

# The *Celebrating 60+ Years* Trainmaster

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## UP No. 96 ARRIVES AT ORHC

Photo and Text By Arlen Sheldrake



The Union Pacific Switcher SW10 No. 96 shown at the Oregon Pacific Railroad Yard

This is Union Pacific Railroad's last remaining of the 75 SW10 switcher locomotives. The SW10 design was unique to the Union Pacific and was “manufactured” by the UP in their Omaha, Wyoming shops. The UP No. 96 was originally built by EMD as a SW7 UP No. 1821 in 1950 and rebuilt by UP into SW10 UP No. 1243 in 1982. The SW10 rebuild included: 645-power assemblies in place of the original 567-assemblies. Plus new cabling and wiring, and updated electrical gear which included a couple of modular cards with some solid state circuitry. A new consolidated equipment rack for the water tank, oil filters, and other mechanical components were built using parts from retired GP9s. A new radiator section using twin 36-inch electrically-powered cooling fans replaced a belt-driven fan. A newly designed sandbox at the front of the unit replaced a difficult to service sandbox. The new cab design included a modern control stand, electric cab heating, an electric refrigerator, and other features to bring it up to FRA-mandated “clean cab” standards. The original friction bearing trucks were converted to roller bearings. The operating weight was now 251,200 pounds. (UtahRails.net) It was assigned to Passenger Service as part of the Historical Diesel Fleet in Cheyenne in 1993, and was renumbered to UP No. 96 in 1998 while working with UP's historic steam locomotive operation. Once operational UP No. 96 will be the ORHC shop switcher. Union Pacific donated UP No. 96 to ORHF in October 2016.

# Kinsol (Koksilah River) Trestle

Text and Photos by Dick Raub

The Kinsol Trestle lies near Lake Shawingan just east of Mill Bay and Cobble Hill, British Columbia (Vancouver Island). This restored trestle is one of the largest in the world, 414 feet high and 1,444 feet long (longest in Canada). The railroad traversed it on a 7 degree curve. Kinsol is a shortening of the name given an ill-fated gold mine flamboyantly named King Solomon Mine.

It lies approximately 60 km north of Victoria, west of the Trans Canada Hgwy. The trestle is reached by an easy 1 km walk along the old railroad roadbed which is part of the Cowichan Valley Regional Trail.

Construction: The rail line was started in 1911 by the Canadian Northern Pacific Railway (CNoPR). It was built by local farmers and loggers, with investment funds from the Canadian Western Lumber Company, which was the largest lumber company in the world at that time. The trestle was never completed by the CNoPR, and the line only reached Youbou before construction was terminated. The CNoPR was taken over by Canadian National Railways in 1918, and the trestle was completed in 1920 as part of the "Galloping Goose" rail line. The line itself went from Victoria to Kissinger, further north on the Island. The last train to cross the Kinsol was in 1979, and the trestle was abandoned one year later. More information on the CNoPR can be found at [en.wikipedia.org/wiki/Canadian\\_Northern\\_Pacific\\_Railway](http://en.wikipedia.org/wiki/Canadian_Northern_Pacific_Railway).

Preservation: CN's rail service on Vancouver Island was abandoned in the 1980s and the right of way given to the provincial Ministry of Transportation. The right-of-way has been incorporated into a recreational trail system affiliated with the Trans-Canada Trail network and the Kinsol Trestle is now mainly a tourist destination.

Because of the deteriorated structure of the Kinsol Trestle, the bridge was not usable by walkers or bicyclists on the trail. As a result the trestle was in danger of being torn down because it posed an environmental concern and danger to the public.

This created some disagreement in the community (environmentalists wanted the creosote timber removed because they were an environmental hazard). Some community groups set out to raise money to preserve the trestle for its historical and tourism value, whereas others simply wanted to repair the break in the Trans-Canada Trail as quickly and cheaply as possible. Suggested was a suspension bridge. At that point in time crossing the Koksilah required an 8.5 km (5.3 mi) detour through difficult terrain.

The Cowichan Valley Regional District (CVRD) held a special meeting on June 7, 2007 to determine the fate of the Kinsol. During this meeting the CVRD Board received presentations from a local firm that specializes in building conservation:

Macdonald & Lawrence Timber Framing Ltd proposed a conservation strategy that would see the bridge fully restored for pedestrian use as part of the Trans-Canada Trail network.

On September 20, 2007, the CVRD voted to move ahead with a feasibility study concerning the feasibility of the Kinsol Trestle. Three firms had responded to the CVRD request for proposals for restoration and the Vancouver firm Commonwealth Historic Resource Management Limited won the contract. Commonwealth has joined forces with Macdonald and Lawrence, the local timber construction firm that proposed a conservation strategy in June, 2007. M&L is local in the sense it is established in Cobble Hill (a community close to Shawnigan Lake and the Kinsol), but is world-renowned and has built many unique structures in Great Britain, received a commendation from Queen Elizabeth for its work in restoring Windsor Castle following the disastrous fire, and is working to restore the British explorer Shackleton's shack in the Antarctic and other unique projects. In November, 2007 Gordon Macdonald and his team completed a major inspection of the trestle, drilling hundreds of test holes. The final report shows that 80% of the major timbers are still sound and that it is entirely feasible to restore this magnificent structure. M&L's report comprised the major portion of Commonwealth's report presented to the CVRD on January 23, 2008. The Board members voted overwhelmingly to have Commonwealth proceed with Phase 2 of the study to provide a detailed plan of restoration, including a full evaluation of costs. This report was delivered in November 2008.



View of the Koksilah River



View of Restored Kinsol Trestle

It was calculated that the rehabilitation of the trestle would cost \$5.7 million. This rehabilitation option met many of the CVRD's objectives for increasing recreation, tourism and economic opportunities. The rehabilitation work will replace unsound timbers, reinforce structural piers and build a new 614-foot walkway atop the structure for hikers, runners, cyclists and equestrians, as well as ensure that the historic characteristics of this wonderful structure are preserved for the community and tourists.



Another view of the Trestle

The cost to rehabilitate the trestle was a large sum, but beside completing the trail, the trestle remains one of the few accessible and visible reminders of the early mining and logging industries that are so much a part of the Cowichan Valley heritage. The increased tourism and recreation is expected to result in long-term economic and recreational benefits in the community. Rehabilitation generated over 22 years



Walking across the Historic Structure

of employment for the local population with direct and indirect work on the Trestle, engineering and project management.

The provincial government recognized the rehabilitation of the trestle as a valuable commitment for the community, and committed \$4.1 million to the rehabilitation project. Another \$1.6 million was raised to reach the total cost of \$5.7 million. Restoration has now been completed and the trestle open to walkers, hikers, and bikers. Now after a short walk from the trailhead parking lot, people can cross this historic structure. Hikers and bicyclist enjoy the historic restoration.

# Cantara Loop

Text and Photos by By Ken Vannice

Several of the Library/Archives crew went on an excursion to Sacramento on the Coast Starlight. Our return was delayed by 8 hours allowing us to experience track in daylight which is usually traveled at night. We were able to see the Dunsmuir yard, the south side of Mt. Shasta and the Cantara loop. The Cantara loop is an “S” shaped piece of track to gain altitude north of Dunsmuir with a bridge crossing the Sacramento River on the first curve.



Cantara Loop Bridge

Twenty-five years ago a train derailed dumping a tank car of toxic chemicals into the Sacramento River destroying the ecology of the river all the way to Shasta Lake. It killed every fish, insect and other aquatic life. The railroad built a serious guard rail higher than the upper windows of the Starlight so we didn't see much.

With a mapping program and a GPS, I found a way into this area to photograph the loop. The rest of the day was

spent in the McCloud River rail yard which is slowly rusting away.

The other reason for the trip was to stay in the Railroad Park Resort in a caboose. The rumor that the resort was closing seems unfounded. There are 22 caboose and 5 rail yard buildings to stay in comfortably appointed. A small creek runs through the property and Castle Rock towers behind. There is other rail equipment scattered about including a Willamette locomotive, serial number 21, built in 1926. The rail car diner is good place for dinner when it is open.



McCloud River Rail Yard

Dunsmuir is an interesting community. There are semaphores and switch stands scattered liberally around the town including one sticking out of a tree. Switch stands support the street signs. Of course the old rail yard is interesting with its engine house and turntable. The town is struggling so food service is erratic. The key to eating there is Penny's Diner. It is a recently



Another View of the Cantara Loop

constructed 60's diner on the east hill off of the north exit to Dunsmuir. It is open 24 hours because it services the railroad crews.



Willamette Locomotive Serial No. 21 in Dunsmuir



# PNW RAIL NEWS

by Arlen L. Sheldrake



The Honolulu Authority for Rapid Transportation (HART) is asking for more time to find the funds to get rail all the way to Ala Moana. HART is now telling the Federal Transit Administration the official estimate is up to \$8.6 billion to Ala Moana and it wouldn't be done until end of 2025. The interim plan in its entirety: <https://lintvkhon.files.wordpress.com/2016/10/hart-interim-plan-final-93016.pdf>. Plan A is to get more money through state and city lawmakers next year, more careful risk analysis and management, and holding off on some contracts and spending where possible until it all plays out. Plan B is building to the current budget of just \$6.8 billion. **Khon2 10/3/2016.**



Rich Gitschlag announced to the Board that he is the new President of Oregon Coast Scenic Railroad and one of his main goals is to improve the relationship between the Boards of the Port and OCSR. This year OCSR is moving toward a museum type Board structure, are revising their bylaws and have added two new Board members. **Port of Tillamook Bay Board of Commissioners 10/6/2016 approved minutes.**



The Joseph Branch Rail with Trail project recently received a resounding vote of confidence in an informal poll of business owners. The results of the Willowa County Chamber of Commerce's first online poll of members indicates that the overwhelming majority of the 125 members who responded support the Joseph Branch Rail with Trail project. A majority of members also support the chamber in actively promoting the project. **Willowa County Chieftain 10/11/2016.**



The Port of Astoria Commission on Tuesday put the city's feet to the fire, passing a motion that the agency would like freight rail access maintained to the central waterfront in case freight traffic ever returns. The state owns the right-of-way on the railroad from Wauna to Tongue Point. The city took possession of the railroad and right-of-way from Tongue Point to the central waterfront in a 1996 railbanking agreement with the state and Burlington Northern Santa Fe meant to preserve rail corridors. The city of Astoria is struggling to maintain the aging trestles and street-end bridges along the waterfront enough to keep the Astoria Riverfront Trolley running. The city is trying to do only the minimum amount of maintenance in advance of a \$12 million project to replace the failing street-end bridges starting next fall and continuing over the next few years. [Service on the Astoria Line is currently run by Portland & Western Railroad and terminates at Wauna.] **The Daily Astorian 10/20/2016.**



Environmentalists who claim coal trains pollute Puget Sound are celebrating a federal judge's decision to hear their case. Puget Soundkeeper Alliance is one of the groups suing BNSF over its open air coal trains. They argue the trains are dropping coal and polluting sensitive waterways in places like the Ballard Locks, where endangered salmon enter the Lake Washington system. The trial is set to begin in Seattle on November 7. **KING 10/26/2016.**



In the wake of the Wasco County Planning Commission's recent 5-2 decision to approve Union Pacific Railroad's proposed double-tracking project in the Mosier area, a total of three appeals have been filed – including one from the railroad itself. One was a combined filing from three organizations: Friends of the Columbia Gorge, Columbia Riverkeeper, and Physicians for Social Responsibility. The Confederated Tribes and Bands of the Yakima Nation also filed an appeal. UP filed its own appeal, citing two conditions the railroad deemed “open-ended” and unspecified mandates that unduly burden our ability to transport interstate commerce.” **The Dalles Chronicle 10/25/2016.**



Following a Wednesday evening appeal hearing that stretched over five hours, the Wasco County Board of Commissioners reversed an earlier decision by the county's planning commission and voted unanimously to deny Union Pacific's application to add several miles of new track through the Mosier area. A motion to deny the UP application on treaty rights grounds passed 3-0. The Chehalis Tribe had argued that the rail expansion would further impact tribal access to the river. **The Dalles Chronicle 11/4/2016.**

The painting contractor (Southern Pride Equipment Painting, Newman GA) was on site and the containment tent is constructed. Painting of the Troutdale Historical Society 1955 Union Pacific caboos 25748 should be completed soon. Additional funds for interior restoration may be sent to: Troutdale Historical Society, 219 E Historic Columbia River Hwy, Troutdale OR 97060 (note that the donation is for the caboos restoration). [Downtown Troutdale is really looking up

especially with this repainted caboose at the east end of main street (Historic Columbia River Highway).] **Stanley R. Clarke 10/22/2016 email.**



The Klamath Rails to Trails Group is nearing completion of their NRHS Grant project to display the 1941 Snowdozer Plow at Olene on the Oregon, California and Eastern Railroad Woods Line State Trail. The Snowdozer was built for the OC&E Railroad and was one of three used to clear snow from the tracks between Klamath Falls and Bly. Signage and a brochure are nearing completion. [The OC&E Woods Line State Trail is Oregon's longest linear park, 109-miles, and is built on the old rail bed of the OC&E. Olene is a small community 10 miles SE of Klamath Falls on Oregon Highway 140.] **Email from Sherry Plumb to Ed Berntsen 10/21/2016.**



For many, Portland's Union Station is their first impression when visiting the city...for us residents the station is one of our major attractions and a fun visit....and for us PNWC members the station is our office, library and archives. In late October a Portland Parks & Recreation landscaping crew was hard at work upgrading the grounds. Union Station is owned by the Portland Development Commission who contracts with the city for building maintenance and landscaping services. In talking to San Kaiel, Horticulturist and crew leader, it was nice to hear how much he wanted the station grounds to be attractive and welcoming to Portlanders and visitors.

Hit with a sharp plunge in profits, the Alaska Railroad is pinning its financial hopes on new opportunities that include increased ridership, shipments of liquefied natural gas, and lease revenue from marijuana retail stores. The state agency's income is down dramatically from just a couple of years ago, thanks largely to crashing coal markets from weak demand and reduced petroleum shipments stemming from the closure of the North Pole refinery in 2014. The lack of demand for coal forced the railroad to put the Seward Coal Loading Facility in "cold storage" in September. That marked the end of Alaska coal exports to overseas markets until the industry rebounds. Just a single ship was loaded this year. The railroad hauled less than 70,000 metric tons of coal this year, a fraction of the 1.2 million metric tons in 2011. The railroad is working to get more out of the 36,000 acres of land the railway owns in Alaska, including near railyards in Fairbanks and Anchorage. The limitations on where marijuana retail shops can be located – away from school and residential areas – makes real estate near railyards attractive. **Alaska Dispatch News 10/21/2016.**



The Minister of Transport for Canada announced October 31<sup>st</sup> that legacy DOT-111 tank cars will be completely removed for crude oil service by 12:01 a.m. tonight, in accordance with Protective Direction 38. Any person or organization importing, handling, offering for transport or transporting crude oil can no longer ship crude oil in legacy DOT-111 tank cars into or within Canada. Legacy DOT-111 tank cars are considered to be the least crash resistant tank cars in crude oil service. These older tank cars have been replaced by the TC-117, which includes several additional safety features, including thicker steel, head shields, thermal protection, and top fitting protection. In 2015, more than 146,000 carloads of crude oil were shipped throughout Canada by rail. **Transport Canada news release 10/31/2016.**



Oregon Pacific Railroad (OPR) has two separate non-connected operations: The busy Molalla Division operates between Canby and Molalla serving Willamette Egg, RSG Forest Products and American Steel. The East Portland Division operates between Portland and Milwaukie with inbound pizza cheese and clay for paper manufacture; outbound are refrigerated products of various kinds. Both OPR divisions interchange with Union Pacific Railroad. [The clay rail car-to-truck transloading can be viewed on public property in the Milwaukie Industrial Park just south of Dick's Milwaukie shop. The pizza cheese comes in refrigerated box cars from Leprino Foods in Lemoore, California via San Joaquin Valley Railroad-Union Pacific-Oregon Pacific. The Kaolin clay comes from Burgess Pigment Company in Sandersville, Georgia in hopper cars starting their journey on Sandersville Railroad with interchange to Norfolk Southern Railway.] **Altamont Press Discussion Board Dick Samuels postings 11/1/2016.**



One of the neat features of the American Freedom Train exhibit at the Oregon Rail Heritage Center is the N Scale display of the AFT 4449 and consist. These models, loaned by owner Bob Frazier, a 4449 volunteer, were designed and sold as part of the Lowell Smith Signature Series. On November 7<sup>th</sup>, Lowell visited the PNWC No. 76 and took measurements in preparation for adding the PNWC 76 to the AFT Lowell Smith Signature Series. BN donated the SP&S 76 to PNWC in 1971. It was built by Pullman in 1917 as a 12 section 1 drawing room sleeper. Rebuilt into a bag mail in 1947 and then into a bag dorm in 1966. The 76 was loaned by PNWC to the American Freedom Train foundation for use as the locomotive crew car for the entire AFT two-year tour. It is easy to spot the 76 in pictures of the AFT as it is the only clerestory car in the entire consist. Lowell says the

76 model should be available third quarter 2017. More information about the Signature Series: [www.lowellsmith.net](http://www.lowellsmith.net).

On November 5<sup>th</sup>, UP 96 was moved from the Oregon Pacific Railroad East Portland yard into the Oregon Rail Heritage Center completing its journey from Wyoming. This historic Union Pacific donated locomotive is destined to become the ORHC shop switcher and another interesting exhibit. This is the first piece of rolling stock owned by the Oregon Rail Heritage Foundation! [Editor's Note: See photo and article on Page 1]



Periodically I ask my Metro Councilor, Sam Chase, the status of getting the Oregon Zoo Railway (Washington Park & Zoo Railway) operating again to the International Rose Test Garden. Here is the 11/2/2016 response from his Council Policy Coordinator Ernest Hayes: "We maintain the track to the Rose Garden on an easement through the Park and we maintain the train station at the other end of the line. In 2014, we discovered that some of the retaining walls along the track needed to be replaced. So for the safety of passengers, we stopped running trains on that route. It is an expensive repair and last I heard we had not identified a source of funding. So, it has been closed for some time." It may be time to help the Metro



Counsel see the wisdom in prioritizing this fix.

The \$1.43-billion Evergreen rapid transit extension will officially open to the public on December 2<sup>nd</sup>. The 11-kilometre Evergreen extension will carry people from Coquitlam to Burnaby in approximately 15 minutes with direct connection to the existing Millennium Line in Burnaby and the regional transit network. **British Columbia Government News 11/7/2016.**



TriMet's Washington Park Station is the deepest transit station in North America and now, for the first time, Verizon customers will find themselves connected at the station 260 feet underground. Verizon worked with TriMet to allow MAX riders on the Verizon network to now text, surf the Web, catch up on social media and more while at the station inside the Robertson Tunnel. Other wireless service providers have submitted unsolicited proposals to establish wireless service at the Washington Park Station as well, but Verizon is the first to work through the process to install the necessary equipment. Verizon installed the equipment at no cost to TriMet. Also, as part of the TriMet's standard leasing agreement, the agency receives a \$2,000 fee from Verizon annually. Verizon isn't just stopping at the platforms. The company has submitted a proposal that would extend its service throughout the 3-mile long Robertson Tunnel. **TriMet News 11/4/2014.**



Sound Transit Proposition 1 was leading with 55% overall approval (464,905 to 389,353) following Election-night counts in urban King, Snohomish and Pierce counties. The \$54 billion, 25-year Proposition will expand light-rail, commuter-rail and bus service. Work will begin almost immediately since the environmental-impact statement is completed for Angle Lake to Federal Way and the Overlake-Redmond line is ready to begin engineering and final design. Negotiations will begin with BNSF Railway to add capacity and frequency along the south Sounder commuter-train line. **Seattle Times 11/9/2016.**



The Dayton Train Depot is the oldest surviving railroad station in Washington and is now a museum operated by the Dayton Historical Depot Society. The depot was built by OR&N in 1881. [www.daytonhistoricdepot.org](http://www.daytonhistoricdepot.org). **HistoryLink 11/06/2016.**



Amid economic changes, the Mission Mountain Railroad (MMR) looks to diversify. Traditional customers are located along the railroad in Kalispell, Evergreen, Columbia Falls and Eureka with finished lumber and grain being the main products. The search for more freight led to a partnership with BNSF to move magnetite – a mineral used in the coal-washing process at mines – from the seaport at Longview, Washington to Fortine. From Fortine, the mineral – which comes in 66-foot-long gondolas that can move 100 tons of material at a time – is loaded onto trucks and taken to a coal mine in southeastern British Columbia, a distance of 80 miles. Magnetite is mined in Mexico and South America. MMR runs trains on a total of 35 miles of track with eight full-time employees. The railroad, a Watco company, moves about 6,500 carloads of freight annually. **Flathead Beacon, Justin Franz, 11/11/2016.**

The Woodinville-to-Snohomish train faces an uncertain future. The Eastside Community Rail train makes up to two trips per week picking up cars along the route when there is demand. Snohomish County bought the 12-mile corridor from the Port of Seattle in March for \$3.5 million. The purchase was for the rail line from the King-Snohomish County line to the Snohomish River. It is a part of the larger Eastside Rail Corridor between Renton and Snohomish that the Port of Seattle bought in 2009 and sold off in sections to local governments. The Snohomish County vision is a 12-mile linear park...a 12-mile transportation corridor with a trail alongside the railroad. In addition to freight, the line could host sightseeing trains carrying visitors between the antique malls of Snohomish and the wineries of Woodinville. The line was originally built in the 1880s. **HeraldNet.com 7/26/2016.**



On November 8<sup>th</sup>, Santa Maria Valley Railroad No. 205 ran for the first time since 1950 under her own power in Independence, Oregon. The 1924 Baldwin 2-6-2 is owned by George Lavacot. The No. 205 was put in the park at the fairgrounds in Santa Maria in June 1950 after just being taken out of service earlier that year. No one thought she would ever run again. Then in 1983 came along George Lavacot, who heard the County was thinking of scraping her. He made them an offer and purchased No. 205 and promptly shipped her to the former Valley & Siletz engine house in Independence. As George likes to say, “205 was completely worn out, then run 10 more years and then she was put in the park.” He was right, No. 205 needed everything to make her run again. After 33 years of hard work by George and a number of his close friends, yesterday a dream was realized when George pulled the throttle and No. 205 came back to life looking better than new! Martin Hansen said, “George ran No. 205 with me firing out of the V&S yards for her first break-in run. No. 205 was square and ran perfectly. There are just a few more items to install on the No. 205 including jacketing and some piping, but run she does and run she will. Congratulations George. What a great day this was!” **Trainorders.com 11/09/2016 posting by Martin E. Hansen.**

The Oregon State University Special Collections and Archives Research Center was awarded a \$5000 grant from the Oregon Cultural Trust for its “Oregon African American Railroad Porters Oral History Preservation Project.” The funds were used to digitize thirty oral history interviews from their original open reel audio format to digital form and to have the interviews professionally transcribed. This project preserves oral histories that recount the work of Portland's African American railroad porters in the early and mid-20<sup>th</sup> century, at a time when job opportunities for African American males were largely limited to service related jobs. The subjects featured in these interviews include prominent figures both within and beyond the African American community and these stories will add to their rich historical legacy. **African American Railroad Porters Oral History Collection (OH29), Oregon State University Special Collections and Archives Research Center, Corvallis, Oregon.**



Harry A. Merlo, March 05, 1925 – October 24, 2016. Many of us know or have heard of this Oregonian. His obituary in the November 13<sup>th</sup> Oregonian included an interesting history of Harry: Georgia Pacific, Louisiana Pacific, Merlo Foundation and bringing professional soccer to Portland are among the topics. One of the stories about his climb in the lumber industry: “By 1952 he had developed relations with customers based on quick and accurate lumber deliveries, a captivating personality, and a magic ingredient - - wine! Harry won and secured the loyalty of customers by including a case of Italian Swiss Colony wine in every railroad car of lumber that he shipped.” **The Oregonian 11/13/2016.**



From *The Manifest*, November 2016 newsletter published by the Southern Oregon Railway Historical Society: Report that re-building the rail line to Butte Falls “is moving forward, putting together a proposal for an easement to present to Weyerhaeuser, both the City and County are on board with the idea.”

As a rule, I don't hype for-profit rail tours in my writings but having done this trip in June 2016 I think you should take a look at their 2017 offerings if you are interested in experiencing some of the great Colorado rail attractions with a tour doing all the work: **Colorado Railways 2017: Rockies by Rail**; May 30 – June 7 or September 24 – October 2, 2017; 9 days, 8 nights; Special Interest Tours; [www.specialinteresttours.com](http://www.specialinteresttours.com).



The Northwest Railway Museum has been awarded a 2016 John D. Spellman Award for achievement in historic preservation. Also, after designating the Northern Pacific Railroad Locomotive No. 924 as a city of Snoqualmie landmark, the museum received a certificate of designation from the King County Historic Preservation Program. The railway museum was chosen for the award for its stewardship of the 1890 Snoqualmie Depot, its restoration of historic train cars and expansion into education about the history of the industry in the Valley. **Valley Record 11/14/2016.**



BNSF Railway agrees to study covers for rail cars transporting coal to reduce dust. BNSF reached a settlement with Washington environmental groups over coal dust from uncovered train cars. The railroad agreed to a two-year study of methods for covering rail cars carrying coal. Under the proposed agreement, BNSF will also spend \$1 million on environmental projects in the state and clean up deposits of coal and petroleum byproducts near water. The Spokane Riverkeeper was among the coalition of seven environmental groups that sued BNSF in 2013 for \$4.6 trillion under the federal Clean Water Act, saying coal particles and dust from trains was polluting the Spokane River, Hangman Creek and other waterways. **The Spokesman Review 11/15/2016.**



The new book, *Tacoma Rail, One Hundred Years and Still on Track* by Stuart Wade is an excellent historical overview of this important piece of Tacoma and northwest history. Lots and lots of nice pictures, many by Steve Carter are one of the books

highlights. The 128-page hardbound book published this year is on sale at Tacoma Rail, 2601 SR 509 North Frontage Road; King Books, 218 St Helens Ave; and Tacoma Train's & Hobbies, 3813 N 26<sup>th</sup> Street; all in Tacoma. Many thanks to Scott Gordon, Tacoma Rail conductor and 4449 volunteer, for getting me the book.



By a squeaker margin of 50.3 % to 49.7 %, Tigard voters have cleared the way for TriMet to continue plans to create a light rail corridor from Portland to Tualatin. More than 25,000 Tigard residents cast ballots and 130 more voted “yes” than “no” on whether to end the city's formal opposition to rail running through their city, election results show. The outcome reversed a 2014 vote by Tigard residents to ban light rail from city property. The project is expected to eventually cost about \$2.5 billion and is now slated to be completed in 2025. **The Oregonian 11/18/2016.**

The Mount Hood Railroad (MHRR) has a new North Pole set at Pine Grove. The 165 foot long Hood River Redi Shed constructed set features large arched openings, bridges and thousands of holiday lights. The North Pole set is part of the MHRR Polar Express experience running November 12<sup>th</sup> to December 23<sup>rd</sup> out of Hood River. **Hood River News 11/16/2016.**

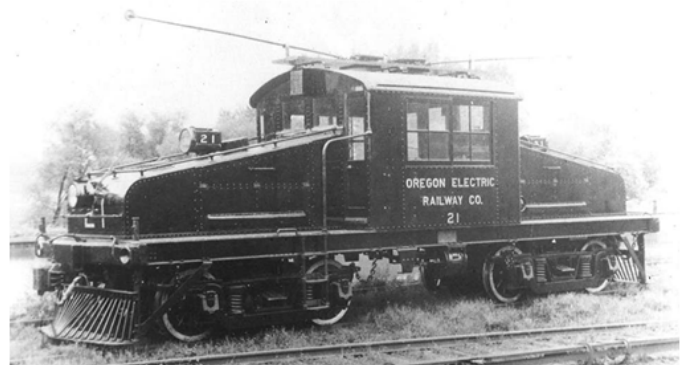


“Dear Northwest Rail Museum Volunteers, I am writing to let you know that our Curator **Stathi Pappas** has resigned his position. He is taking a new position at another heritage railway. We wish Stathi all the best in his new position. Please be assured that the steam program will continue. The museum staff and board will be working towards a revised plan for the 924 and I will ensure that you are among the first to learn about the details.” **Christy Lake, Volunteer Coordinator and Registrar, Northwest Rail Museum email 11/17/2016.**

# THE OREGON ELECTRIC No. 21

By John Nagy, OERHS

The Oregon Electric Railway (OER) was one of the largest electric railways in the U.S. Opening in 1908, the 122 mile electric railway line helped develop the Willamette Valley by enabling the growth of many communities and served to transport people and Oregon-produced goods. Very little of the Oregon Electric equipment exists and none of it in Oregon. Of all the locomotives, OER No. 21 is one of only two that avoided being scrapped.



Builder's Photo of OER #21 (Greg Bonn Collection)

The No. 21 was one of four 60-ton locomotives built by GE - ALCO in 1912 for the Oregon Electric in order to meet the demands of the growing Willamette Valley. For the next 34 years it could be found moving freight from Portland south to Eugene and west to Forest Grove.

In 1946, all four of these locomotives were sold to the British Columbia Electric Railway (BCER). Oregon Electric No. 21 became BCER No. 961 for another 34 year career of service until 1980.



Sibling locomotive #22 at Salem – Note the Steam Traction Engine on flatcar (Ed Austin Collection)

Saved once again from the scrapper, this unique locomotive was then purchased by the Edmonton, Alberta transit operation as their No. 2001. Here it began its third life and was used as a construction & maintenance locomotive throughout the transit system line until retirement in 1998. It was affectionately called “White Lightning” by the crews. It is now located at the Fraser Valley Heritage Railway Society's (FVHRS) museum in Cloverdale, BC. The Fraser Valley group recently acquired two new interurban cars and now have more equipment than their site can accommodate. They have decided they need to sell Oregon Electric No. 21 and want to move it as soon as they can. Despite 86 years of service and 18 on display, the locomotive is essentially complete and easily within the realm of restorability for Oregon Electric Railway Historical Society (OERHS).



# BRING THE 21 HOME TO OREGON

By John Nagy, OERHS

The *Bring the 21 Home to Oregon* project provides a very rare opportunity to be able to repatriate a tangible piece of Oregon history to a place that was its actual operating home over 100 years ago. And to finally have a piece of Oregon Electric Railway equipment at the Oregon Electric Railway Museum at Powerland Park in Brooks, Oregon.

As a non-profit museum, Fraser Valley Heritage Railway Society (FVHRS) have expenses they must meet so they need to sell it rather than just donate it to another group. They are offering it to OERHS for what it cost them to transport it to their museum (\$18,000 CAN). Added to that the trucking, crane costs, stabilization and contingency bring the project cost to \$50,000 US. However, due to financial and site availability constraints they need to have it leave by February 2017. While this is a great opportunity, it was unforeseen that this vintage locomotive would ever be able to leave Canada and therefore no budget for this project was established by the Board. Further, due to the tight timeline, few applicable grant funds are available.

Because the OERHS has existing commitments, the Board was unwilling to jump into this project without some hard looks at the situation and its possible impacts. To help us determine if this project was viable and how we could go about it, we brought in railroad museum expert Don Evans for a one day workshop with the Board. He is a Director of the Association of Tourist Railroads and Railway Museums, a longtime member of the West Coast Railway Association (WCRA) in Squamish, BC. Twenty years ago the WCRA was very much like the OERHS is now. But today they have 15 paid staff and an annual budget of \$2.7 million (2 million is from operations and \$700,000 is from donations). Don walked us through the process on how to strategize a major fundraising effort and how to develop a plan for this specific project. He felt that the "Save Oregon History" aspect of this campaign would not only make it very achievable, it would also serve as a template for other projects and be a great accomplishment we could point to for future bigger grants (i.e. for a 2nd carbarn, restoration shop, etc.).

The *Bring the 21 Home to Oregon* project will return this important piece of our history where it can be preserved, restored and operated for the enjoyment by the public now and in the future. Because of its long service, the locomotive was well cared for and was operational at the time it left service. OERHS would make sure it is weather tight and then begin reconnecting the motors and control equipment so it can return to operation. Once the loop is completed, we can use the No. 21 with the former SamTrak open-air trailer to make it a revenue car to carry passengers. Currently 40,000 people annually visit the Antique Powerland site in Brooks, Oregon - the home of the Oregon Electric Railway Museum where No. 21 would take up residence. Stories of how the Oregon Electric freight service helped develop valley industry can be brought to life to school groups, scout groups, Oregonians and tourists.



As Edmonton Transit #2001 (Photo by Doug Cowan <http://barp.ca>)



Taken just a few years ago at Frasier Valley (FVHRS photo)

**Make this project a success!  
For more info and to donate**

**Use the donation form at the  
OERHS website:**

[oregonrolley.com/files/oe21donation.pdf](http://oregonrolley.com/files/oe21donation.pdf)

# November 2016 Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on November 18, 2016

The November, 2016 membership meeting was called to order at 7:33pm by President Keith Fleschner. There were no guests present.

The October meeting minutes were called. Mark Reynolds made a motion to approve the minutes and Bruce Strange seconded. The membership voted to approve the minutes.

George Hickok gave the monthly treasurers report and said all accounts balanced. He said the chapter's insurances were paid, and that the Intel Employee Volunteer Hours Program check had been received. Doug Auburg made a motion to accept the report and Mark Reynolds seconded. The membership voted to accept the report. Mr. Hickok said that the chapter membership annual renewals will be sent out soon.

Mark Reynolds said that more volunteers are needed for the upcoming Holiday Express. He said there will be a volunteer safety meeting tomorrow morning (Sat.) and then final work to prepare the railcars for the 12th annual Holiday Express.

Ron McCoy reminded the membership that the December membership meeting starts at 6:30pm with the annual potluck. The chapter board is providing the ham and he is providing the potatoes and he urges everyone to bring their favorite food dish. He added that also that evening is the annual election of officers and the Train toys for Tots donations. Mr. McCoy then announced that he has the new name badges for those who ordered them. Ron McCoy then announced that the November *UNSUNG HERO* award is presented to Rolf Schuler, for his volunteer contributions. Congratulations Rolf.

David Cautley announced that there are now seven sold out Holiday Express trips, about 6,400 passengers.

Alfred Mullett asked about the 4449 poster project. President Fleschner said that the proposed sales campaign needs updating and the sales are now on hold.

Mark Reynolds announced that Antique Powerland will now be publicly known as Powerland Park.

Doug Auburg reported that the Chelatchie Prairie (BYCX) Railroad will run on Thanksgiving weekend, with the first runs of their Christmas Tree Train rides, out of Yacolt, Washington.

Alfred Mullett announced that the Sumpter Valley Railroad will run the Christmas Train on December 10 and 11.

Al Baker reported that the NRHS Fall Conference held in Portland was a success. There were about 60 national members attending plus our local members. Thank You for your work Al.

Al Baker reported that there are no meeting programs presently scheduled for 2017 and wishes members to bring him ideas for future programs.

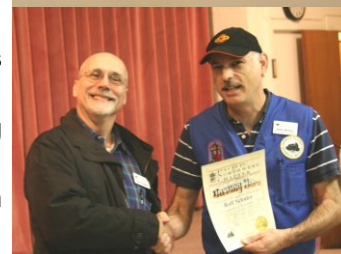
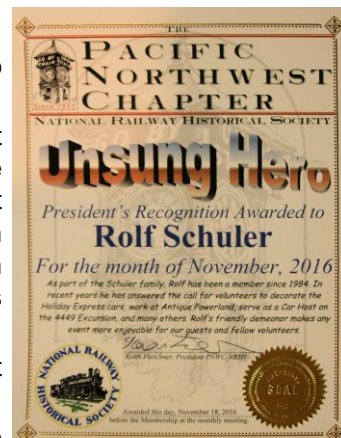
Trent Stetz reported that the Oregon Electric Railway Historical Society is working on bringing back a former Oregon Electric locomotive No. 21 from Fraser Valley Railway Heritage Society, in Cloverdale, B.C. There is fundraising activity underway by the OERHS. [Editor's Note: For more info, see articles on Page 8 and 9]

President Fleschner announced that the chapter owns four railcars which are presently stored in Beaverton. They are: the No. 76, a 1917 Baggage-Dorm which was the American Freedom Train Crew Car; the No. 5335, a 1925 outside-braced boxcar; the No. 55, a heavyweight 1920 SP&S baggage car; and the No. 1220, a 1950 GN coach. All four are in bad condition and not in moveable state. They have been vandalized many times, with most of valuable metal stolen. We are presently waiting to have these railcars appraised and evaluated for recommended disposition. The Board has recommended that these cars be declared surplus to the chapter's needs and they should be disposed of. Ron McCoy made a motion that the four railcars, the Nos. 76, 5335, 55 and 1220 be declared surplus and the board should evaluate the material stored in the cars for disposition. Scott Etlinger seconded the motion and the membership voted to approve the motion.

President Fleschner said then the next railcars to be evaluated would be the two RDCs and the caboose, which are at another storage location.

The meeting was adjourned at 8:33pm. Snack time was provided by Jean Hickok. Thank you Jean!

The evening program was presented by Ken Vannice on the White Pass and Yukon Railroad, with a short report and a very nice video. Thank You Ken.



Rolf Schuler receives the Unsung Hero Award



Ken Vannice provided the Evening's Program

Respectfully submitted by  
Jim Hokinson, Secretary.



As Multnomah County's major Sellwood Bridge replacement project winds down, so does the need for using the Willamette Shore Trolley line as a project haul road. This November 3, 2016 picture shows the newly reinstalled rail line before ballasting.....expect the Willamette Shore Trolley to be again running to the South Waterfront station in 2017. (Photo by Arlen Sheldrake)

*Annual Holiday Potluck*

**PROVIDED: Ham main dish & potatoes**  
**BRING: Hot Dishes, Side Dishes, Salads, Pies, Cakes, etc.**

❄️ **DECEMBER 16<sup>th</sup>** ❄️ **6:30PM**

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

**TRAIN  
TOY  
DRIVE**

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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
Chief Mech. Officer	Peter Rodabaugh	503.701.7040
Car Rental Agt.	Bob Jackson	503.231.4808
Safety Officer	Keith Fleschner	503.516.9272
S-2 Restoration	Mark Reynolds	503.638.7411
Webmasters	Jim Long	503.313.7382
	Mark Whitson	503.533.7005

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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>

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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. 653**

**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.

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Nov. 25,26:

Dec. 3,4:

Dec. 10,11:

Dec. 17,18:

**Holiday Express** at Oaks Park, Oregon Pacific Railroad,

www.orhf.org Join Santa and his Elves & the SP4449

Volunteers Needed!



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**December 16:** (at 6:30pm) Holiday Potluck, Annual Meeting & Officer Election, Toy Drive

**January 20:** Update of the "Bring The 21 Back to Oregon" Project by OERHS Staff

**January 20:** *Dream Job, They Paid Me To Talk About Trains* by Scott Hurd. My 36-year career with Amtrak was in my blood from my Grandpa Rooks that worked 50 years as a conductor on the Great Northern and my father Jim Hurd that worked 36 years as a conductor on the Southern Pacific. Growing up and working 30 years at Union Station with the former Portland Terminal Railroad guys. Working 6 years in Amtrak Sales & Marketing in San Francisco and Indianapolis. It's been quite a ride.

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

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**Board of Director's Meetings:** Dec. 8, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm  
Jan. 12, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm  
(Open to all Chapter Members. Note **New Location** for Chapter Board meetings)

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## **NOTABLE NON-CHAPTER EVENTS:**

Dec 3-4, 10-11 *Christmas Tree Special Trains*, Chelatchie Prairie RR, Yacolt WA, www.bycx.com

Dec. 3, 4, 10, 11 *Santa Steam Train Ride*, Chehalis - Centralia Railroad & Museum, www.steamtrainride.com

Dec. 3,4,10, 11 *Candy Cane Express*, Oregon Coast Scenic Railroad, Garibaldi OR, www.oregoncoastscenic.org

Dec. 17-18 *Winter Finale (Steam)*, Chelatchie Prairie Railroad, Yacolt WA, www.bycx.com

☆☆☆☆☆☆☆☆ **Happy New Year 2017!** ☆☆☆☆☆☆☆☆☆

Jan. 21 *SP&S Swap Meet*, 9:30 – 2:30, Holiday Inn PDX, 8439 NE Columbia, Portland OR, www.spsps.org

Mar. 18 *Winterail 2017*, Corvallis OR, www.winterail.com

May 6 *Portland Train Day*, Oregon Rail Heritage Center, 10 to 5, Portland OR, www.orhf.org

June 20-24 *NRHS Annual Convention*, Nashville TN, www.nrhs.com

July 15-16 *Clamshell Railroad Days*, Ilwaco, WA, www.columbiapacificheritagemuseum.org

July 26-29 *UP Historical Society 2017 Convention*, Denver CO, www.uphs.org

July 30 – Aug. 6 *RailCamp Northwest*, Tacoma WA, www.nrhs.com

Sept. 16-20 *GN Railway Historical Society 2017 Convention*, Sioux Falls SD, www.gnrhs.or

### **PNWC – NRHS MISSION**

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