

# The *Celebrating 60+ Years* Trainmaster

April 2016

ISSUE Nº 645

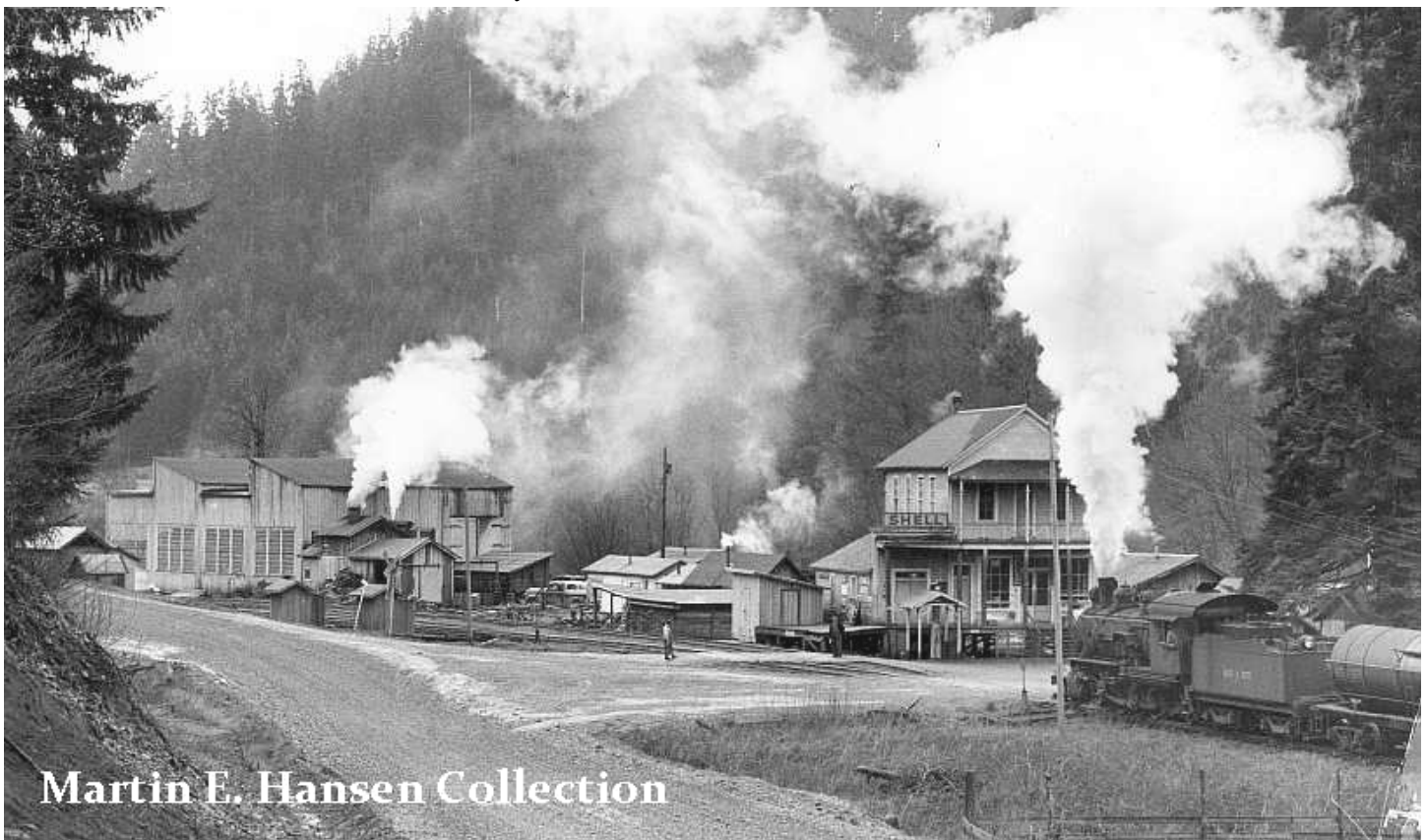


The Official Publication of the  
Pacific Northwest Chapter of the  
National Railway Historical Society  
Portland, Oregon  
www.pnwc-nrhs.org



## VALLEY & SILETZ RAILROAD IN HOSKINS, OREGON

Photos provided by Martin E. Hansen  
Text by Martin E. Hansen and Arlen Sheldrake



Hoskins in April 1948. V&S No. 56 and her train pause while the conductor protects the crossing before they enter the yard. (Martin E. Hansen Collection)

Between 1912 and 1978, Hoskins was the center of operations for the Valley & Siletz (V&S) Railroad. The 40-mile line was constructed between 1912 and 1917 to access timber in the Oregon Coast Range but quickly became popular with sportsmen and local residents as a means of travel. In 1918 the V&S filed with the Interstate Commerce Commission as a "common carrier" with published tariffs, just like the "big railroads." However, the line's fortunes were always tied to the forest industry and as logging declined, the need for the V&S ceased. The last revenue run to Valsetz was made in September 1978 and the track was abandoned soon after. At the height of railroad operations, Hoskins boasted a general store, roundhouse, turntable, shop facilities, water tower, yard office and switching yards. However, as use of the railroad declined, the facilities fell into disrepair and by the 1970s the area looked more like a living history museum than a working railroad yard.

Residents built the first Hoskins School in 1875, followed in the mid-1880s by a general store, which incorporated a post office in 1891. Construction of the Valley & Siletz Railroad began in 1912, and the company selected the small community of

Hoskins as the administrative headquarters and built worker housing, a rail yard and engine repair shops in town. With direct rail connections to the outside world, the sawmill expanded operations and the town grew quickly, requiring a new school be built in 1915. The Hoskins General Store was torn down in 1963, and the Valley & Siletz Railroad ceased operations in 1978. The last commercial enterprise in Hoskins, the Fort Tavern, closed its doors in 2000. (This information extracted from a 12-page pamphlet "Fort Hoskins Historic Park" published by Benton County, Oregon.)



The Roundhouse at Hoskins (Martin E. Hansen Collection)



The Yard at Hoskins, Oregon (Martin E. Hansen Collection)

Hoskins is almost directly west of Albany off OR-223 on Hoskins Road. Hoskins is northwest of Wren and southwest of Kings Valley; 19 miles northwest of Corvallis. The community was named after Fort Hoskins (built in 1856), which was itself named after a soldier who died in the Mexican-American War, Lt. Charles Hoskins. Fort Hoskins was built to monitor the new coastal Indian reservation and served this purpose from 1856 to 1865; nothing is left of the Fort except a few artifacts. One rather well known soldier, 2<sup>nd</sup> Lt. Phil Sheridan,

served at least a year here. The Fort Hoskins 130-acre site was purchased by Benton County in 1991 and the park was opened in 2002.



A later view in 1978 before abandonment of the V&S Yard (Photo by Martin E. Hansen)

The February issue of *Trains* magazine has an article on page 60 titled 'New Steam in 2016'. The article has a nice map of the United States showing where steam locomotives will roll after extended absences. Included is a picture by Martin E. Hansen of George Lavacot's No. 205 locomotive listed as being in Hoskins.

While I am not tuned into everything that happens in Oregon, this second generation Oregonian and addicted rail fan tries to keep up with steam locomotive restoration projects. I messaged Martin, since he provided the photo to *Trains*, asking if George was planning to truck his No. 205 from Independence to Hoskins. Martin responded that he didn't have an opportunity to edit the caption *Trains* used for his photo and that trucking the 205 to Hoskins was not happening.

This exercise got me to wondering, why *Trains* would think the No. 205 was in Hoskins. Heck, I had never even heard of Hoskins. So some research was undertaken and presented above.

The Santa Maria Valley 205 is not in Hoskins and one could safely bet it never will be as George Lavacot continues to care for it in Independence, Oregon. Located in Independence is the last 2 miles of the still intact V&S, as is the last V&S engine house, all of which is owned and operated by George Lavacot.

My thanks to *Trains* magazine for prompting my curiosity, yet another learning opportunity and a future road trip. And thanks to Martin E. Hansen for the excellent Valley & Siletz Railroad in Hoskins, Oregon photos.



## BNSF Washougal River Bridge Replacement:

Approximately 40 trains per day pass over the Washougal River Bridge. The replacement progress as of March 16th includes parallel working platforms being built on each side of the current Warren through truss bridge as the project to replace the bridge in Camas progresses. Originally built in 1908, the 550-foot long railroad bridge runs above the Washougal River and parallels Southeast Sixth Avenue. Over the years, work has been done to improve and maintain the bridge, but it has never been replaced.

(Photo by Arlen Sheldrake)

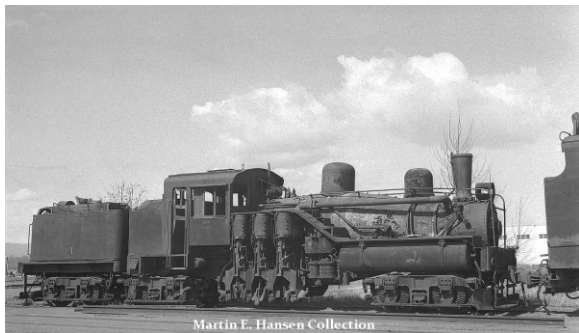


# With All the Willamette's Left in 1955, Why Didn't Portland Get One?

By Martin E. Hansen

There are certain mysteries that arose out of the end of the steam era that have yet to be answered. This is definitely one! We all know that Portland, Oregon was home to the Willamette Iron & Steel Works, the builder of 33 Willamette Locomotives. We also know that 6 of these wonderful copies of the Shay locomotive have been saved for preservation. However not one of these fine machines was saved for display in Portland, their birthplace. Why is that?

Well the mystery is deeper than what appears at first glance. We do know that the Oregon Museum of Science & Industry (OMSI, based in Portland) was so interested in 1955 that they went all the way to the Mount Emily Lumber Co. in La Grande, Oregon (in far Eastern Oregon) to get that company to donate their last Willamette (No. 4) for display in Portland. Unfortunately, even though the lumber company did in fact donate the Willamette, no one thought to tell the scrapper and No. 4 was cut up before word got to camp. This resulted in the donation of Mount Emily's last steam locomotive, their Shay No. 1 that we operate today on the City of Prineville Ry. in Prineville, Oregon.



Booth-Kelly Lumber Willamette No. 7 in 1955  
(Martin E. Hansen Collection)

But why didn't OMSI go after another Willamette for display in Portland? Especially since there were 3 such engines right under their noses in 1955!

All OMSI would have had to do was to go to the Alaska Junk yard in Portland and they would have found former Booth-Kelly Lumber Willamette No. 7 sitting there as we see in the first photo. Like Mount Emily No. 4, B-K No. 7 was complete and operable. Certainly this would have been an easy engine to display. Why was it that OMSI did not get her?

Even closer was Dulien Steel No. 4 that was operating in downtown Portland in 1955. This 3-truck Willamette had worked for Stimson Timber before being purchased by Dulien as part of their scrapping of the Stimson logging railroad. Dulien No. 4 (shown in the photo) was also complete and operable in 1955 and would have made an easy display piece for OMSI.



Dulien Steel No. 4 in 1955  
(Martin E. Hansen Collection)

Finally, just 40 miles out of Portland is the logging town of Vernonia, Oregon, home of the former Oregon-American Lumber Co. and by 1955 home to the Long-Bell Lumber Co. Operating on the logging lines out of



Long-Bell No. 106 being Scrapped  
(Martin E. Hansen Collection)

Vernonia was Long-Bell Willamette No. 106. She was in fine shape and was retired finally in 1957. When Willamette Iron & Steel completed No. 106 in 1924 the engine was run from the factory in Portland under her own power up the SP&S to Vernonia where she entered logging service. The closure of the Long-Bell logging railroad in 1957 was widely publicized at the time. Why didn't OMSI go up to Vernonia to secure the donation of No. 106 for display? In those days the SP&S would have gladly towed the engine back down to Portland to facilitate the donation. As we see from the 3<sup>rd</sup> photo taken in mid-1957, the only one interested enough to come for No. 106 was the scrapper.

There you have it, the mystery of why Portland never saved a Willamette Locomotive. With these three Willamette's, two in Portland itself, and one 40 miles away, at the end of steam why on earth wasn't one of

these saved for display in its birthplace, Portland? It would have been so easy.

This is the mystery.

(This article was originally posted on *Trainorders.com* February 21, 2016 with Martin's subsequent suggestion that it be published in *The Trainmaster*. Photos from the Martin E. Hansen collection.)

# Willamette Shore Trolley Update

Text and Photos by Arlen Sheldrake

For those wondering about when the Willamette Shore Trolley will again return to the South Waterfront, a couple of pictures taken Feb. 2nd, 2016 show the former rail bed now being used as a haul road for the Sellwood Bridge replacement construction project. In talking to an onsite contractor, he said they would have the rail bed ready for rail installation in November 2016. Those familiar with the site, know how tight the space is in the area....once again reaffirming the benefit of public ownership of the former Southern Pacific right of way. The Willamette Shore Trolley has been running from Lake Oswego to just south of the Sellwood Bridge during this multiyear bridge replacement project; one would expect the Trolley to return to their normal South Waterfront terminus for the 2017 season.



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## “Lokey” Donated to YPRHS

On February 20<sup>th</sup> the Yaquina Pacific Railroad Historical Society (YPRHS) held a community event to celebrate George-Pacific's donation of the “Lokey”, a 45-ton GE industrial switcher built in 1951, to the Museum in Toledo, Oregon. The locomotive, nicknamed “Lokey” by the mill crew, spent most of its 60-year working life at the Toledo mill site. Participants in the afternoon program included: Ralph Grutzmacher, President, YPRHS; Jay Baughman, Toledo City Manager; Doug Hunt, Lincoln County Commissioner; Arnie Roblan, Oregon State Senator; James McClure, General Manager, Georgia-Pacific; and Lloyd Palmer, YPRHS Historian.

Text developed from the event program by Arlen Sheldrake; photo and program provided by event attendee and brother Roger Sheldrake.



The Donation Celebration in Toledo, Oregon



Rita Sheldrake on the walkway VERY near the UP Train

## Oregon City Train Watching

Where do you go to watch trains? Sometimes trains come to you as we see in this picture as Rita & Arlen were doing a Volkswalk in downtown Oregon City on March 25<sup>th</sup>. The site is right next to the well-known Oregon City staffed elevator, but as you are about to enter the elevator at the lower level, this walkway goes up the hill. This Union Pacific intermodal train was chasing an Amtrak Cascades at track speed and so close to the walkway one could almost reach out and touch it. (The folks at Oregon Operation Lifesaver would likely discourage that!)





# PNW RAIL NEWS

by Arlen L. Sheldrake



The Port of Cascade Locks will rebuild the structure housing the historic **Oregon Pony** in Cascade Locks Marine Park. Wet and windy elements have chipped away at the building where the 154-year-old Oregon Pony steam locomotive is on display. Paul Koch, Port General Manager said the Port manages the Oregon Pony site for the Oregon Historical Society and has an obligation to guard it from the elements. A \$10,000 grant from Union Pacific will spark the rebuild. **Hood River News 2/12/2016.** [PNWC is working with the Port to stock the special issue of *The Trainmaster* for distribution to the public in the new building. The Oregon Pony special issues are currently available to the public at Portland's Union Station, Oregon Rail Heritage Center, and Cascade Locks Historical Museum.]



Oregonians said a resounding YES to culture in 2015, donating a record \$4.56 million to the Oregon Cultural Trust. The total is a 5.4 percent increase over 2014 and the largest annual increase since the 2008 recession. Thanks to new 2015 legislation (SB 441), the Trust now distributes up to 60 percent of every dollar raised in statewide grants, while at least 40 percent is placed into a permanent fund currently valued at just over \$26 million. Previously, the distribution formula specified only 42 percent could be used for annual grant making. **Oregon Cultural Trust email 2/16/2016.** [Both the PNWC and Oregon Rail Heritage Foundation are Participating Cultural Non-Profits.]



The Cascade and Columbia River Railroad (CSCD) is a shortline railroad that interchanges with the BNSF in Wenatchee, WA and runs north to Oroville. This line was originally built in 1914 by the Great Northern Railroad to link the main line at Wenatchee to the Washington & Great Northern/Vancouver, Victoria & Eastern line at Oroville. The major commodities moving on the CSCD are agricultural products, cement, propane/LPG, limestone, pulpwood and lumber products. The CSCD features transload locations on its line to assist customers in getting their lumber to specific customers. The CSCD operates 148 miles of track. **Genesee & Wyoming web site 2/18/2016.**



BNSF Railway Company announced February 16<sup>th</sup> its 2016 capital expenditure program in Washington will be nearly \$220 million. This year's plan in Washington is focused on maintenance projects and includes more than 1,260 miles of track surfacing and/or undercutting work, the replacement of nearly 70 miles of rail and close to 243,000 ties, as well as signal upgrades for federally mandated positive train control. This year's capital projects in the state also include continuing the replacement of the Washougal River bridge in Camas and follow more than \$550 million invested by BNSF in its network in Washington over the past three years. **BNSF press release 2/16/2016.**



The Alberni Pacific Railway (APR) has been given approval to construct a siding at Coombs. The siding will allow for the storage of historic rail equipment that will be used for interactive displays and marketing of the McLean Mill National Historic site at Alberni. It will also be used for railway motor car tours as a set on location. The APR is developing a plan for expanded motor car tours. [The Island Corridor Foundation is located at Nanaimo, British Columbia.] **Island Corridor Foundation email 2/15/2016.**



Tri-Met Willamette Shore Line Trestle Rehabilitation Project – Package 2, contract #BC160038JB. Contractor to perform repairs that include pile splices and installation of timber members including stringers, sash braces, felloe guards, sills, posts and bent caps at the Jones Trestle in the City of Portland on the Willamette Shore Line Right-of-Way in accordance with this ITB and all of its contents. **Business Tribune 2/17/2016.** [Editor's Note, for additional information and recent photos, see article on page 2]



The Wallowa Union Rail Authority has given an initial green light to the first stage of an effort to create a 63-mile trail along the WURA line from Joseph to Elgin. The February 9<sup>th</sup> resolution reads: "WURA approves in concept the construction of a trail, with the railroad in control of the project, that a pilot segment be from Enterprise to Joseph, and that WURA initiate negotiations with the Joseph Branch Trail Consortium for a Memorandum of Understanding." More about the Joseph Branch Trail Consortium: [www.josephbranchtrail.org](http://www.josephbranchtrail.org). **Wallowa County Chieftain 2/16/2016.**



Olympia & Belmore Railroad (OBRR) is entering into an agreement with BNSF to lease and operate the Rail Line between Olympia and Belmore, Washington. The Rail Line is currently leased to and operated by TMBL. The current lease expires on March 15, 2016, and TMBL [Tacoma Rail] intends to vacate the Rail Line on or before that date. The Rail Line is between Milepost 9.07 near Olympia, WA, and Milepost 14.57 near Belmore, WA. OBRR is a part of Genesee & Wyoming Inc. **Surface Transportation Board Docket No. FD 35999 2/12/2016.** Thanks to Bob Melbo for the information. [Scott Gordon, Tacoma Rail conductor, reports he was on the crew for the last TMBL run on this line. Scott volunteers on the 4449 crew and can be found many times in the cab on the Oregon Coast Scenic Railroad.]



In February Siemens celebrated a production milestone at their Sacramento rail manufacturing plant by installing the first Cummins QSK95 engine with alternator that will power the new diesel-electric **Charger** locomotives. The 42,000 pound, power unit, the first engine to be installed at the Siemens Sacramento manufacturing plant, was successfully lowered into the locomotive by overhead crane.



Siemens is manufacturing a total of 69 diesel-electric locomotives for the Departments of Transportation in Illinois, California, Michigan, Missouri, Washington and Maryland. The diesel-electric locomotives are also being manufactured for Brightline, the express passenger rail service that will connect the major cities of Miami and Orlando. The diesel locomotives will be powered by the 16-cylinder, 95-liter displacement, and 4,400 horsepower rated diesel engines built by Cummins. **Siemens USA Newsroom 2/18/2016.**

Siemens also announced it is expanding its footprint in Sacramento, CA by opening a new 60,000 square-foot plant solely dedicated to its growing rail service, maintenance and repair operations. The new site, located in McClellan Park, will be Siemens Mobility Customer Services U.S. headquarters and West Coast logistics hub. It will house the company's rail refurbishment operations, rail bogie service center, accident repair, spare parts delivery, and administrative offices. One of the first projects at the new facility will be a \$21 million contract to modernize 32 SD160 light rail vehicles for Calgary Transit in Alberta, Canada. **Siemens USA Newsroom 2/1/2016.**

WSDOT has begun court proceedings to resolve stalled negotiations for the section of Freighthouse Square identified for a new train station in Tacoma. WSDOT still hopes to resolve the current impasse at Freighthouse Square. However, deadlines are looming, so they notified members of the citizens advisory committee Feb. 17 about the decision to seek legal action. WSDOT remains committed to a Tacoma option for our Amtrak Cascades passengers. **WSDOT February 2016.**



Sound Transit riders set new records for taking trains and buses in 2015. Sound transit had estimated 34.9 million total boardings last year, a 6 percent increase over 2014. Average weekday boardings in 2015:

- Sounder commuter rail 14,600 – a 15% increase from 2014.
- Link light rail 35,573 – an 8% increase from 2014.



**Sound Transit press release 2/25/2016.**

The Sound Transit Board of Directors restored Sound Transit 2 funding for preliminary engineering on the Federal Way and Redmond Link extensions, giving staff the green light to move forward with further design on light rail extensions from Kent/Des Moines to the Federal Way transit Center and from Overland to downtown Redmond. **Sound Transit press release 2/25/2016.**

Railroad pioneer and founder of the Mt. Rainier Scenic Railroad Tom Murray, has handed the baton to industry entrepreneur Al Harper and entertainment expert Wayne Rankin. The Mt. Rainier Scenic Railroad and Museum (MRSR) is now Mt. Rainier Railroad. Al and Carol Harper, rail transportation experts and owner of two of the nation's most scenic and historic railroads, bring their expertise to Elbe. Mr. Harper will help rebrand and make immediate and major improvements. The MRSR was founded in 1981 as a result of the passion of Tom Murray who helped build one of the most comprehensive collections of steam powered logging locomotives and equipment in North America. A former employee of Disney and Sega-GameWorks, Wayne Rankin, who has served as MRSR's executive Director for the past 2 years, is an entertainment and hospitality industry veteran with 30+ years of strategic business and operations experience. **Facebook posting 2/24/2016.** [Al Harper owns American Heritage Railways that includes Durango & Silverton Narrow Gauge Railroad, North Carolina's Great Smoky Mountain Railroad, and Rail Events.]



The March issue of *RAILFAN & RAILROAD* magazine has a 10-page article, **Portland & Western, Oregon's Timber-Hauling Survivor**, as its feature article. The author, Scott Lothes, provides extensive narrative and some excellent photos of this 500-mile Oregon shortline. Scott is the president and executive director of the Center for Railroad Photography & Art.

A study released by the Van Horne Institute, based at the University of Calgary, suggests that it is feasible to build a railway for transport of bitumen between Alberta and Alaska. The study was published by the Van Horne Institute with a Project Team including Shirocca Consulting, AECOM, Generating for Seven Generations, the University of Alaska, and Michigan Tech Research Institute. The proposed railway between Fort McMurray and Delta Junction, Alaska, is comprised of 2,440 kilometers (1,500 miles) of single standard gauge bi-directional heavy haul track. The study identifies rolling stock equipment and manpower requirements for both a 1.0 million barrel per day (MBPD) and 1.5 MBPD bitumen volume. The capital cost ranges between US\$20 and \$25 billion. **RT&S 2/25/2016.**

Congratulations to all the volunteers at the Oregon Rail Heritage Center with the outstanding visitor count for 2015. A total of **34,741** guests came in the doors of ORHC representing at **25%** increase over the previous year. Less than 4 years ago, hosting this many visitors annually was but a dream. PNWC members should take pride in being a part of this effort and organization.



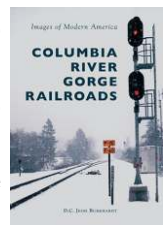
The Building Rail Access for Customers for the Economy Act (BRACE) was introduced February 26 by U.S. Senators Mike Crapo (R-Idaho) and Ron Wyden (D-Oregon) in the Senate as S.B. 2595 and by U.S. Representatives Lyon Jenkins (R-Kansas) and Earl Blumenauer (D-Oregon) in the House as H.B. 4626. The legislation would make permanent the short line track maintenance tax credit. The tax credit provides short lines and regional railroads a 50 cent tax credit for each dollar the railroad spends on track rehabilitation and maintenance up to \$3,500 per mile of track owned or leased by the railroad. In December 2015, Congress passed the fifth short-term extension of the credit, extending it through 2016. The American Short Line and Regional Railroad Association is in strong support of these measures. **Progressive Railroading 2/29/2016.**



Fur Rondy and Iditarod officials were working with the Alaska Railroad to send snow by rail from Fairbanks to Anchorage ahead of the ceremonial start of the Iditarod and the Running of the Reindeer event March 5<sup>th</sup>. The unseasonably warm weather and lack of snow have caused officials to resort to shipping snow to the city. The Alaska Railroad planned to bring 300 cubic yards of snow from Fairbanks on the night of March 2<sup>nd</sup>. **KTUU 2/29/2016.**

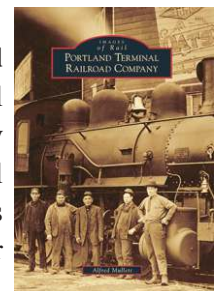


“The Portland Traction Company (PTC) No. 100 is the most famous diesel locomotive in the Northwest” according to the Oregon Pacific Railroad web site. This EMD SW1, was built in February 1952 as builder number 16899 and has spent almost its entire 60+ year career on the Portland Traction Company rails in SE Portland, Milwaukie and Oregon City. The 100s fame includes placing the SP4449, SP&S 700, and UP 3203 (OR&N 197) into and out of storage in Oaks Park. In preparation for recreating the pulling of the 4449 out of Oaks Park for the American Freedom Train Staff Reunion this fall, Dick Samuels, OPR owner, will repaint the 100 maintaining its current PTC livery.



On March 28<sup>th</sup> Arcadia Publishing released D.C. Jesse Burkhardt's new book **Columbia River Gorge Railroads**. This 96-page book includes 161 color images to celebrate the art and magic of the trains that move goods and passengers through this striking, rugged landscape.

On April 18<sup>th</sup> Arcadia Publishing will release Chapter member Alfred Mullett's new book **Portland Terminal Railroad**. This new book includes 186 images within 128 pages. The Portland Terminal Railroad Company, formerly the Northern Pacific Terminal Company, was created to be the heart of Henry Villard's Northwest rail empire. It has survived two world wars and numerous corporate mergers and still continues to operate as a successful business, serving the local freight needs of parent railroads and Guild's Lake Industrial districts. [Editor's Note: Alfred will be giving a presentation at the April 15th Chapter Meeting, see page 12 for details]



Reporting mark OYLO and AAR Accounting Rule 260 code number 326 are hereby assigned with the effective date and SCAC inception date of March 16, 2016 to **Olympia & Belmore Railroad, Inc.**, a Class III Railroad. Approximate miles of track to be operated: total





mileage is 5.5 miles including all branches from Olympia, WA to Belmore, WA. OYLO will interchange at East Olympia, WA with the BNSF. Railroad contact: James Irvin, President, Portland & Western Railroad, Inc., Salem, OR. **Association of American Railroads letter 3/3/2016 via Ed Berntsen.**

Construction has begun for the Point Defiance Bypass track and signal improvements between South Tacoma and Nisqually. The WSDOT project is funded through a federal grant and WSDOT has contracted with Sound Transit to deliver this track and signal work, since it is occurring on Sound Transit right-of-way. The track and signal work is progressing from north to south, with most of the actual construction occurring on weekends, beginning at midnight on Fridays through 7 a.m. on Mondays. In addition, crews will be working on rehabilitating the rail bridge that spans I-5 near Mounts Road in Nisqually. The work will require overnight lane closures on I-5 on the week of March 7-11. The rail bridge is being rehabilitated as a component of the Point Defiance Bypass project which will route Amtrak Cascades passenger trains to an inland rail line through DuPont, Lakewood and Tacoma. **Point Defiance Bypass Project 3/4/2016 email.**



Steve Sedaker with the Pacific Railroad Preservation Association is continuing to post informative updates on the PRPA's SP&S No. 700 FRA-mandated boiler inspection. The March 5<sup>th</sup> posting titled, "SP&S 700 1472 day FRA-Mandated Boiler Inspection: The work ahead", is on the Observation Tower, a blog from TRAINS contributors and includes some nice pictures and outlines this major project. Take a look at the PRPA web site for some extensive information on the re-build as well as PRPA is soliciting donations to help fund this major project: [www.sps700.org](http://www.sps700.org).



The city of Vancouver (B.C.) and CP agreed to landmark agreement for the creation of the Arbutus Greenway. The city reached a historic agreement with Canadian Pacific Railway Limited (CP) that will secure the legacy of the Arbutus Greenway for public use. The purchase is for the railway route from CP, which represents 42 acres of open space running approximately nine kilometres from Milton Street to 1<sup>st</sup> Avenue for C\$65 million. The agreement signals the end of a long negotiation process between the City and CP that lasted over four years, and ensures residents can continue to use the transportation corridor and greenway from False Creek to Marpole as a walking and cycling route. **City of Vancouver press release 3/7/2016.**



The U.S. Department of Transportation (DOT) has launched an initiative to create a National Transit Map, which is a critical missing element in the National Spatial Data Infrastructure. The National Transit Map will display stops, routes, and schedules for all participating transit agencies. With this information, DOT, planning agencies and researchers can identify and address gaps in access to public transportation. **USDOT News Digest 21-16.**



Another movie tidbit, the **Tough Guys** 4449 pulled train that crashed into Mexico was in fact a small model. For the photography of the locomotive buried in sand, a full size mock-up was built but as with most Hollywood sets, the 4449 had only one side. **George Lavacot 3/5/2016.**

Paradigm Midstream Services – ND has finalized an agreement with an undisclosed private company to construct a new gathering system to gather crude oil in North Dakota's Bakken Shale. Under the terms of the agreement, which is secured through an acreage dedication, the 23 mile gathering system will deliver approximately 17,000 acres of production from the Ross Field in northern Mountrail County to Paradigm's joint venture rail terminal in Palermo, North Dakota. From Palermo, producers can access east and west coast markets via the BNSF Railway, as well as downstream markets near Stanley, North Dakota, where Paradigm has existing pipeline connections. **Paradigm Energy news release 3/8/2016.**



The official photographer of the PNWC sponsored **1984 World's Fair Daylight** trip to New Orleans was Don Hunter. John Holloway, in 1985, purchased a set of Don's slides and is donating them to the PNWC archives. Another donor has agreed to fund the transfer of these slides to DVD. It has been suggested that these 1,949 (approximate count) photos be the topic of multiple future membership programs with some of the trip participants, if willing, providing narration. This trip was and continues to be touted as the longest steam excursion in history. Thanks John for your thoughtful and much appreciated donation.

Amtrak: National Train Day is done. Amtrak in an email to Trains magazine noted: "We have chosen to not continue the Amtrak Train Days program and to prioritize our resources more efficiently." **Trains posting 3/7/2016.** [Editor's Note: Portland Train Day will be held on May 14th at the Oregon Rail Heritage Center. see [www.orhf.org](http://www.orhf.org)





for details]

Track construction begins at King Street Station on March 11<sup>th</sup>. The project will extend tracks, install additional turnouts and add a new platform and canopy. In addition, decades-old hand-thrown switches will be replaced by modern, computerized system, further improving train movement at the station. The project is part of the \$50.4 million King Street Station Track Improvements project overseen by the Washington State Department of Transportation. **WSDOT news release 3/11/2016.**

The City of Prineville Railway is reporting projected carloads for 2015-16 of 874, a 50% increase from 583 in 2014-15. The railway expects to bring in \$839,600 by the end of the year, a 42% increase from the \$590,366 it brought in last year. Also being reported is that Superior Bulk Cargo will own and operate a boiler that will facilitate the transport of thicker-based products from tank cars to trucks. **Bend Bulletin 3/14/2016.**



On March 18<sup>th</sup> Sound Transit opened the **University Link** light rail line for service. The new line features stations at Capitol Hill and the University of Washington. **Sound Transit press release 3/16/2016.**

On March 1<sup>st</sup> the Court of Appeal of the State of California Third Appellate District denied the appeal from Railroad Services & Supply Company who sought to establish a superior security interest in a steam locomotive [Yreka Western No. 19, a 1915 Baldwin built 2-8-2] located in Yreka, California. This ruling leaves the Chelatchie Boiler Works, Inc. with primary security interest in the locomotive. **(Super.Ct. No.SCCVCV12-1055)**

The Black Hills Central Railroad has acquired Weyerhaeuser Timber Company No. 108 from the Northwest Railway Museum (NWRM) with the intention of having the engine in service by 2018. The No. 108 engine will work alongside the BHCRR's restored No. 110 Mallet, the current powerhouse of the Black Hills line. The No. 108, a 2-8-8-2, was built by Baldwin Locomotive Works in 1926 and served the Weyerhaeuser Timber Company until 1954. The BHCRR is located in Keystone, South Dakota. **Northwest Railway Museum Weblog 3/18/2016.**



And a posting from Trainorders.com 3/18/2016: “For the record, this deal has been in the works for over a year and marks another milestone in the continued success and renaissance that has been happening in Snoqualmie over the last twenty years. Personally, I find this type of deal very rewarding, as this important locomotive will be cared for by a respectable institution, at the same time giving NWRM additional resources to continue our steam locomotive rebuilding efforts on NP 924 and CC 14. Collecting in the name of preservation with no real workable plan for restoring, stabilizing, or other meaningful treatment is not the answer for our railroad heritage. Currently NWRM is on a major program of rebuilding its passenger car fleet, two steam locomotives to service, and continuing to improve our museum facility with more exhibits, more restored artifacts on display, and building our new Railway Education Center, the third new building in our museum complex. For those of you who have not visited in the last few years, come ride with us and let us show you what the power of teamwork, discipline, and motivation can do. Thank you for your interest in our endeavors, and I hope to see you all in Snoqualmie. Best, “Stathi” (Efsthathios) I. Pappas, MS, Curator of Collections, Northwest Railway Museum.”



The Port of Coos Bay is preparing to celebrate the 100<sup>th</sup> anniversary of the **Coos Bay Rail Line** with the competitive selection of the celebrations logo. Watch for more information about this August 5-7, 2016 celebration: [www.coosbayrailink.com](http://www.coosbayrailink.com).



Mt. Hood Railroad's summer excursions will stop at Dee instead of Parkdale this year, while the railroad temporarily stores empty cars on the tracks. It was a business decision to store vacant railcars on the tracks near Parkdale instead of running the excursion route there as usual. In 2017, MHRR intends to get the Parkdale route back up and running. **Hood River News 3/22/2016.** [Note: the Port of Tillamook Bay is also storing rail cars west of Banks.]

Our long-time friend **Gordon Zimmerman**, in his early 90s, is having some medical issues and as of March 25<sup>th</sup> was residing in a care facility in the SW Portland Multnomah neighborhood. Gordon is hoping to return home to Yamhill in the near future but will be having some live-in care. Best wishes Gordon!

The **Eagle Cap Excursion Train** on the Wallowa-Union Railroad in NE Oregon is back for 2016 with a schedule of 16 trips beginning May 8<sup>th</sup> and ending on October 29<sup>th</sup>. All trips depart from Elgin. More information: [www.eaglecaptrainrides.com](http://www.eaglecaptrainrides.com) or 800-323-7330.

# March Membership Meeting Minutes

## Pacific Northwest Chapter - National Railway Historical Society

Held on March 18, 2016

The March membership meeting was called to order at 7:32pm by President Keith Fleschner. No guests were present. The minutes of the February meeting were called, Arlen Sheldrake made a motion to approve the minutes and Bruce Strange seconded. The members voted to approve the minutes.

In the absence of George Hickok, no Treasurers report was given.

President Fleschner had cards for the members to sign; for: Jean Hickok, for the death of her father; and also for Ed Immel and Gary Brandt, who are both ailing.

President Fleschner announced that the banquet has been preliminary set for May 14, Saturday, at Hayden's Lakefront Grill in Tualatin.

Arlen Sheldrake announced that Amtrak has cancelled National Train Day.

Mark Reynolds announced news from Antique Powerland; Charlie Philpot, long time director is recovering from a stroke. Next, APMA is paying for the 200 amp service to the Sound building, in preparation for upcoming events at Powerland needing the electrical service. Upgrades also continue to the Randy Rock Memorial Sound Building. Also, the forty foot power pole by the APMA house needs to be replaced. Next he announced Powerland now has



Al Baker introduces the Program

underground Comcast cable.

Portland Parks has now shown an interest in restoring the old Red Electric trail.

Arlen Sheldrake announced that Gordon Zimmerman is now in a care facility.

Al Baker announced that he has received the twenty five year pin and certificate from NRHS for Bill Binns. The NRHS Fall Conference is planning continues, with the date of October 14 thru 16th at the University Place Hotel and Conference Center. A variety of activities are planned, including an excursion trip. Stay Tuned!

Al introduced the meeting program tonight by Arlen Sheldrake, the April program is by Alfred Mullet and the May program is a video on the Cascade Crossing.

Mark Reynolds reported that 'we' now have a radio repeater to be installed at ORHC.

The business portion of the meeting was adjourned at 8:03pm.

Snack time was provided by Lila Stephens. Thank you Lila!

Arlen Sheldrake gave the meeting program on his trip to Budapest.



Lila Stephens provided the snacks for the evening



Arlen presented photos from his trip to Budapest

Respectfully submitted  
by Jim Hokinson, Secretary.

Photos by Jim Hokinson and T. Trent Stetz

# SATURDAY - MAY 14<sup>th</sup> - 6PM

Annual Chapter

# Banquet

Sign-up at our website

[www.pnwc-nrhs.org](http://www.pnwc-nrhs.org)

PLATED DINNER CHOICE OF:  
**CEDAR PLANK SALMON**  
**CHICKEN SALTIMBOCCA**  
**COULOTTE STEAK**  
**VEGETABLE RAVIOLI**

Special Pricing

**\$ 40**

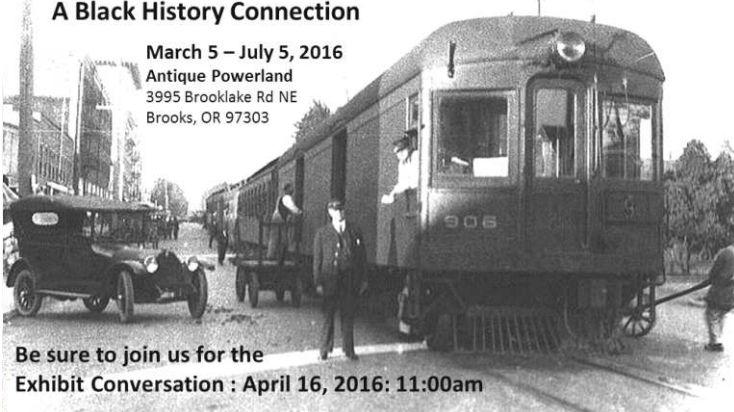
Complete Meal

*Hayden's*  
LAKEFRONT GRILL  
JUST OFF I-5 IN TUALATIN



## Rails Through the Mid-Willamette Valley A Black History Connection

March 5 – July 5, 2016  
Antique Powerland  
3995 Brooklake Rd NE  
Brooks, OR 97303



Be sure to join us for the  
Exhibit Conversation : April 16, 2016: 11:00am

Antique Powerland is a complex of heritage museums located ¼ mile west of I-5 @ exit 263  
On the web: [antiquepowerland.com](http://antiquepowerland.com) [Find us on f](#) Phone: 503-393-2424

Antique Powerland opens for the season with a new exhibit “Rails through the Mid-Willamette Valley – A Black History Connection”

The coming of railroads in Oregon in the late 1800's provided employment for African American men after the Civil War. Jobs opened up for them first in building the tracks, then aboard the train as porters, brakemen, waiters and cooks, at train stations and a maintenance workers. The exhibit has artifacts and photos of the men who worked on the rails.

Also on display are pictures and artifacts from the Oregon Electric Railway. In 1908, the first Electric interurban Train entered Salem. The trains traveled between Salem and Portland and offered first class service with a parlor car and a sleeping car for the overnight trains to Portland.

**LENDING LIBRARY** will be open  
Saturday, April 16th afternoon. It is open  
every Monday morning from 10:00 AM to  
noon. A wealth of material is available for  
PNWC member check-out.

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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	2016-2018	503.706.0498
Ken Vannice	2016-2018	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	Dave Larsen (Acting)	

### 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	Lila Stephens	503.246.2165
Rolling Stock	George Hickok	503.649.5762
	Keith Fleschner	503.516.9272
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Safety Officer	Keith Fleschner	503.516.9272
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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.



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ISSN: 0041-0926

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# **PACIFIC NORTHWEST CHAPTER TIMETABLE N<sup>o</sup>. 645**

**Membership Meetings:** St. Mark's Lutheran Church, 5415 SE Powell Blvd. 7:30 pm  
Guests Most Welcome! Chapter Meetings held on the 3<sup>rd</sup> Friday of each month.

**April 15:** *Northern Pacific Terminal Company / Portland Terminal Railroad Company*, author Alfred Mullett will be talking about this unique piece of Portland past and current history. With his book coming out soon (April 18<sup>th</sup>), he will focus on many of the more recent discoveries, both with timelines and history that were discovered during the final edits of the book. If you like Portland history and a look at a very overlooked local railroad, this is a presentation you will want to attend.

**May 14:** **PNWC Annual Banquet**, at Hayden's Lakefront Grill, 8187 SW Tualatin-Sherwood Rd, Tualatin, OR, \$40 per person. Social Time at 6pm, Dinner at 6:30pm. Reservations Required. See Advertisement on Page 10 and [www.pnwc-nrhs.org](http://www.pnwc-nrhs.org) for more details. See you there!

**May 20:** *Cascade Crossing*; This video takes place in Western Oregon covering primarily the 44 scenic miles from Oakridge to Cascade Summit. It was made around the turn of the century when the line was Southern Pacific, and shows all SP rolling stock. This video contains some really great railroad photography with some shots you are likely to recognize.

**June 17:** *A January 2016 Visit to Cuba & the Gold Coast Railroad Museum*, a slideshow by Arlen Sheldrake

← **October 14-15:** *Fall 2016 NRHS Board of Directors & Advisory Council Conference*, Portland OR, Al Baker coordinator, University Place Hotel and Conference Center. →

Forward program ideas to Al Baker, 503.645.9079 or [albaker33@comcast.net](mailto:albaker33@comcast.net)

**Board of Director's Meetings:** April 07, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm  
May 12, 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 14: PORTLAND TRAIN DAY** at the Oregon Rail Heritage Center  
Save the Date! More Details soon at [www.orhf.org](http://www.orhf.org)



- Every Saturday *Portland Train Rides*, OPR Saturday train runs from ORHC, [www.portlandtrainrides.com](http://www.portlandtrainrides.com)  
Apr. 8-9 *Island Rail 130th Anniversary Celebration*, Nanaimo BC, [www.islandrail.ca](http://www.islandrail.ca)  
Apr. 9 *PB&J Getaway*, Lebanon OR, Albany & Eastern RR, [santiamexcursiontrains.com](http://santiamexcursiontrains.com)  
Apr. 16 *Rails through the Mid-Willamette Valley: A Black History Connection*, Exhibit and Conversation, Antique Powerland in Brooks Ore., [antiquepowerland.com](http://antiquepowerland.com) (Exhibit runs through July 5th)  
May 7 *Mother's Day Dinner & Wine Train*, Chelatchie Prairie Railroad, Moulton Falls Winery, [www.bycx.com](http://www.bycx.com)  
May 7 *Train Day*, 11 to 5 p.m., Amtrak Station, Albany OR  
May 7-8 *Mother's Day Weekend*, Chelatchie Prairie Railroad, Yacolt WA, [www.bycx.com](http://www.bycx.com)  
May 8 *Mothers Day Brunch*, Lebanon OR, Albany & Eastern RR, [santiamexcursiontrains.com](http://santiamexcursiontrains.com)  
May 8 *Mother's Day Tea Train*, Albern Pacific Railway, [www.alberniheritage.com](http://www.alberniheritage.com)  
May 21 *Joseph Branch RailRiders* season opens, Joseph or Minam OR, [www.jbrailriders.com](http://www.jbrailriders.com)  
May 21-22 *Late Spring Weekend*, Chelatchie Prairie Railroad, Yacolt WA, [www.bycx.com](http://www.bycx.com)  
May 25-29 *White Pine Rails*, a Joint Convention – Railway & Locomotive Historical Society / Idaho & Montana Railway History Preservation Group, Moscow ID, [www.rlhs.org](http://www.rlhs.org)  
May 28 *Chehalis-Centralia Railroad & Museum*, Season run begins, [www.steamtrainride.com](http://www.steamtrainride.com)

### **PNWC – NRHS MISSION**

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