

# The *Celebrating 60+ Years* Trainmaster

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## COOS BAY ROSEBURG & EASTERN RAILROAD & NAVIGATION COMPANY

by Martin E. Hansen



The Coos Bay Roseburg & Eastern Railroad & Navigation Company No. 3 stopped at the depot at Myrtle Point, Oregon  
(Photographer Unknown, Martin E. Hansen Collection)

For many years the practice of new shortlines was to give themselves names that included all the major destinations they either did serve or planned to serve in the future. These railroads also at one time combined rail service with waterway service so they would add this to the name as well. This led to some interesting and at times lengthy names.

In the West one of these tongue-twisting railroad names was given to the 28-mile long Coos Bay Roseburg & Eastern Railroad & Navigation Company (CBR&ERR&NCO). This line was begun in 1890 and ran under this long and convoluted name until she was sold to the Southern Pacific in 1915.

Here we see in this early photo of a train operating on this line that ran between Marshfield, Oregon and Myrtle Point, Oregon. Given the lengthy name of the railroad the locomotives and rail cars only had room on them for the initials of the line, rather than the name itself being spelled out.

The ancient CBR&ERR&NCO 4-4-0 No. 3 is stopped at the small depot in Myrtle Point before starting her run north to Marshfield (now called Coos Bay). She was originally built in 1877 for the Southern Pacific as their 2<sup>nd</sup> No. 1303.

This line had no outside rail connection until 1916 when the SP built its line from Eugene to Coos Bay. With no rail connection for all these early years, the "navigation" part of the lengthy railroad name played a key part.

Photo from the author's collection; date and photographer unknown.

# 4449 LOAN TO THE AFT FOUNDATION, NOVEMBER 14, 1974

Continuing the information we started with the Wes Camp article in the October 2016 *Trainmaster* about the selection of the SP 4449 to pull most of the American Freedom Train 1975-76 romp, here is information from the City of Portland ordinance authorizing the locomotive and tender loan. This document was provided by retired City of Portland attorney and Oregon Rail Heritage Center volunteer David Jorling.

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Calendar No. 3335

ORDINANCE No. 139103 Date: 11/13/74

An Ordinance authorizing the loan of the City of Portland's steam locomotive bearing Southern Pacific Company's number "SP-4449" and a locomotive tender bearing the Company's road number "SP-9101" to the American Freedom Train Foundation, a private nonprofit foundation, subject to certain terms and conditions, providing for the acceptance thereof, and declaring an emergency.

The Commissioner Ivancie introduced Ordinance was approved on the four-fifths Council agenda with four Commissioners voting yes: Francis Ivancie, Charles Jordan, Connie McCready, and Mildred Schwab with Mayor Neil Goldschmidt either absent or not voting.

The City of Portland ordains:

Section 1. The Council finds that the American Freedom Train Foundation of 5205 Leesburg Pike, Suite 800, Bailey's Crossroads, Virginia 22041, whose president, Jon A. Foust, has requested the loan of Southern Pacific's steam locomotive No. "SP-4449" together with the locomotive tender No. "SP-9101" which is on display within the City of Portland under an agreement with the Southern Pacific Company wherein the American Freedom Train Foundation intends to create the Freedom Train to carry historical artifacts and documents throughout the United States over a two-year period and the Foundation intends to use the engine and tender to power the proposed Freedom Train, subject to the approval of the Southern Pacific Company; that the proposal from the Foundation indicates that the Foundation will pay all expenses incident to the rebuilding of the locomotive, and all other charges incidental to its use, with an agreement to return the locomotive to the city upon completion of the Freedom Train itinerary with the engine in a restored and operable condition; that this is a unique opportunity for the city of Portland to play a role in a nationwide bicentennial effort and also an opportunity to have the engine restored to an operational status without any expense to the City of Portland; that the request of the American Freedom Train Foundation should be granted;

NOW, THEREFORE, The American Freedom Train Foundation is hereby granted permission for the use of the steam locomotive bearing the Southern Pacific Company's No. "SP-4449" together with the locomotive tender bearing the Southern Pacific Company's No. "SP-9101", for a period of two years, subject to the following terms and conditions;

- (1) Subject to the consent of and to such terms and conditions as the Southern Pacific Company hereinafter require,
- (2) A performance bond in the amount of \$100,000 to be posted by the American Freedom Train Foundation to guarantee the return of the engine to Portland at the end of the two-year planned itinerary or at such earlier time as the Foundation finds it no longer needs the engine,
- (3) That the American Freedom Train Foundation pay all expenses incident to the removal of the locomotive and tender from the Oaks Park in Portland and will agree to rebuild for operation and all operation charges and all charges incurred in the return of the engine to such location as the City designates following completion of the Freedom Train itinerary,
- (4) That the City of Portland shall receive a credit line on the engine and in literature associated with The Freedom Train, indicating the locomotive's ownership by the City,
- (5) The American Freedom Train Foundation agrees to save and hold harmless, defend and indemnify the City of Portland from any and all causes, claims, liability or expense resulting from the use of the engine and tender by the Foundation,
- (6) The American Freedom Train Foundation further agrees that it will comply with all laws and regulations applicable to the operation of the locomotive and tender in conjunction with other rolling stock making up the freedom train and the operation thereof.

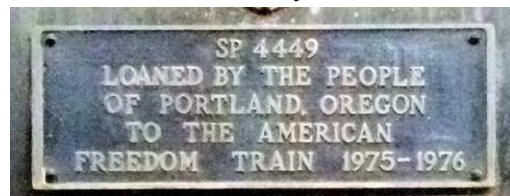
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An interesting addition to this City of Portland artifact is a December 24, 2016 *Trainorders.com* posting by Wes Camp, the steam locomotive expert who got Ross Rowland to agree to using the 4449: "The real magic of the selection of the 4449 was the superb support of the City of Portland. If the engine had been parked in a different city, none of this would have been possible. It is the wonderful Community Spirit, that I had no idea even existed, lo, these many years ago. And the miracle of folks like Jack Holst, that kept the vision of an operating 4449 alive, even in his own heart, trusty oilcan in hand. The people of Portland are the miracle that made the 1975 revival, and the decades-long enduring legacy a real possibility and continuing into the present reality. Thank you Portland, without your wonderful support, including,

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long ago asking the SP for a donated engine, none of this would have occurred.” If you missed this *Trainorders.com* thread, it is posted in the Steam & Excursion section titled “Looking back over 2016” and was started by Wes. Note: item No. (4) explains why the pictured plaque is on the 4449. [Pictured Right]

In future *Trainmasters* we will publish the November 8, 1974 approval letter from the Southern Pacific Transportation Company and the May 12, 1977 Ordinance 143640 acknowledging the fulfillment of Ordinance 139103. The extensive American Freedom Train exhibit at the Oregon Rail Heritage Center is available throughout 2017.



Plaque on the side of the SP 4449

[Article developed by Arlen L. Sheldrake with appreciation to David Jorling for providing copies of the original document and Wes Camp.]

## PNWC Rolling Stock – Part 2 of 3

Article and photos by Arlen L. Sheldrake

Continuing the Rolling Stock series begun in the February *Trainmaster*, here is Part 2:

**Car No. 1220:** Built by Pullman Standard at Worcester MA, lot W6800, plan 4109A, in October 1950 for the second lightweight Empire Builder. Originally a Great Northern 66-seat coach then sold 1973 to New Jersey



Trucks of Car No. 1220

Department of Transportation and rebuilt into a 108-seat commuter coach. The car was purchased by PNWC in 1988. Lightweight carbon steel smoothside construction is in pretty good shape. Running gear (cast pedestal trucks with single equalizers and coil spring suspension) condition is unknown. The car has small windows and no seats and has D22 brake valves. The interior has been vandalized; the Carrier 5F40 air conditioners have no drive motor. The car has significant rust around the windows to the point of some windows are falling out.



Recent Photos of Car No. 1220

**PNWC 76:** The No. 76 is an 80-foot heavyweight baggage-dorm built by Pullman as a 12 section 1 drawing room sleeper in 1917. It was rebuilt into a bag mail in 1947 and then into a bag dorm in 1966. Commonly referred to by the PNWC as the museum car since it saw service for the Chapter in this way. Three axles, roller bearings, 82' long, 152,240 lbs. This car has had many notable trips including being the crew car for the

1975-76 American Freedom Train's (AFT) entire trip. The car has a bad roof; with its sheet metal rusting. There is also considerable rust in the sides of the car. BN donated the car to PNWC as SP&S No. 76 in 1971. Last used in service between Portland & Spokane on BN passenger trains through May 1, 1971.



Recent Photos of Car PNWC 76

One of the AFT staff members recalls that in 1975 body work on the No. 76 was done with duct tape. This was the only clerestory rail car in the AFT consist. Lowell Smith, *Signature Series*, is currently developing a N-scale model of this car in AFT livery to complete his AFT consist offerings.

These two cars plus the two, boxcar No. 5335 and Car No. 55, described in the February *Trainmaster* are the 2017 focus for elimination from the PNWC inventory. This whole process, if approved, will take some time as step one of many steps is to determine what to do with the materials stored inside the cars. If you know of someone(s) who has the desire and means to remove and preserve these cars, please forward their contact information to any PNWC Board member or me ([asheldrake@comcast.net](mailto:asheldrake@comcast.net)) for consideration. Part 2 of 3, to be continued.....



Trucks of Car PNWC 76



# PNW RAIL NEWS

by Arlen L. Sheldrake



Genesee & Wyoming Inc. today announced that Chairman of the Board of Directors Mortimer B. Fuller III has decided to retire following the Company's annual stockholders' meeting in May 2017. Mr. Fuller's retirement will serve as the culmination of a remarkable 40 years of distinguished service to the company. Mr. Fuller became CEO, President and Chairman in 1977, when he purchased a controlling interest in the Company's corporate predecessor, the original Genesee and Wyoming Railroad, which his great grandfather founded in 1899. He has since served as CEO for 30 years and Chairman for 40 years. Genesee & Wyoming owns or leases 122 freight railroads worldwide that are organized in 10 operating regions with approximately 7,300 employees and 3,000 customers. [G&W owns the following Pacific Northwest railroads: Oregon: Portland & Western Railroad (PNWR), Central Oregon & Pacific Railroad (CORP); Washington: Cascade and Columbia River Railroad (CSCD), Puget Sound & Pacific Railroad (PSAP), Olympia & Belmore Railroad (OYLO)] **G&W press release 2/3/2017.**



News from the Island Corridor Foundation, Nanaimo, British Columbia, January 2017 Board meeting notes.

- Commuter Train Proposal – Victoria to Langford. Work continues in researching a plan for commuter train service between Victoria and Langford. The plan is nearing completion and clarification for several operational aspects will be dealt with through a Memorandum of Understanding. The final plan will require approval of the four municipalities involved and the ICF.
- New McLean Mill Society Formed. The City of Alberni has created the McLean Mill Society to assist in the promotion and operation of the McLean Mill Steam Train and operation of the mill. The Alberni Pacific Railway (APR) will now be able to focus on operating the train and ensuring track conditions meet British Columbia Safety Authority requirements. The City will develop an immediate and ten-year plan of track work that will be required on the six miles of railroad that the steam train operates.



The City of Lake Oswego and the Oregon Electric Railway Historical Society Museum have signed a contract to operate the Willamette Shore Line until December 2021. **The Transfer**, OERHS, Winter 2017 newsletter. [The City of Lake Oswego manages the rail corridor for the five government owner entities.]



The February issue of the Webfooter Extra published by the Webfooters Post Card Club and editor Mark Moore features an article on Northwest Aviation History. “Portland and the Northwest had their first opportunity to witness an airplane in flight on March 5, 1910 when more than 50,000 spectators gathered in Portland at the County Club grounds. The three-day Aviation Meet was held under the direction of the Portland Aeronautic Club by arrangement with the Portland Fair and Livestock Association. In anticipation of large crowds, additional transportation facilities were arranged. Beginning at noon, the Oregon Railway and Navigation Company (OR&N), whose tracks ran inside the field, operated special trains to the grounds every 10 minutes. Steetcar companies added extra runs and cars as well. A break-down of the crowd estimates included 27,000 attendees who arrived via the East Ankeny streetcar line; 2,500 carried by the Montavilla streetcar line filling 18 cars; 1,500 carried by the Mount Tabor streetcar line; 1,500 arrived by automobile; 10,000 people waked to the Country Club; and 5,000 arrived on the ORN on four special trains. In addition, about 3,000 people watched from the slopes of Mt. Tabor.” Once again, as if we needed it, proof that a whole lot of history is captured on post cards. ([www.thewebfooters.com](http://www.thewebfooters.com))



The Oregon Rail Heritage Foundation's Exhibits Committee chaired by Trent Stetz at their February 11<sup>th</sup> meeting decided that the next rotating exhibit development will be part of the World War I centennial commemoration and focus on Oregon's Spruce Division Railroads. This exhibit will replace the Brooklyn Rail Yard exhibit and open this Spring. The Committee also decided to keep the American Freedom Train exhibit in place as it has so much significance to ORHC's existence. It was reported that the MAX Light Rail history exhibit that was on display at ORHC is now on display at the Oregon Electric Railway Historical Society Museum at Antique Powerland Museum in Brooks.



The Oregon Rail Heritage Foundation is seeking an executive director to lead fundraising, donor development, communications and marketing for this volunteer-driven organization. This was posted January 25, 2017 and the job description is available on the web site: [www.orhf.org](http://www.orhf.org).

Port of Tillamook Bay (POTB) Board of Commissioners Regular Monthly Meeting December 13, 2016 approved minutes: Presentation/Update by the Oregon Coast Scenic Railroad (OCSR) – Rich Gitschlag, President and Jessica Jung, Business Manager, OCSR. Rich reported on culvert cleaning and repair work being scheduled for the near future to prevent flooding of private property along the Barview area. OCSR will be meeting in January with Tillamook County, ODOT, Regional Solutions Team and other involved entities to coordinate stabilizing the highway along Nedonna Creek where debris also affects the railbed.



- a. Update on 9<sup>th</sup> Circuit Court Appeal – Jessica told the Board that all 3 judges of the 9<sup>th</sup> Circuit Court found in favor of OCSR but Oregon Dept. of State Lands may try to appeal. OCSR needs to file for retroactive permits for the unapproved work to the US Army Corps of Engineers.
- b. She went on to present information on the 2016 ridership figures and economic benefit to Tillamook County by OCSR – estimated travel spending was \$3.8M and there were 22,000 riders. Future plans for 2017 & beyond are to construct in Garibaldi a historically accurate reproduction of the Southern Pacific Rail Depot and Water Tower. The management of OCSR has been restructured and their goal is to work with other tourism oriented businesses to attract year round customers. Jim Young [Commissioner] asked how OCSR will fit with the Salmonberry Trail. Jessica talked about how they could transport bicycles and riders and that if needed, they would also be a way to transport emergency services personnel into areas with no roads.
- c. Jack Mulder [Commissioner] asked about OCSR's maintenance plans for different rail beds and support structures. Scott Wickert said they have been developing plans and are stockpiling materials that would be needed.
- d. Jim Young asked whether OCSR would be extending its run to POTB and Jessica said that currently it is not feasible due to lack of access to a portion of the rail.

Also of note: Railroad Lease from Tillamook County – Since 1967 POTB leases from the County a section of rail line from 12<sup>th</sup> Street to the Port. The Lease is being renewed for 50 years at \$1.00 per year. Will carry over to January 2017 meeting due to possible modification regarding ownership of roads.

Congratulations to the Northwest Railway Museum on their 60<sup>th</sup> anniversary. The Museum was incorporated in March 1957. 2017 also marks the 50<sup>th</sup> anniversary of the first visitor trains rides offered with the April excursions continuing in the Upper Snoqualmie Valley in 2017. The new Railway Education Center is now being utilized for meetings, programs, collection storage in the new archival vault and for staff collaboration. [www.trainmuseum.org](http://www.trainmuseum.org) **The Sounder**, Winter 2017, NRM newsletter.



2017, NRM newsletter.

The state-owned Alaska Railroad is cutting 49 jobs as part of a major restructuring. The restructuring occurs as the railroad deals with a 44 percent downturn in freight tonnage since 2008. That includes an 84 percent drop in refined petroleum business after a refinery at North Pole closed. The railroad says the reorganization represents an 8 percent reduction in the year-round workforce, currently at 609. **Fairbanks Daily News-Miner 2/10/2017.**



The Port of Portland, a premiere auto gateway, is a leader on the U.S. West Coast for auto exports. In 2016, more than 50,000 exports moved through Portland. When you combine imports and exports, a total of 291,000 vehicles rolled through Port's terminals to foreign markets and from domestic manufactures. The numbers represent an 11 percent increase over 2015. American-made cars are shipped by rail from assembly plants to the Port's docks, where vehicles are driven on "ro-ro" ships (roll-on/roll-off) bound for China and other parts of the Far East. Many imports such as Hyundais, Toyotas, and Hondas make their first stop in Portland before being shipped to dealerships across the region. **Port of Portland 2/14/2017 news release.**



Gov. Jay Inslee has proposed a budget of \$1 million to study whether a high-speed rail connection between Seattle and Vancouver [B.C.] would be worthwhile. The provincial government is also interested. The \$1 million study is part of a budget proposal put forward by the governor, but if approved, it would look at the cost, expected demand and possible route. The analysis is expected to include the possibility of up to nine stops from Vancouver to Portland, Ore. The results of the research would be expected in December. **CTV Vancouver 2/14/2017.**



You might catch a sneak peek of Amtrak Cascade's future this month as they test a new state-of-the-art locomotive along the route. The route have been selected to conduct the national certification testing of the new Siemens Charger locomotives. That means one of the sleek, high-tech machines will be traveling up and down the Amtrak Cascades corridor a couple of different times this month. Our eight locomotives are currently under construction in California, so they are using a new Illinois locomotive for the testing. This locomotive will have generic Siemens designs on it. Our

new locomotives will sport a new Amtrak Cascades-specific design, which will be unveiled in early April. [The noted Charger was spotted pulling the test train to/from Eugene on September 18<sup>th</sup>. (Trainorders 2/18/2017 posting)]

WSDOTBLOG 2/14/2017.

The Greenbrier Companies announced today that 22-year FBI-veteran Greg Bretzing has been hired as Director of Global Security & Special Projects. He reports to Bill Furman, Chairman and CEO in this newly-created role that deploys Bretzing's deep experience in security and administration. Bretzing will oversee physical security measures at all facilities owned or occupied by Greenbrier. Additionally, he will manage security for business travelers outside of the United States. He will also help drive Greenbrier's cybersecurity efforts and play an active role in Greenbrier public policy and international business activities. Bretzing's most recent FBI service was as Special Agent in Charge of the FBI's Portland Field Office where he directly and indirectly managed over 250 employees in six offices across Oregon. Greenbrier ([www.gbrx.com](http://www.gbrx.com)) is headquartered in Lake Oswego, Oregon and is a leading international supplier of equipment and services to the freight rail transportation market. **Greenbrier 2/7/2017 press release.**



Return to Parkdale in 2017. Mount Hood Railroad begins regular excursions from Hood River to Parkdale on June 2<sup>nd</sup>. Trains depart Hood River at 11 a.m. with a 45-minute layover in Parkdale. [www.mthoodrr.com](http://www.mthoodrr.com) **MHRR 2/16/2017email.** [Note: during 2016 the rail line between Odell and Parkdale was used for rail car storage.]



UPDATE: **Steel Bridge Height Indicators.** In the February *Trainmaster* issue Trent announced the pending donation of these 1912 original bridge deck height indicator gauges as Union Pacific installed electrical upgrades on the bridge. On February 17<sup>th</sup> Doyle McCormack and I met with Aaron Hunt, UP, to talk about the UP 96 donation to ORHF and Aaron noted that he had to withdraw the donation offer as the contractor did NOT remove the gauges. Turns out the contractor left the gauges in place however they are no longer operational. Aaron apologized profusely for this false alarm. The good news is that the gauges remain in place and did not go to a scrapper.



China will suspend all imports of coal from North Korea starting February 19<sup>th</sup> according to a notice posted by the country's commerce ministry as part of its efforts to implement United Nations sanctions against the country. A shipment of North Korean coal worth around \$1 million was rejected last week at Wenzhou port on China's east coast. The rejection came a day after Pyongyang's test of an intermediate range ballistic missile, its first direct challenge to the international community since Trump took office. North Korea was China's fourth biggest supplier of coal last year, with non-lignite imports reaching 22.48 million tonnes, up 14.5 percent compared to 2015. The import suspension will last until December 31<sup>st</sup>. [This may mean more coal exports through U.S. and Canadian west coast ports. Our Chinese friend continues to report many days of major air pollution problems in her home city of Chengdu, China.] **Reuters 2/19/2017.**

With the Columbia River Gorge and Cascade Locks getting absolutely hammered by winter weather, the Port of Cascade Locks committee to recommend a new home for the Oregon Pony locomotive is way behind schedule. The committee now expects to make a final recommendation to the Port Commission in March or April; not February.



This month's Rail News is a bit shorter than normal as we took a break and did a second trip to Cuba early in the month. Even without a lot of trains this was a most interesting trip like seeing the Bay of Pigs Museum and learning, at least from their perspective, some of what our CIA has done in country.



## Union Pacific Railroad at Brooklyn Yard

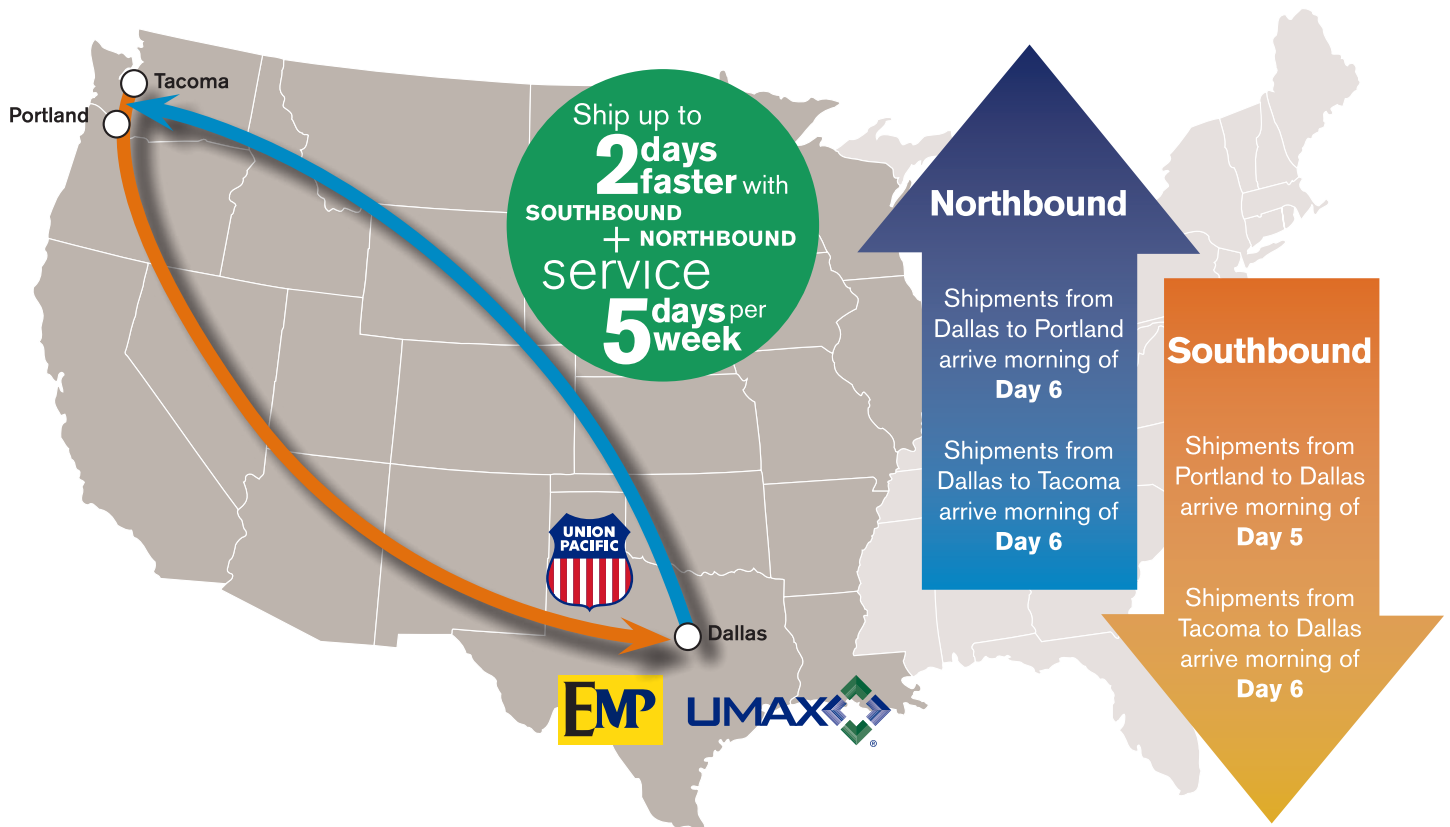
Brooklyn Intermodal Rail Yard, a 69 acre site, [Noted in the Intermodal overview on Page 7] is Union Pacific's sole intermodal facility in the Portland area. Intermodal shipping is a process of transferring large rectangular containers between trucks, boats and trains. The yard has a capacity of about 1500 of these containers. These containers are loaded onto trains via a large moveable crane. The rail yard is an important part of the economy in the state and supports north-south freight movement along the West Coast, including the shipment of Oregon-made products. Every holiday season thousands and thousands of Christmas trees are shipped from Oregon out of Brooklyn Rail Yard.

Brooklyn Rail Yard in 2012 (Photo Provided by Union Pacific Railroad)

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February 2017

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# FREIGHTHOUSE SQUARE STATION UPDATE

Information provided by Ed Berntsen  
Photos provided by Gordon Russ

The last full day of round trip Sounder commuter trains was reported to be Thursday Feb 16, from Lakewood and Tacoma to Seattle and return, which will utilize the former MILW "S-curve" timber trestle FF-282 between East L Street and Freighthouse Square station (ex-MILW Freighthouse) at Tacoma. Built in 1909 as the westernmost freight terminus for the famous Milwaukee Railroad, Freighthouse Square has been a Tacoma landmark for over 105 years. The Square is a 110,000 sq. ft. indoor urban shopping experience at the epicenter of Tacoma's burgeoning Dome District.

Sounder trains will then plan to operate a full schedule of morning northbound trains one day only, on Friday Feb. 17 as the last passenger trains to use this timber trestle.

The last planned Tacoma Rail freight trains might operate over this trestle on Wed or Thurs, Feb. 15 or 16. Southbound evening Sounder trains on Friday Feb. 17 will discharge all Tacoma, South Tacoma, and Lakewood passengers at Puyallup for transfer to Sound Transit bus connections to destination. Empty trains will deadhead to layover on Sounder servicing tracks in former MILW Coach Yard between L Street and Portland Ave in Tacoma.

Sounder trains will deadhead between Portland Ave coach yard and Puyallup for all trains scheduled Feb 18 thru Feb 22, operating occupied on normal schedules between Puyallup and Seattle King Street. Bus connections will be provided south of Puyallup during this short period.

Dismantling of the MILW timber trestle will begin after morning trains depart is planned to start on Friday Feb. 17, along with cutover of main track to the new single track concrete bridge built parallel to the timber trestle. Service will resume per plan on Feb. 23 over the new concrete bridge.

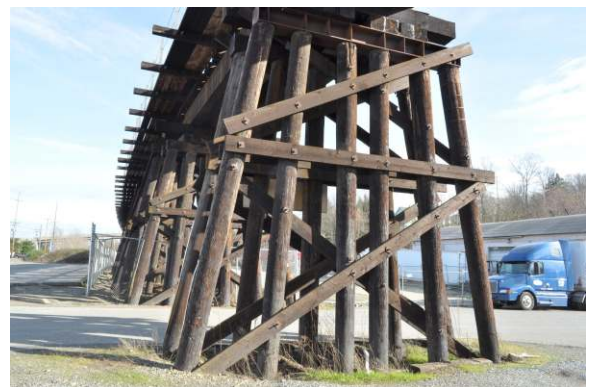


Construction of the new tracks and signals running from South Tacoma to Nisqually is nearly complete. Testing along this corridor was undertaken for mid-January through February. During this testing phase, trains will be running at varying speeds, up to 79 mph. Picture taken at the Mounds Rd and old Nesqually highway overpass.

Once timber trestle removal is complete, a new 2nd main track concrete bridge, with extended passenger platform, will be constructed in its place.

Permanent reroute of all Seattle-Portland Amtrak trains via the new two main track concrete bridges is scheduled to begin Sept. 2017, serving the new Amtrak Tacoma station now under construction within Freighthouse Square.

For info see "Point Defiance Bypass" railroad project description on the WashDOT website.  
[www.wsdot.wa.gov/projects/rail/pnwrc\\_ptdefiance/](http://www.wsdot.wa.gov/projects/rail/pnwrc_ptdefiance/)



Milwaukee Road S-Turn timber trestle (above and below), built in 1908 and updated in 1937, is being replaced by a double track concrete bridge (shown at lower center).



Early Construction photo of the portion of Freighthouse Square which will become the site of the new Tacoma Amtrak Station later in 2017.





# HISTORY OF RAIL LINES IN THE POINT DEFIANCE BYPASS PROJECT

by Arlen L. Sheldrake

As this project winds toward a Fall 2017 opening, some history on the rail lines being used may be of interest. This information extracted from a July 15, 2010 WSDOT publication “Point Defiance Bypass Project”.

The proposed project traces three rail lines built at different times.

- The Prairie Line – 1873
- American Lake Line – 1891
- Point Defiance Line – 1914

The “Prairie” Line

- Built in 1873 from Tenino to Tacoma
- The only rail route between Tacoma and Portland for 40 years
- In 1914, 28 daily passenger trains used the line to Lakewood
- Used as a passenger route until 1956
- In 1973 through-freights (i.e. Seattle to Portland) were removed.
- In 1986 the line from Yelm to Tenino was abandoned.
- In 2003 the line through downtown Tacoma was closed

The “American Lake” Line

- Built in about 1891 as part of the Grays Harbor Line running through Olympia
- In 1914, six daily passenger trains used the line
- Used as a secondary passenger route until 1956
- In 2003 the line became the only rail route to JBLM [Joint Base Lewis-McCord, formerly Fort Lewis] and South Tacoma

The “Point Defiance Line”

- Built between 1912 and 1914
- Most of the freight and passenger trains were re-routed over the line when it opened for service
- The line avoided the steep grades of the “Prairie Line” but was 4.5 miles longer
- Nelson Bennett Tunnel is more than  $\frac{3}{4}$  of a mile long under Ruston and shorter Ruston Tunnel
- Originally double track throughout, a single track installed through the tunnels in 1998 for double-stack container, auto rack, and Boeing airplane parts cars over 20 feet tall.
- Mud slides and unstable slopes on this water-level route were documented as early as 1921
- Line is used by BNSF, Union Pacific Railroad, and Amtrak trains
- In 2006 the line averaged 41 through-freight trains and eight daily Amtrak trains

And the following information from the Sound Transit Point Defiance Bypass project page:

The \$89.1 million Point Defiance Bypass project will reroute Amtrak passenger trains to an inland rail line through DuPont, Lakewood, and Tacoma. It includes a new Amtrak station in Tacoma's Freighthouse Square. Sound Transit currently uses a portion of this route for Sounder commuter rail service between Tacoma and Lakewood.

The Point Defiance Bypass project includes the new Amtrak passenger train station, 14.5 miles of new and upgraded track, and five reconstructed at-grade crossings – each with advanced warning and signal systems. When all work is complete in 2017 it will provide more frequent, reliable and faster Amtrak Cascades passenger rail service in Washington.

It's hard to dispute the beauty of the scenic waterfront route around Point Defiance. But that route is congested with nearly 50 daily freight trains. As a result, passenger trains often are delayed as they maneuver around freight congestion, tight curves, single-track tunnels, drawbridge openings, and landslides. For passengers, this means missed connections, delayed appointments, and lost time with family and friends.

[Article developed by Arlen L. Sheldrake, who reminds rail fans that the opportunities are winding down for riding the rails around Point Defiance. Remember the “rule” of rail fanning, ride and photograph it today as tomorrow it may not be available or possible.]



Construction of the new concrete bridge next to the MILW timber trestle (Photo by Gordon Russ)

# February Membership Meeting Minutes

## Pacific Northwest Chapter - National Railway Historical Society

### Held on February 18, 2017

The February 2017 meeting was called to order at 7:32pm by President Keith Fleschner. The minutes of the January meeting were called. Don Klopfenstein made a motion to approve the minutes, Roger Mattson seconded and the membership voted to approve the minutes.

George Hickok gave the monthly treasurers report that all accounts balance. Mr. Hickok then reported that 268 dues bills for 2017 were recently mailed out. Mr. Hickok reported that at the January meeting a representative of the Oregon Electric Historical Society made a plea for funds to restore the historic Oregon Electric No. 21 steeplecab locomotive. Members made a great donation and the chapter added two thousand in matching funds. Next he reported that we are awaiting approval from the other two entities involved in putting on the Fall NRHS conference so the profits may be sent to NRHS to support Railcamp. Bryan Ackler made a motion to accept the report, Arlen Sheldrake seconded and the membership voted to approve the report.

David Cautley reported that the Friends of the 4449 are hosting an overnight excursion to Bend, Oregon on June 24-25, 2017. It will probably involve thirteen or fourteen cars and be pulled by the SP 4449. Tickets will be available from TicketsWest. The train will leave Union Station at 8:35am on Saturday and arrive in Bend about 5:00pm. The photo runby is planned for the return portion of the trip. The Chapter is providing the car hosts. Trent Stetz is doing the trip guide.

Ron McCoy presented the February *UNSUNG HERO* Award to Bill Hyde. Mr. McCoy then reminded the members of the annual banquet to be held on April 8, 2017 at Hayden's Lakefront Grill in Tualatin. Social hour starts at 5:30pm. Banquet price is forty dollars and the menu will be distributed soon and tickets and information will be on the chapter website. The banquet speaker will be Steve Hauff. [See Advertisement below]

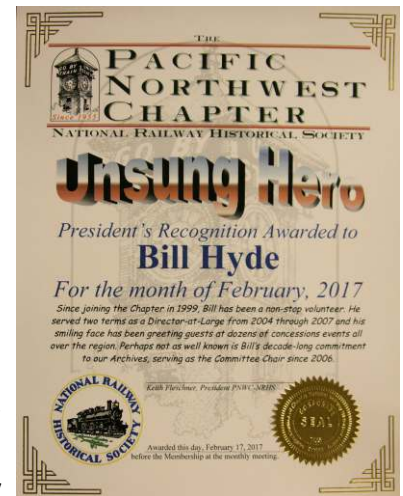
A member raised the question of preserving the PNWC No. 76 car and the boxcar as they each have a true vintage Oregon connection. Several members spoke about the dire condition of the railcars. The summary being that they are unusable because of advanced decay, rust and damage; cannot be easily moved by rail; and have been threatened by Beaverton Police as an attractive nuisance.

The meeting was adjourned at 8:52pm.

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

The program for the evening was a video by Southern Pacific Railroad on snow removal in the Sierra Nevada mountains in the 1950s.

Respectfully submitted by Jim Hokinson, Secretary.



Unsung Hero Bill Hyde at Winterail 2016



# SATURDAY - APRIL 8<sup>th</sup> - 5:30PM

Annual Chapter

# Banquet

Sign-up at our website

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

<p>PLATED DINNER CHOICE OF:</p> <p><b>CEDAR PLANK SALMON</b></p> <p><b>CHICKEN CORDON BLEU</b></p> <p><b>COULOTTE STEAK</b></p> <p><b>VEGETABLE RAVIOLI</b></p>	<p>Special Pricing</p> <p><b>\$ 40</b></p> <p>Complete Meal</p>
<p><i>Hayden's</i></p> <p>LAKEFRONT GRILL</p> <p>JUST OFF I-5 IN TUALATIN</p>	

# Fairbanks-Morse Speeder



Fairbanks Morse (FM) – Sheffield, Model 41 wooden frame railway motorcar. Push to start since there was no clutch. The design featured little in the way of amenities outside of its two-stroke, gasoline powered engine. Over the years FM would offer a handful of different speeder models, most of which were no more than 5 to 7 feet in length, held two persons, were open-air designs, and weighed just a few hundred pounds. (Photo by Steve Hauff)

## Chapter Email Announcements

Would you like to be added to the Chapter's email list? You can receive the "Railway Express Alerts" which include timely information and updates. If you would like to receive these email announcements, please send you email address to: [backler@ix.netcom.com](mailto:backler@ix.netcom.com)

**LENDING LIBRARY** will be open Saturday, March 18<sup>th</sup> 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.

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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
Rolf Schuler	2017-2019	503.285.7941
Bruce Sttange	2017-2019	503.901.7815

## 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
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# **PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 656**

**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.

**March 17:** *SP&S 700 Update* by Steve Sedaker. A progress report from the PRPA on the 700's 15-year inspection effort during the year 2016. Steve will discuss an overview of the rebuild plan, the progress to date (with pictures), and funding successes and plans.

**April 21:** *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](mailto:albaker33@comcast.net)

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## **OTHER CHAPTER EVENTS**

**April 8:** *PNWC Annual Banquet* at Hayden's Lakefront Grill, 8187 SW Tualatin-Sherwood Rd., Tualatin, 5:30pm, \$40 per person. (See Chapter website [www.pnwc-nrhs.org](http://www.pnwc-nrhs.org) for details)  
Guest Speaker - Steve Hauff: *Clallam County's Spruce Railroad*

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**Board of Director's Meetings:** **Mar. 09**, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm  
**Apr. 13**, 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:**

- Mar. 4 *Saturday Train Rides Begin*, Oregon Pacific RR, from Oregon Rail Heritage Ctr, [www.oregonpacificrr.com](http://www.oregonpacificrr.com)  
Mar 17 *Pre-Winterail Rail Excursion*, AERC, Lebanon-Sweethome RT, [trainweb.com/chris/AEtrip.html](http://trainweb.com/chris/AEtrip.html)  
Mar. 18 *Winterail 2017*, Corvallis OR, [www.winterail.com](http://www.winterail.com)  
Apr 1 – Oct 29 *Northwest Railway Museum Train Trips* (weekends), Snoqualmie WA, [www.trainmuseum.org](http://www.trainmuseum.org)  
Apr 23 – May 28 *Fruit Blossom Special Trains* (Sundays) Hood River-Parkdale, [www.mthoodrr.com](http://www.mthoodrr.com)  
May 6 *Portland Train Day*, Oregon Rail Heritage Center, 10 to 5, Portland OR, [www.orhf.org](http://www.orhf.org)  
May 26 *Sumpter Valley Railroad*, season opens, McEwen OR, [www.sumptervalleyrailroad.org](http://www.sumptervalleyrailroad.org)  
June 7-10 *Friends of the BN Railroad Convention*, Denver CO, [www.fobnr.org](http://www.fobnr.org)  
June 17 *2017 Railroads in the Garden Summer Tour*, 10:00 - 5:00 various locations around the metro area, Hosted by The Rose City Garden Railway Society, [www.RCGRS.com](http://www.RCGRS.com)  
June 20-24 *NRHS Annual Convention*, Nashville TN, [www.nrhs.com](http://www.nrhs.com)  
June 22-25 *Milwaukee Road Historical Society Convention*, Ames, Iowa, [www.mrha.com](http://www.mrha.com)  
June 24-25 *The Cascades Daylight - Celebrating 75 Years of the Southern Pacific 4449*: Steam trip to Bend with an overnight round trip through the historic Columbia River Gorge and Deschutes River Canyon, hosted by the Friends of SP4449, to get on mailing list, send email to: [mark@4449.com](mailto:mark@4449.com)  
July 15-16 *Clamshell Railroad Days*, Ilwaco, WA, [www.columbiapacificheritagemuseum.org](http://www.columbiapacificheritagemuseum.org)  
July 26-29 *UP Historical Society 2017 Convention*, Denver CO, [www.uphs.org](http://www.uphs.org)  
July 29-30 *The Great Oregon Steam-Up*, Antique Powerland Museum, Brooks OR, [www.antiquepowerland.com](http://www.antiquepowerland.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.