

The Trainmaster

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THE DYNAMITE TRAIN

By Dan Simmering



A view of the DuPont Powderworks Wharf with the NP Mainline Crossing over the Narrow Gauge Railroad.
(Courtesy of DuPont Museum; DuPont Company collection)

DuPont, Washington is a city that is located on the southern reaches of the Puget Sound south of Tacoma. There remnants of one of the most unknown, but longest surviving, narrow gauge railroads in Washington State can be seen in DuPont. This railroad operated at the DuPont Powderworks for nearly 66 years. Because the railroad was located within a tightly secured area, only Powderwork employees were aware of its day to day existence.

DuPont was a company town established by the DuPont Company which manufactured dynamite and other explosive materials nearby. The plant started manufacturing explosives in 1909. In its first 50 years, DuPont's Powderworks made over 1 billion pounds of dynamite. That dynamite was used in building the Grand Coulee Dam, the new Cascade Tunnel, the Alaska Railroad and the Panama Canal. Of course, its explosives were used during WWI, WWII and the Korean War. A standard gauge track was laid into the plant to allow Northern Pacific to deliver supplies and ship out final products. A wharf on the Puget Sound was also constructed to receive and ship materials

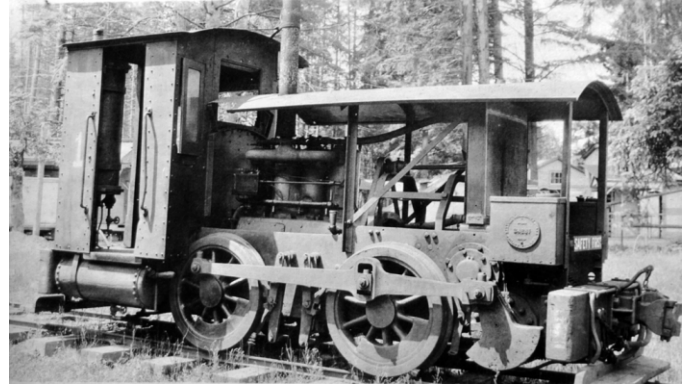
via water to ports along the Pacific Coast. The 3,200 acre facility stopped production in 1975, after which the property was sold to Weyerhaeuser in 1977. Following cleanup of the property, Weyerhaeuser constructed a golf course and an industrial complex on the site with the surrounding area becoming a planned housing community. (Weyerhaeuser was planning to install a log and cut wood exporting facility on the location and use the pier to ship its products. That never materialized. If it had, the narrow gauge railroad might still be operating today.)

To move materials among the storage sheds, production sites or the waterfront, a 17 mile narrow gauge railroad was built starting in 1906. The right-of-way was laid with mostly 30 pound rail with some 35 rail also used. The drop from the plant to the wharf was nearly 220 feet. A 1.3 mile portion of the railroad was laid to the waterfront on a 3% grade. At first, little cars loaded with explosives were gravity fed to the waterfront. A two man crew would ride the loaded 20-foot boxcars or 18-foot flatcars and use the handbrakes to slow or stop the cars. To move the cars back to the plant, horses were harnessed to pull the cars up grade. Early on, a set of cars experienced a run-away while descending the steep grade. That incident killed the two man crew when they derailed on the sharp curve at the bottom of the grade. Because of this accident, it was realized that a more reliable and safer means was required to move the products to the wharf.

The DuPont Company bought four gasoline-powered, internal combustion locomotives from Baldwin starting in 1910. Even though Baldwin made remarkable steam locomotives, their gasoline engines were not reliable. In 1930, a gas, 10-ton Plymouth locomotive was moved to the plant which proved suitable for DuPont's needs. Two more Plymouths were employed soon after that. They were 8-ton, Model DLCs. A fourth Plymouth, built in 1942, was acquired that was a gas powered 12-ton, Model JLA. This locomotive became DuPont No. 4. It had a torque converter and a sprocket/chain arrangement to drive the wheels. However in 1952, DuPont replaced the gas engine with a diesel engine. The diesel was thought to be safer and more powerful than the gas fed engine. No. 4 was used to the end of the DuPont production era and later by Weyerhaeuser. All existing locomotives and rolling stock were included in the DuPont sale to Weyerhaeuser.



1941 Plymouth locomotive. DuPont No. 4



DuPont No. 1 delivered from the Baldwin Locomotive Works in July 1910 for \$3,900. It is a 7-ton gasoline locomotive that was scrapped in 1921. (Courtesy of DuPont Museum, DuPont Company collection)

In 1919 two 8-ton, battery powered locomotives were also used in the plant area to move materials between buildings. They were equipped with the famous Edison steel-alkaline rechargeable batteries as their electrical source.

Fire was a major concern at the explosive plant. Any mechanical power operated at the plant had to produce a very minimum amount of sparks. Even the earliest internal combustion engine's exhaust stacks were installed with spark arrestors. Because Northern Pacific used steam locomotives to deliver and pickup cars at the plant, special spark arrestors were placed over the smoke stack outlet before the steam locomotives could enter the property. (The DuPont Powderworks never owned or used steam powered locomotives.) In addition, deer and cattle were grazed about the plant to eat wild grass and weeds to minimize the chance of wildfires.

Two-truck, wooden 19 foot flat cars were used to haul production materials to the wharf and between buildings at the plant. When a train descended to the water front, it typically consisted of only three or four loaded cars. A 14-foot, four-wheeled spacer car was used between the locomotive and the cars carrying explosives. This flatcar was not to protect the train crew from accidental explosions as 14 feet was not far enough away from the loads for the crew's safety. Instead the spacer flat car was used to keep the locomotive and any sparks that it would make as far away from the load as possible. Dynamite caps were never hauled in the same train that carried the finished dynamite. Installed in the track that descended to the waterfront was a switch that led to a run-away train track. If the

consist was under control and could stop at the switch as the train descended the grade, the switch was realigned to allow the train to continue to the wharf.

The photograph (on page 1) of the wharf area on the Puget Sound is quite revealing. Dupont's narrow gauge railroad is seen coming from the lower right and passing under the Northern Pacific mainline. The sharp curve that was mentioned earlier can be seen under the NP trestle. Also observe the platform that was built over the NP mainline. This structure was used to protect the NP railroad from a cable and bucket system built by DuPont. Ships hauled saltpeter (sodium nitrate) from Chile and delivered it to the pier. Moving a ship load of saltpeter up grade by railroad to the plant would take a lot of time and energy. A telfer (cable and bucket system) was built to hoist the crystalline substance to the plant. It proved fast and adequate for the task. The wharf was removed about the year 2000.

After the Powderworks closed, the 1942 Plymouth locomotive was retained and operated by Weyerhaeuser until it was donated to the City of DuPont. It was moved to its current location in 2008. The original 30 pound rail manufactured in 1906 was used to build a track for the Plymouth. This location is on the previous standard gauge right-of-way to the Powderworks plant. A roofed shed to protect the train from the weather was completed in 2011.

The 12-ton Plymouth, spacer car No. 14P, flat car No. 6A and box car No. 13P are kept at the DuPont Historical Society Museum site at 207 Barksdale Street in DuPont. The Plymouth locomotive is operational and is run for special events and tours. The equipment is housed in the shed behind the museum and can be viewed there. Photography of the train is difficult when it is in the shed.



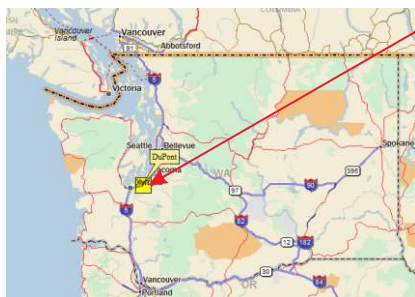
A cyclone separating spark arrester on the Plymouth No. 4



DuPont Spacer car No. 14P

For those who want an outdoor adventure, the grade to the wharf area is now a hiking trail. That path is called the Sequelitchew Creek Trail. To find the trail head, enter the Northwest Landing entrance and follow the signs to the parking area. The BNSF mainline still passes over the lowest portion of the trail.

To learn more about the Dynamite Train, visit www.dupontmuseum.com. Then click on the “Dynamite Train” menu item. During museum hours, anyone interested can call (253) 964-2399. I would like to thank Fred Foreman and John Lewis for their tremendous help compiling this text. [Photographs by the Author unless otherwise noted]



Locator Map of Dupont, WA [from Street Atlas USA© 2014 Plus]

DuPont, Washington has a rich history that stretches far into the past. For thousands of years Native Americans lived in the area. Hudson’s Bay Company employees and American settlers came to the region in the nineteenth century. Then in 1909 the DuPont Village was established by the DuPont Company. The Village has



DuPont Flat car No. 6A

survived many changes over time. Today it remains the City of DuPont’s historic heart. [Info from www.dupontmuseum.com]

New Zoo Railway Station Opened

By Arlen L. Sheldrake



The new Washington Park & Zoo Railway station opened with free train rides on May 27th. After being closed down for six months during construction, the Zoo Railway returned to regular runs within the Oregon Zoo grounds. The new station includes a much larger permanent canopy, multiple queuing lines and multiple train entry points. The old station, built in the 1950s, was showing its age. The station canopy roof holds 96 solar panels, part of the array that will hold 635 additional panels on the new education center that combined will power the train station and the education center. Though not funded by bond money, work on the new station was efficiently bundled into the new education center construction project, and gracefully aligns

with the center visually, using the same materials and finishes.

The Washington Park & Zoo Railway line to the International Rose Test Garden is still out of service and no decision has yet been made on when or if repairs to the line will be made.

[Article developed by Arlen L. Sheldrake from the Oregon Zoo news release 5/26/2016 with assistance from Jeff Honeyman; photo taken by the author 6/16/2016.]



Come celebrate 100 Years of History with Us at the RAILROAD CENTENNIAL!

North Bend Day
August 5th

Opening Ceremony
Downtown Sip N' Stroll

Coos Bay Day
August 6th

5K Dash • Treasure Hunt
Taste of Coos Bay • Live Music & Dance

Coos County Day
August 7th

Live Theatre Train Rides
Water Sports • Music Performances
Closing Ceremony

TRAIN RIDES EVERY DAY!

Learn more at:
www.portofcoosbay.com

Schedules subject to change

Photos [Courtesy of the Coos History Museum]



PNW RAIL NEWS

by Arlen L. Sheldrake



Developing this month's article is a process of catchup as Rita and I enjoyed the May 30th – June 7th Colorado Rockies by Rail Tour put together by Special Interest Tours and sponsored by Trains magazine. A very intense and enjoyable 9-day visit to eight of Colorado's premier rail attractions plus a nice visit to downtown Denver using their new heavy rail commuter line from the Denver Airport. I will show my slides of this trip at the August membership meeting.



Following the highly successful (4,000 attendees!) 2016 Portland Train Day held May 14th at the Oregon Rail Heritage Center, the ORHF Board of Directors on June 13th agreed to again host PTD on May 6, 2017.



For nearly two years the 37 miles of railroad track between Dayton and Walla Walla have stood [laid ?] quiet and empty, but events this week indicate the rumble of trains will soon return. The Port of Columbia, which owns this short track, signed an agreement Wednesday with Frontier Rail to operate trains on this section of the Palouse River & Coulee City Railroad line. Under Paul Didelius, the Walla Walla entrepreneur who owns Frontier, this stretch of line will now be called the Columbia-Walla Walla rail line. Frontier Rail will be responsible for all the construction work as part of their operator's contract with the Port. The plan is to have trains back on the line by fall, when the next agriculture shipping season begins. **Walla Walla Union Bulletin 6/10/2016.**



The Classic Trains Summer 2016 (Vol. 17 – Issue 2) magazine, pages 70-71, includes a nice 1948 photo “Portland, Ore., under water in 1948.” This 4:05 p.m. May 30, 1948 aerial photo shows the current Pearl District under water after a 200-foot-long railroad embankment gave way. The photograph includes tags noting the major buildings. The text notes that the Union Station VC interlocking tower still survives as office space. I noted this error to the magazine as TriMet re-purposed this building to house some light rail control equipment when building the MAX Yellow line...no offices, but the building exterior was preserved.



Operation Lifesaver in partnership with the Federal Railroad Administration announced that \$200,000 in grants will be awarded to 12 state Operation Lifesaver programs. Included in the awards was Washington Operation Lifesaver who will run ads in movie theaters, as well as on mobile devices for users in targeted zip codes. **Operation Lifesaver News 5/25/2016.**



Based on public input, Sound Transit Board members on May 26th outlined proposed changes to the ST3 Draft Plan that would complete most of the light rail extensions two to five years sooner. Under the proposed changes, the ST3 plan slated for voter consideration in November would add 62 miles of light rail with stations serving 37 additional areas. Proposed improvements to light rail timelines outlined at today's meeting include:



- Everett via the Southwest Everett Industrial Center would open 5 years sooner, in 2036.
- Downtown Redmond would open 4 years sooner, in 2024, only one year following the completion of the voter-approved East Link light rail extension.
- Federal Way would open 4 years sooner, in 2024.
- Tacoma would open 3 years sooner, in 2030.
- West Seattle would open 3 years sooner, in 2030.
- Seattle's Ballard extension would open 3 years sooner, in 2035.
- The Tacoma Link extension to Tacoma Community College would open 2 years sooner in 2039.
- New light stations at Seattle's Graham Street and Tukwila's Boeing Access Road would open 5 years sooner, 2031.

Sound Transit email 5/26/2016.

May 26, 2016 letter to the Surface Transportation Board: Pursuant to 49 CFR 1150.24, the Port of Tillamook Bay (POTB) Railroad hereby provides notice of its intention, effective July 28, 2016 to terminate (abandon) service over the 81.07-mile segment of its line of railroad between Milepost 775.01 near Banks, Washington County, Oregon, and Milepost 856.08 near Tillamook, Tillamook County Oregon. The abandonment does not include the 3.5 miles of the POTB line between Milepost 770.5 at Schefflin and Milepost 774.0 near Banks, in Washington County, Oregon that was acquired by

Portland & Western Railroad. A note on the email from the attorney filing: "Please note that the abandonment will automatically become effective on July 28, 2016 (as set forth in the letter) unless a proper trail use request is filed prior to that time." **Bob Melbo email 5/27/2016 titled: Tillamook Branch – January 1, 1912 – July 28, 2016– R.I.P.** Note: Bob responded in a subsequent email that this filing does not affect the Oregon Coast Scenic Railroad's contract with the POTB.



MAX System Reliability Improvements: The next major upgrade and replacement project will occur between August 21st and September 3rd as crews tackle a project in the Rose Quarter Transit Center area. Crews will replace switches as well as realign the track east of the transit center. These improvements will require moving poles that hold up the overhead power wire and replacing the signal system, among other work. As with the 1st Avenue MAX Improvements completed May 21st, MAX service will need to be adjusted during this project. In 2017, crews will replace four switches and make other track improvements in Downtown Portland near SW 11th Avenue and Morrison/Yamhill streets. **TriMet News 5/20/2016.**

Last week, King County Parks published a draft master plan for the Eastside Rail Corridor Regional Trail (ERC). The County aims to develop a permanent paved trail on over 16 miles of the corridor. As the trail plan enters a public comment period, Sound Transit is finalizing its own draft system plan. That will clarify how portions of the corridor may be shared with transit. Across the Eastside, efforts to bring the corridor into public use are accelerating. Legacy freight tracks will be removed in 2017, and trails are being expanded. Snohomish County has agreed to buy 12 miles of corridor and is expected to build a trail alongside the active rail line. A once contentious political debate over rails vs trails has been mostly replaced by a consensus that the ERC will serve both (though it still echoes in Kirkland where transit opponents have coalesced around "Save Our Trail" rhetoric). **Seattle Transit Blog 3/11/2016.**



Union Pacific plans to invest \$35.8 million during 2016 in its Idaho rail infrastructure. Projects include:

- \$3.3 million in the rail line in Pocatello to replace 27,704 railroad ties.
- \$8.2 million in the rail line between Mountain Home and Boise to replace 60,510 railroad ties.
- \$4.2 million in the rail line along the Pocatello Subdivision and within the Pocatello Yard to replace 3 miles of rail and 24,000 railroad ties.



From 2011 to 2015 UP has invested more than \$135 million strengthening Idaho's transportation infrastructure. **Union Pacific news release 5/31/2016.**

Union Pacific plans to invest \$34.6 million during 2016 in its Oregon rail infrastructure: Projects include:

- \$4.6 million in the rail line between Chemult and Oakridge to replace 33,372 railroad ties.
- \$3.6 million in the rail line between Bridal Veil and Hood River to replace 28,342 railroad ties.
- \$3.2 million in the rail line between Stanfield and La Grande to replace almost 4 miles of curve rail.

From 2011 to 2015 UP has invested more than \$193 million strengthening Oregon's transportation infrastructure. **Union Pacific news release 6/1/2016.**

Union Pacific plans to invest \$14.3 million in 2016 to improve Washington's transportation infrastructure; \$13.6 million to maintain railroad track and \$741 thousand to maintain bridges in the state.

Key projects include:

- Almost \$10 million investment in the rail line along the Ayer Subdivision north to Wallula to replace almost 19 miles of rail.
- \$475 thousand investment in the rail line in Spokane to replace almost 1 mile of curve rail.

Union Pacific news release 6/10/2016.

Sound Transit today broke ground on its Tacoma Trestle Track & Signal Project which will replace an aging 100-year old single-track railroad trestle with a concrete, double-track bridge. The \$120.5 million project is scheduled for completion in 2018 and will replace the timber trestle with a modern double-track concrete structure along a 0.65-mile section of track between the Tacoma Dome Station and East M Street. The project includes demolition of the existing trestle, construction of new tracks and a crossover track, signal upgrades, roadway improvements, utility relocation and erosion control. The new bridge will feature the Milwaukee Railroad historic logo to commemorate the 100-year history of the original trestle. Sound



Transit is also partnering with the Washington State Department of Transportation on a separate project to extend the station platform. When complete, the extension will accommodate larger Amtrak trains when WSDOT redirects its Cascades and Coast Starlight service to an inland route. **Sound Transit new release 6/1/2016.**

The Sound Transit Board of Directors today selected the location for a new Sounder vehicle maintenance base at its rail yard along the Sounder railroad right-of-way between Steilacoom Boulevard Southwest and 100th Street Southwest in Lakewood. The 40,000 square-foot facility will house six maintenance bays, yard and ancillary tracks, material storage areas and offices for operations staff. The facility will accommodate 14 locomotives, 40 coach vehicles and 27 cab cars when complete, with enough space to store and maintain 10 additional vehicles. **Sound Transit news release 5/26/2016.**

You've heard the term, it's a small world...well I have one for you to again prove the statement. Rita and I headed to downtown Denver on Monday, May 30th, a day before our Special Interest Tours was to start. Our plan was to ride the newly opened commuter rail system (RTD) from the Denver Airport to Union Station in downtown Denver and explore the inner city via a 10k Volkswalk. As we stepped off the RTD at Union Station, there standing next to their private rail car, Kitchi Gammi Club, was Carl and Carol Jensen. Those of you who have worked on NRHS conventions and with the NRHS Board of Directors, know Carl who resides in Roanoke Virginia. Seems Carl and Carol were in Denver to attend the graduation ceremonies of their grandson at the Air Force Academy. Yes, it is a small world.

News from Richard R. Anderson, Executive Director of the Northwest Railway Museum (www.TrainMuseum.org), Snoqualmie, Washington; extracted from his June 9, 2016 mailing:

- Railway Education Center construction milestone. The first floor concrete slab was poured earlier this week, which was the culmination of months of efforts. More than 120 GeoPiers were driven and compacted to depths of 30 feet. A spread footing consisting of steel reinforcing bar and concrete was placed on the GeoPiers. A reinforced concrete stem wall was built to elevate the first floor above the 100 year flood plain. An elevator base was poured. And finally, a series of grade beams and structural floor slab were set up to pour all at once. Construction is scheduled to conclude in October.
- Chapel car receives final coat of paint: RC Painting and Sons of Redmond spent a few weeks at the Museum repainting Chapel Car No. 5 Messenger of Peace. The painting project was funded by the American Baptist Home Missions Society and the National Society of Colonial Dames Society of American in Washington State.
- Progress on the locomotive No. 924 rehabilitation: Some minor frame damage from an unknown time was repaired. New springs have been fabricated by Benz Spring in Portland. Brake cylinders were removed, repaired, rebored, and reinstalled. The steam throttle was serviced and reinstalled in the new steam dome. Now efforts are focused on modification, repair and installation of a drop table which will allow the 924's drivers to be removed for shipment to another museum for turning on a wheel lathe.



The Washington State History Museum in Tacoma is hosting on Saturday, September 10th: All-day video festival featuring the work of Tacoma railroad expert James M. Fredrickson (1926-2016), jointly hosted by the Northern Pacific Railway Historical Association, Pacific Northwest Railroad Archive, and Tacoma Chapter – National Railway Historical Society. The event runs from 10AM to 5PM; the Museum is located at 1911 Pacific Avenue, Tacoma, Washington. **Explore It, July-September 2016 issue.**



The prime minister of Canada and the premier of British Columbia announced in Vancouver on June 16 the \$US 697 million of additional funding will be made available for transport improvements in the province. Rails share of the funding will be used to purchase 50 additional SkyTrain cars for the Expo, Millennium and Canada automatic light metro lines in Vancouver, upgrades to SkyTrain stations, design and planning for the Rapid Transit South of Fraser light rail project in Surrey and Millennium Line extension along Broadway to Arbutus, and to purchase five double-deck coaches and a new locomotive for the West Coast Express commuter rail service. **International Railway Journal 6/17/2016.**



James G. Murphy Co., commercial & industrial auctioneers, has the five Mary's River Lumber Company mill sites for sale. The sites are:

- Corvallis OR – finishing and shipping.
- Philomath OR – sawmill and dry kilns.
- Montesano WA – dry kilns, finishing and shipping.
- Bow WA – sawmill and shipping.
- Elma WA – undeveloped site.



Railroad Centennial Celebration: The first train on the Coos Bay Rail Line arrived in North Bend in 1916. To celebrate the rail line's completion, Coos Bay (known as Marshfield in 1916) and North Bend held a Railroad Jubilee. Join us 100 years later as we celebrate the Railroad Centennial this August 5-7:



- North Bend Day – August 5th: opening ceremony, downtown Sip N' Stroll.
- Coos Bay Day – August 6th: 5k dash, treasure hunt, taste of Coos Bay, live music & dance.
- Coos County Day – August 7th: live theater train rides, water sports, music performances, closing ceremony.
- with Train rides every day.

More information: www.portofcoosbay.com.



Two vintage trolleys that once ran on the George Benson Waterfront Streetcar Line in Seattle, Washington, have arrived in St. Louis for use by the Loop Trolley. A third Seattle trolley was shipped to Iowa, where it will be renovated and refurbished along with two Portland trolleys. The three refurbished trolleys will be put into service on the Loop Trolley system in Spring 2017. The W-class electric trolley cars were originally brought to Seattle from Melbourne, Australia. The trams were built by the Melbourne and Metropolitan Tramways Board between 1923 and 1956. The two Portland trolley cars are Brill-replica streetcars which were used on the Portland Vintage Trolley service in Portland, Oregon. These two cars were designed to look like 1903 streetcars but were actually built in the early 1990s. All of the working trolleys will be modified for wheelchair accessibility, to meet ADA regulations. **Loop Trolley Transportation Development District press release June 2016.**

In Remembrance of Donald L. Hunter

1914 - 2016

At age 101, Donald L. Hunter passed away peacefully at his home.

Don was born June 11, 1914, in Eugene, to Lawrence and Pearl LaPorte Hunter. He graduated from Eugene High School in 1933, then attended the University of Oregon. While serving in the U.S. Army Signal Corps during WWII, he graduated from the University of Nebraska in 1945.

After his discharge, Don returned to Eugene and worked at the Eugene Water Board as an Electrical Engineer. He was recruited by the University of Oregon to establish its audio-visual department; he served as the department's director from its founding in 1947 to his retirement in 1977.

Don was well known for his pioneering multi-media programs. Beginning in the 1940s and continuing into the 21st century, he presented his programs to more than a thousand audiences. Many of his programs portrayed the natural beauty of Oregon, and championed the preservation of wilderness areas.

Don is survived by his brother, David Hunter; his two sons, George Hardy and Gary Hunter; and their families. [information provided by George Hardy]

Don was a member of the Chapter since 1977. He was the "Official Photographer" of PNWC's New Orleans trip in 1984 with the SP4449 on a 7,477 mile 51-day excursion to Louisiana World's Fair in New Orleans with cars Mt. Hood & 3300.

Of special interest for the Pacific Northwest Chapter – National Railway Historical Society may be the program created by Mr. Hunter entitled, "*The Last of Steam,*" and placed on a DVD by the University of Oregon through an IMLS grant in their "Exploring the Cultural and Natural History of the Pacific Northwest, Volume II."

In 2010-11, Mr. Hunter gifted his slide collection to The Lane County Historical Society and Museum. The Society staff includes one project coordinator and two digital archivists, which are responsible for scanning, digitizing, adjusting the images with Adobe Photoshop, storing the images and uploading Mr. Hunter's images to the Museum's website. This project is being funded currently by four grants. These funders include Trust Management Services, LLC; Oregon Heritage Commission Museum Grant; Oregon Heritage Commission; and Lane County Cultural Coalition. His 35mm slides will be forever preserved and the public will have access through the Museum's web site: <http://www.lanecountyhistoricalsociety.org/research-photocatalog.html> as well as the Museum's archives and library. Digitized images of the Don Hunter collection are designated with an object-ID of DH. [For More Information, see "The Don Hunter Project" the in September 2012 Issue of *The Trainmaster*]



REDONDO BEACH, CALIFORNIA RAILROAD HISTORY

By Stuart Adams

Here is a unique look at the railroad history of Redondo Beach California, and the surrounding area. The first railroad that was built here was the Santa Fe's harbor line which was known as the Redondo Beach Branch District of the Los Angeles Terminal Division of the Santa Fe Railway. It was popularly called the Redondo Beach and Santa Fe Railway (RB&SF). The line's construction began in 1887. A passenger station and 3 wharves were built to serve the needs of this area. Service on this line continued until 1918 when the Pacific Electric (PE) took over all of the passenger service in the Los Angeles area. In the 1920's, the Santa Fe later built a freight line from El Segundo to the Los Angeles Port in Wilmington. In its final years, the Redondo Beach Branch ran to Beryl Avenue in Redondo Beach to serve the Southern California Edison (SCE) plant. Sadly, the line was abandoned in 1983, and the tracks were torn up and abandoned in 1986. Remnants of the SCE spur can still be found in Redondo Beach, and remnants of the Metlox Pottery spur can still be found in nearby Manhattan Beach. The Manhattan Beach station sign has been relocated to their Polliwog Park.

The Los Angeles and Redondo Railway (LA&R) was started in 1887 by the real estate firm, Vail & Freeman. They sold out to Portland based shipping company Thompson and Ainsworth in 1888. Captain J.C. Ainsworth and R.R. Thompson operated a fleet of steamboats on the Columbia River and down the Oregon Coast, and had been seeking a port in the Los Angeles area. The first wharf was built in Redondo Beach in 1890. The new line caused all the tonnage to be diverted away from the Southern Pacific mainline into the Los Angeles area. The Hotel Redondo (famously known as "The Queen of the Pacific") was built in 1889. A 3.5 foot narrow gauge line was constructed in 1890 with the placement of a small railroad yard. The line connected with the Santa Fe's Redondo Beach Branch, and had excellent facilities located there. As the years went by, the harbor grew in importance as a second wharf was built in 1894 and the third wharf was built in 1903. Electrification of the line a year earlier in 1902 brought about a new wave of settlers and caused the purchase of the Redondo Beach townsite by railroad mogul Henry E. Huntington, which resulted in a major boom for the population of



Former railroad roadbed on the corner of Gould and Valley between Hermosa Beach and Manhattan Beach

Redondo Beach and the entire Los Angeles area. Population in Redondo Beach went from just 668 in 1890 to 9,375 in 1930, all because of this important railroad line. The Huntington era ended on January 1st, 1911. The wharves were later removed due to heavy damage. The first wharf was removed in 1915, the second removed a year later in 1916, and the third and final removed 10 years later in 1926. Redondo Beach eventually lost out to San Pedro as the major port of choice of the Los Angeles area. The PE continued rail service into the Redondo Beach area until 1940 when buses replaced rail service here. Today, the Redondo Beach area thrives as a wonderful place to visit as a tourist location, with some railroad remnants still surviving today. The Port of Redondo Beach is noted for pleasure boating and fishing, complete with a breakwater constructed in 1956 to protect all the boats.



El Segundo Wig-Wag Crossing Signal

The former PE line from El Segundo, through Torrance, and into a section of Redondo Beach survives today as the Union Pacific Railroad (UP) Torrance Branch. The former Santa Fe line is abandoned, but successor BNSF Railway provides nearby freight service as does the UP. There are all sorts of lineside industries that benefit from daily freight switching service by the BNSF and the UP. Amtrak maintains a bus stop in Redondo Beach. The Los Angeles Metro Light Rail station in Redondo Beach provides easy access to Los Angeles Union Station and for viewing the nearby Amtrak Redondo Junction 8th Street Coach Yards where Amtrak maintains its locomotives and passenger cars, and also where the Santa Fe 3751 is housed in the former Santa Fe Redondo Junction roundhouse, which is still used today. The UP and BNSF cross each other at Redondo Junction. In nearby El Segundo, the UP line features a good stretch of street running complete with a wig-wag crossing signal! In nearby El Segundo, the UP line features a good stretch of street running complete with a wig-wag crossing signal! The Red Car Brewery is located in the old Pacific Electric Torrance Shops building. I hope you've enjoyed a look at the railroad history of Redondo Beach, California and the surrounding areas. [Sources: abandonedrails.com/Redondo_Beach_Branch, www.erha.org/la&rcommunity.htm, www.erha.org/la&r.htm]



Redondo Beach Branch track remnants (Facing North) at 8th Street in Hermosa Beach



MTA Light Rail in Redondo Beach

www.erha.org/la&rcommunity.htm, www.erha.org/la&r.htm]

June 2016 Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on June 17, 2016

The June membership meeting was called to order at 7:31pm by President Keith Fleschner. The May meeting minutes were called, Al Baker made a motion to approve the minutes and Don Klopfenstein seconded. The membership voted to approve the minutes.

George Hickok gave the monthly treasurer report and said all accounts balance. He reported a large balance left in the S2 restoration fund. He next reported that discussion is underway for the marketing plan for the two SP4449 posters. Ken Vannice made a motion to accept the report and Rolf Schuler seconded. The membership voted to accept the report.

President Fleschner announced that future Chapter board meetings will be held at the Oregon Rail Heritage Center.

President Fleschner said he has done some work on the Chapter's S2 at Antique Powerland and will be doing some painting of S2 parts at the Oregon Rail Heritage Center (ORHC).

Next there was questions from the members in attendance and discussion of the disposition of some of our rolling stock. President Fleschner advised that an expert will be in to evaluate our rolling stock and advise of disposition.

President Fleschner said we need to have volunteers sign up to help at the Great Oregon Steam-up. At present, please contact Trent Stetz.

Ken Vannice announced that he has on display in the back of the room, a number of large photographs from archives for everyone to see.

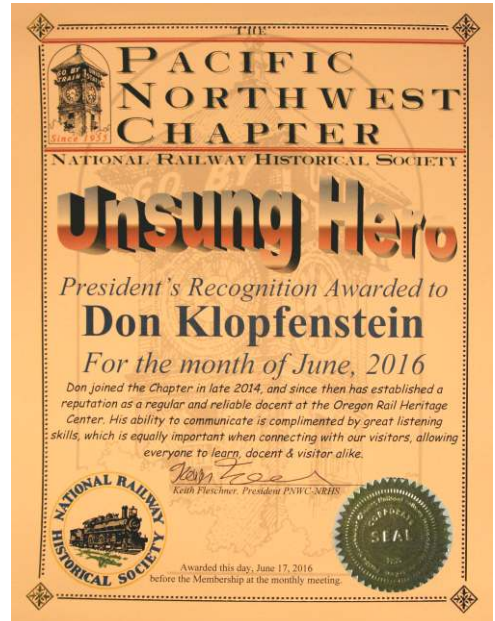
Ron McCoy made the June presentation of the *UNsung HERO* award to Don Klopfenstein. Congratulations Don for his activities at ORHC and with the Chapter!

Jan Zweerts said he had come into possession of a scrapbook of railroad memorabilia dating from 1949 to 1972, and it is donated to the chapter archives. He next reported that the Willamette Shore Trolley schedule for the summer has been set, check on-line for details.

The meeting was adjourned at 8:35pm.

Snack time was provided by Bryan Ackler and Lila Stephens. Thank You Bryan and Lila!

The program was given by Arlen Sheldrake on his trip to Cuba and Southern Florida.



Arlen Sheldrake provided the evening's presentation



Jean and Mika enjoying snacks



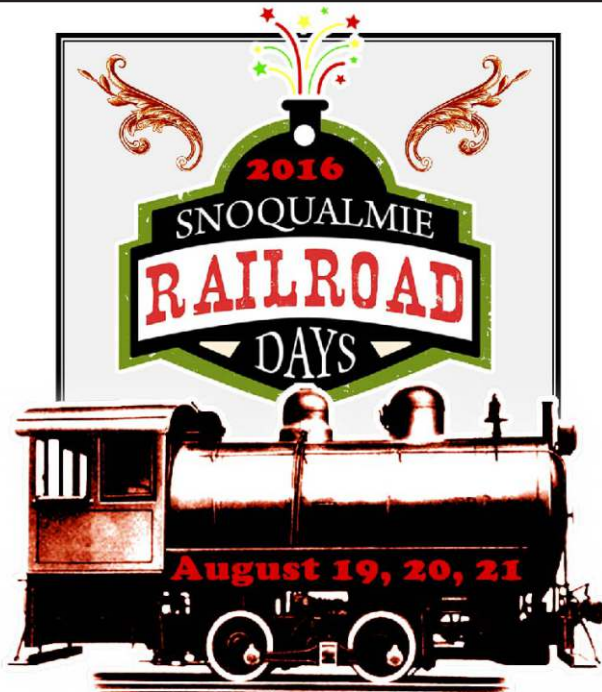
Chapter Members at the June Meeting



Ron McCoy presents the Unsung hero award Don Klopfenstein

*Respectfully submitted
by Jim Hokinson, Secretary.*

*Photos by Jim Hokinson
and T. Trent Stetz*



www.railroaddays.com

TRAINS, TIMBER AND TRADITIONS



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

Bill of Lading

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Chapter Officers

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

Chapter Directors-at-Large

Phil Barney	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
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PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 648

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

July 15: *Dome Car Magic* – This video program chronicles the history of these glamorous railroad sightseeing cars, from Burlington's 1945 Silver Dome to full length models operating today in Canada and Alaska. Archival film footage shows many famous trains that operated dome cars.

Aug. 19: *Rockies by Rail Tour, May 30-June 8, 2016,*– a slideshow of 8+ intensive days on Colorado's historic rail attractions by Arlen L. Sheldrake. The slideshow will include: Colorado Railroad Museum, Georgetown Loop Railway, Leadville Colorado & Southern Railroad, Pikes Peak Cog Railway, Royal George Route Railroad, Durango & Silverton Narrow Gauge Railroad, Cumbres & Toltec Scenic Railroad, Rio Grande Scenic Railroad and a visit to downtown Denver. (A Special Interest Tours trip sponsored by *Trains* magazine.)

Sept. 16: *Topic TBD.* Do you have a topic to present?

October 14-15: *Fall 2016 NRHS Board of Directors & Advisory Council Conference*, Portland, OR, Al Baker coordinator, University Place Hotel and Conference Center, 310 SW Lincoln St.

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

Board of Director's Meetings: July 7, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
Aug. 11, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
(Open to all Chapter Members. Note ***New Location*** for Board meetings)

NOTABLE NON-CHAPTER EVENTS:

Every Saturday *Portland Train Rides*, OPR Saturday train runs from ORHC, www.portlandtrainrides.com
July 2-3 *Independence Day Weekend (Steam)*, Chelatchie Prairie Railroad, Yacolt WA, www.bycx.com
July 4 *Cheadle Lake Fireworks*, Lebanon OR, Albany & Eastern RR, santiamexcursiontrains.com
July 4 *Firework Spectacular*, Oregon Coast Scenic Railroad, Garibaldi OR, www.oregoncoastscenic.org
July 9 *Dinner Train*, Oregon Coast Scenic Railroad, Garibaldi OR, www.oregoncoastscenic.org
July 16-17 *Clamshell Railroad Days*, Ilwaco WA, columbiapacificheritagemuseum.com
July 16-17 *Train Robbery Weekend (Steam)*, Chelatchie Prairie Railroad, Yacolt WA, www.bycx.com
July 19-24 *NRHS 2016 Convention*, Denver, Colorado, www.nrhs.com
July 23 *Dinner Train*, Oregon Coast Scenic Railroad, Garibaldi OR, www.oregoncoastscenic.org
July 24-30 *Union Pacific Historical Society 2016 Convention*, Sacramento CA, www.uphs.org
July 30-31 *Great Oregon Steam-Up*, Brooks OR, antiquepowerland.com
July 30-31 *Down River Days*, North Pend Oreille Valley Lions Club, Ione WA, www.lionstrainrides.com
July 30-31 *Mid-Summer Weekend (Steam)*, Chelatchie Prairie Railroad, Yacolt WA, www.bycx.com
July 31 – Aug. 7 *RailCamp Northwest*, NRHS, Tacoma WA, www.nrhs.com
Aug. 5-7 *Coos Bay Rail Line Centennial*, Coos Bay Rail Link, Coos Bay OR, www.coosbayrailline.com
Aug. 6 *Dinner Train*, Oregon Coast Scenic Railroad, Garibaldi OR, www.oregoncoastscenic.org
Aug. 6-7 *Great Oregon Steam-Up*, Brooks OR, antiquepowerland.com
Aug. 6-7 *Nampa Depotfest*, Nampa ID, www.canyoncountyhistory.com
Aug. 19-21 *Snoqualmie Railroad Days*, Snoqualmie WA, www.railroaddays.com
Aug. 20 *Dinner Train*, Oregon Coast Scenic Railroad, Garibaldi OR, www.oregoncoastscenic.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.