well as a steam engine and other passenger cars. At 11:30 am hear the Beaumont Jazz Ambassadors from Beaumont Junior High school. At 3 pm hear Dick Saunders’ 11-piece band. [catchtheorange.com/#/opening/omsi-water](http://catchtheorange.com/#/opening/omsi-water)

- Sept. 19 *3rd Annual Northwest Railroad Heritage Forum*, Tacoma WA, [www.railheritage.org](http://www.railheritage.org)  
Oct. 3-4 *First Autumn Colors*, Pend Oreille Valley Railroad, Ione WA, [www.lionstrainrides.com](http://www.lionstrainrides.com)  
Oct. 7-11 *SP Historical & Technical Society 2015 Convention*, Sacramento CA, [www.sphts.org](http://www.sphts.org)  
Oct. 10-11 *Second Autumn Colors*, Pend Oreille Valley Railroad, Ione WA, [www.lionstrainrides.com](http://www.lionstrainrides.com)  
Oct. 17-18 *Third Autumn Colors*, Pend Oreille Valley Railroad, Ione WA, [www.lionstrainrides.com](http://www.lionstrainrides.com)  
Oct. 17-18 *Autumn Splendor Train*. Lebanon, OR [www.santiamexcursionstrains.com](http://www.santiamexcursionstrains.com)  
Oct. 24-25 *Great Pumpkin Rides*, Pend Oreille Valley Railroad, Ione WA, [www.lionstrainrides.com](http://www.lionstrainrides.com)  
Oct. 24 *Autumn Splendor Train*. Lebanon, OR [www.santiamexcursionstrains.com](http://www.santiamexcursionstrains.com)  
Oct. 24 *Mystery Dinner Train*. Lebanon, OR [www.santiamexcursionstrains.com](http://www.santiamexcursionstrains.com)  
Oct. 31 *Halloween Costume Train*. Lebanon, OR [www.santiamexcursionstrains.com](http://www.santiamexcursionstrains.com)  
Oct. 31 *Adults Only Halloween Costume Party*. Lebanon, OR [www.santiamexcursionstrains.com](http://www.santiamexcursionstrains.com)  
Nov. 27-28 *Winter Discovery Train*. Lebanon, OR [www.santiamexcursionstrains.com](http://www.santiamexcursionstrains.com)  
Dec. 5, 6, 12 & 13 *Candy Cane Express*, Oregon Coast Scenic RR, Garibaldi OR, [oregoncoastscenic.org](http://oregoncoastscenic.org)  
☆☆☆☆☆☆☆☆☆☆ **Happy New Year 2016!** ☆☆☆☆☆☆☆☆☆☆  
Mar. 12 *WINTERAIL 2016*, Corvallis, Oregon, [winterail.com](http://winterail.com)  
July 19-24 *NRHS 2016 Convention*, Denver, Colorado, [www.nrhs.com](http://www.nrhs.com)  
Sept. 15-18 *40th Anniversary American Freedom Train Staff Reunion*, Portland OR, [www.freedomtrain.org](http://www.freedomtrain.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.