

# The *Celebrating 60+ Years* Trainmaster

February 2018

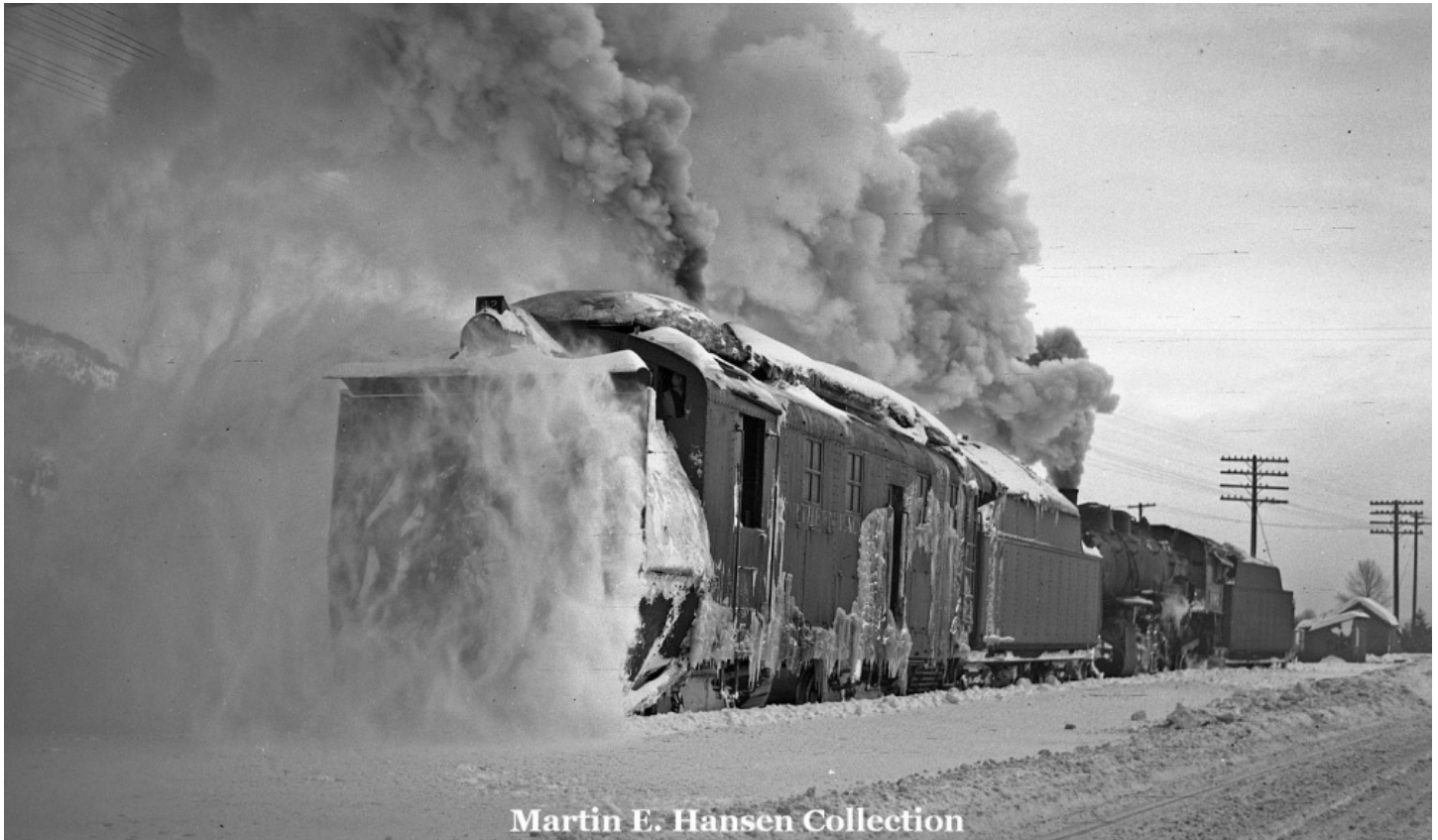
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## DESIGNED FOR WINTER DEMANDS



Martin E. Hansen Collection

As the nation's railroads grew over the decades the need to keep these lines of commerce open year-round became a top priority. During the winter months the challenges to keeping passenger and freight moving in the mountain regions of the west were particularly difficult.

Fortunately, the same steam power that was used in the milder times of year could be adapted to meet these winter demands as we see here.

Al Farrow brought his trusty camera to work with him in the winter of 1949 as he had been assigned to work out of Lester, Washington for a few weeks. Here he was able to capture on film some of the impressive steps taken by the Northern Pacific to keep their line open in the depth of winter.

In this photos Al has caught NP 2-8-2 No. 1682 and Rotary No. 10 pausing at Lester before they head back up the hill to take on Old Man Winter one more time.

Winter railroading during the age of steam was certainly a sight to behold.

Photo and information from Trainorders.com 1/16/18 posting by Martin E. Hansen, published with his kind permission.

# IN REMEMBRANCE OF KEN E. VANNICE

Kenneth E. Vannice, 74, passed away on January 15, 2018, in Portland, Oregon of cancer complications.

He was born on January 2, 1944 in Bozeman, Montana to Daniel Bratschi Vannice and Catherine Asimos Vannice where he grew up. After graduation from Bozeman schools and Montana State University he moved to Los Angeles, California to work as an Electrical Engineer for stage and studio lighting company, Kliegl West. In 1996 he followed his profession to Portland, Oregon, for Colortran as a product and test engineering manager. In 1979 Vannice earned his professional engineers license, soon to be followed by one of his most visible contributions to the industry -- work on the National Electrical Code. In 1988, he was appointed to NEC Code Making Panel 15 representing United States Institute of Theatre Technology (USITT), where he was the longest serving member.

Vannice was involved in ESTA's Technical Standards Program since the first years of the program as the co-chair of the Electrical Power Working Group and a member of the Technical Standards Council. He was also a member of the Control Protocols Working Group and the Photometric Working Group.

Vannice was deeply involved in the creation of the Entertainment Technician Certification Program (ETCP) and the Entertainment Electrician certification from the very beginning. As the chair of both the early Electrical Skills Working Group and the subsequent Entertainment Electrician Subject Matter Expert group, he was instrumental in creating the body of knowledge that formed the basis for the ETCP Entertainment Electrician certification exam.

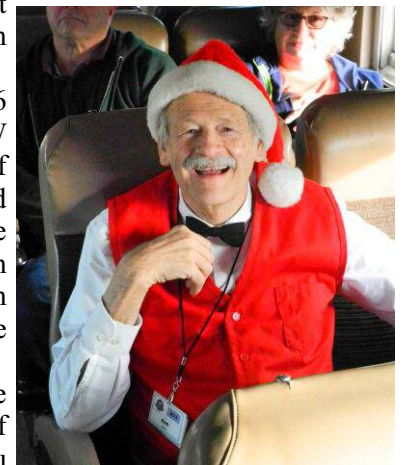
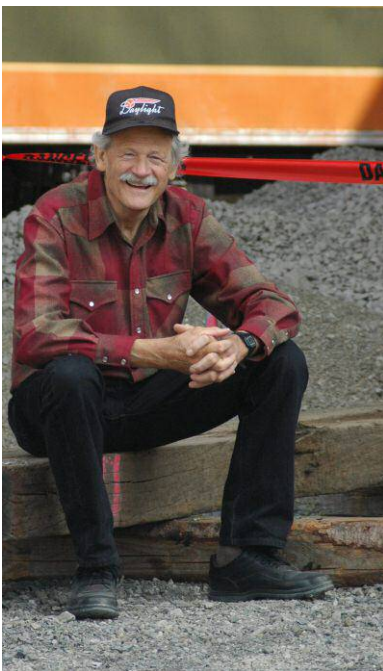
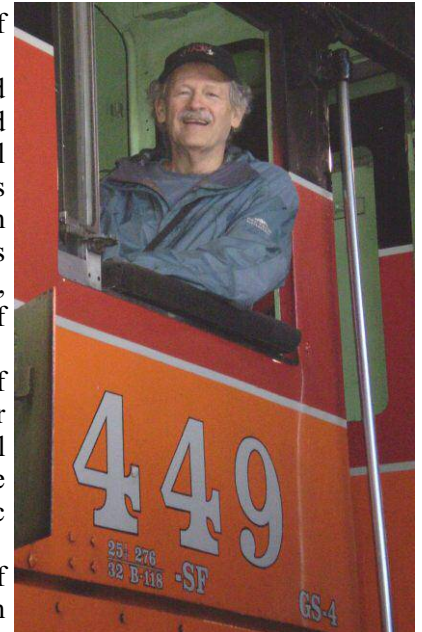
Vannice was a member of Gallatin Lodge No. 6 AF&AM of Bozeman, Montana, the Pacific NW Chapter of the National Railway Historical Society of Portland, Oregon and both the Rosetown Ramblers and Heads to the Center square dance clubs of Portland. He was active in codes and standards work through both ESTA and the USITT, of which he was made a Fellow in 2004. Vannice was awarded ESTA's highest honor, the Eva Swan Award in 2017.

Ken was particularly interested in all of the railroads that did and do pass thru his home state of Montana. He researched, mapped out, and could tell you all about almost every one. Hundreds of images were taken by Ken on all of his various train trips; including current and former depots & stations, abandoned tunnels, and rolling stock. All of his travels almost always included a leg of travel on the train, if not the entire journey. Ken served as the Library Chair and as a Board member for the Pacific Northwest Chapter.

He is preceded in death by his parents, step brothers, step sister, aunts, and uncles. He is survived by many cousins including H. Lee Vannice of Corvallis, Oregon.

Ken will be greatly missed by his many friends within the Chapter.

**A Celebration of Life for Ken will be held on Feb 24th at ORHC at 6pm.**



# WASHINGTON PARK & ZOO RAILWAY IN JEOPARDY

By Arlen Sheldrake



As you may know the Washington Park & Zoo Railway has not been operating to Washington Park since September 2013 when major construction within the zoo shut the line down. Now I, along with others, am wondering if the train will ever return to Washington Park.

On October 22<sup>nd</sup> I sent the Oregon Zoo the following question: “Washington Park & Zoo Railway: When will the train again be running to Washington Park?”

On October 24<sup>th</sup> the Oregon Zoo sent the following response: “During construction of the new world-class Elephant Lands habitat, the train route moved back on the route it ran on back in 1959 when it opened before the 1.5-mile extension into Washington Park was built. Unfortunately, the Washington Park/Rose Garden run will not be available unless they can get all of the track work in Washington Park repaired properly. As you might imagine, upgrading and/or replacing 50+ year old tracks will be quite a large project and multiple factors can come into play moving that forward. At this time, there is not an exact timeline for if/or when the work will be completed or if a name change will be made. Thank you for the suggestions and comments, we really do appreciate the feedback.”

Some important points in the Oregon Zoo response:

1. Name change.....a suggestion that the decision may already have been made?
2. No mention of the Washington Park Master Plan proposals that already have the railway identified as a multi-modal trail.
3. No evaluation of the 50+ year old tracks has been made. Yes, some repairs are needed.

When looking at the proposed Washington Park Master Plan ([www.portlandoregon.gov/parks/70954](http://www.portlandoregon.gov/parks/70954)) which is currently being developed, maps of the two proposals show the rail line converted to a multi-modal trail. The Master Plan is being developed by the City of Portland Parks & Recreation department, Emily Roth, Senior Planner, Assets & Development Division is the lead planner. As she noted in a 11/13/2017 email: “We are still in conversation with the Oregon Zoo about the railroad. At this time we show the multimodal trail within the right-of-way of the tracks.”

With growing alarm about the future of the Washington Park & Zoo Railway, the following resolution was adopted in January 2018 by the Board of Directors for the Pacific Northwest Chapter, National Railway Historical Society:

*The Pacific Northwest Chapter, National Railway Historical Society believes that the Metro Council should include funding in the 2018-2019 budget that will get the Washington Park & Zoo Railway track rehabilitated and passenger trains operations returned to Washington Park. To this end the PNWC-NRHS will launch and/or join a campaign to convince Metro that the Washington Park & Zoo Railway should be running as soon as possible to Washington Park.*

As a project is launched to restore train service to Washington Park, a review of the history of building of the railway provides some important perspective. Two documents written by Edward M. Miller, former Oregonian News Editor, provide significant history of the building of the line from the Zoo to Washington Park, building of the rail equipment and participation in the 1959 Oregon Centennial with funding challenges all the way. In two hundred pages, Miller's enjoyable writing tells about all the various business organizations and volunteers who toiled and risked finances to get the equipment and line built. This 1970s document appears to have been headed for publication as final written edits appear written on the text. These documents have been scanned and loaded to a drop box account.

Let me know if you have ideas and are willing to help on this PNWC-NRHS project to get the railway back to being the Washington Park & Zoo Railway; via email: [asheldrake@comcast.net](mailto:asheldrake@comcast.net); via USPS: 1718 SW Parkview Court, Portland OR 97221; via cell: 503-351-9881.

# Bowman Museum Acquires Caboose

By Arlen Sheldrake

The A. R. Bowman Museum in the City of Prineville has acquired a donated caboose from the City of Prineville Railway. The caboose began life in Sayre, Penn. when it was built for the Lehigh Valley Railroad around 1945. The caboose is from phase 2, lot 6 of the Lehigh caboose builds; there were 45 cabooses built in this phase. Originally numbered LV 95043, it was acquired by the City of Prineville Railway sometime between 1960 and 1970 and numbered COP #201.

On November 6, 2017 crews brought the caboose from the City of Prineville Railway to the Museum and placed it on tracks outside the Museum. The idea is to have the caboose on display in time for the early 2018 celebration of the 100<sup>th</sup> anniversary of the City of Prineville Railway.

The Museum has raised some \$25,000 in donations to pay for preparing the railcar for public visitation which will include a ADA access ramp, landscaping around the railcar and construction of a false front on the meum building designed to look like a City of Prineville Railway office. The interior still retains numerous mechanical relics from the old railroad days. Additional tax-deductible donations are being solicited and may sent to Bowman Museum, Caboose Project, 246 N Main Street, Prineville OR 97754.

The Crook County Historical Society's Bowman Museum is located at 246 North Main Street in downtown Prineville.

Sources: A.R. Bowman Museum, <http://crookcountyhistorycenter.org>, & the Oregonian 11/10/2017. Gordon Gillespie, Bowman Museum Director, provided the photos. Article developed by Arlen L. Sheldrake.



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## BAGGAGE DEPOT RIBBON CUTTING

Article and photos by Arlen L. Sheldrake



The Ribbon Cutting Ceremony

Bob Melbo was also present. Bob is the one who corrected the accepted history that the 1888 station burned, it did not, it was torn down. The interior has some great historic photographs including one from the Lloyd Palmer (Yaquina Pacific Railroad Historical Society Historian) collection and two preserved original freight doors.

On January 30<sup>th</sup>, guests gathered at the Historic Railroad Baggage Depot in Salem, Oregon for the official ribbon cutting celebrating the rehabilitation of the 1888 building. The building, just south of the Amtrak station, will serve primarily as the Greyhound depot. Featured speakers at the ceremony: ODOT Director Matt Garrett, Rail and Public Transit Division Administrator Hal Gard, Salem City Councilor Tom Anderson, and Greyhound Agency Customer Experience Manager Rochelle Morton. As one might guess, rail historian and ODOT Rail Division State Rail Planner



Bob Melbo holding Ed Austin developed model of the 1888 station



# PNW RAIL NEWS

by Arlen L. Sheldrake



Some great late-December 2017 news at the Oregon Rail Heritage Center is the movement toward installation of the former 1924 Brooklyn Roundhouse turntable. Since moving from Brooklyn in 2012, the 100' Continuous Turntable has been stored on Rick Franklin provided flatcars and stored on the Oregon Pacific Railroad in east Portland. Kim Knox, Shields Obletz Johnsen (SOJ), partner & project manager, has been hired to be the project lead. Kim was also the project lead on the ORHC building some six years ago. This will be a major project both from the fund raising and construction perspectives. Also moving forward is the installation of one of the two tracks into what has been called the tri-angle property leased from TriMet. This early February track extension is being done by a crew provided by Rick Franklin, owner of Albany & Eastern Railroad with assistance from Dick Samuels and Oregon Pacific Railroad.



In other Oregon Rail Heritage Foundation news, at the January 8<sup>th</sup> Board of Directors meeting T. Trent Stetz was appointed to a Director-at-Large position. Trent was also elected to the position of Board Secretary. PNWC President and continuing ORHF Board member Keith Fleschner retired from many years in the position of Board Secretary. The Board at this meeting agreed to launch a review and updating of the ORHF by-laws that some want to totally replace, others want to update.

The British Columbia Chapter, NRHS is being evicted from the New Westminster rail car storage site that it has used for at least three decades. The Supreme Court of British Columbia met on October 3 for a hearing on a civil claim filed in August 2016 seeking to force the removal of the passenger cars, freight cars, an engine and other property from a giant warehouse at 109 Braid Street. The NRHS chapter has some 25 historic rail cars that the warehouse property owner has been working to get removed since as early as 2000. The switch to the site was disabled four years ago by the owner of the track to the warehouse. The court ordered deadline for Chapter removal is January 1, 2018.

## The Tyee 10 October 2017.

This may have been reported previously: Tacoma Rail in September 2016 sold 35 miles of railroad from Yelm to Chehalis and the locomotive servicing facilities at Western Junction to a subsidiary of Frontier Rail for \$2.8 million. The sale enabled us to retire the remaining balance on a City of Tacoma General Fund loan made in 2007, setting the stage for the transfer of the Mountain Division from Public Works to Tacoma Rail ownership. **Tacoma Rail 2016 Financial Report.** ([www.FrontierRail.com](http://www.FrontierRail.com))



Cascade Locomotive Works offers comprehensive locomotive repairs, rewires, upgrades, both in the field and at our locomotive shop at Western Junction, Washington. Interchange with UP/BNSF/PSAP. Cascade Locomotive Works is a part of Frontier Rail.

The Montgomery Ward building opened its doors and loading docks in Portland on January 1, 1921, one block northwest of the Forestry Building on a ridge overlooking what had been Guild's Lake. The warehouse proved to be a catalyst for development, and soon after its construction other industries found a home in the district. The Montgomery Ward building was designed by employee W. H. McCaully to facilitate the shipping and receiving of a large number of mail orders. The U-shaped building had two sets of dedicated tracks to bring rail cars into the building, with the Northern Pacific Terminal Company operating the switches. This innovative design allowed workers to load and unload freight as the car was pulled through the building. With nine stories, the warehouse was large enough to include a restaurant and medical facility for employees. The Ward building operated as the company's catalogue distribution center until 1976. In 1984, Bill Naito of H. Naito Properties renovated the vacant warehouse and transformed it into commercial space. Naito changed the building's name to Montgomery Park, necessitating the change of only two letters on the giant sign that adorns the roof. **Oregon Historical Quarterly, Spring 2006, Guild's Lake Industrial District, The Process of Change Over Time.**

The February 2018 Trains magazine has a good article **Unique Bridge, A Puget Sound Landmark** 4-pages on the Chambers Bay Lift Span. Robert Scott writes a good article with some great pictures of this one of a kind bridge in the USA. And on page 62, HOT SPOTS, *Gatewaytothe Gorge* describes what I think is the best train viewing spot in the PNW, Vancouver's [WA] Amtrak station.



Bright new look, energy-efficient upgrades make Washington Park MAX Station more inviting than ever. \$2.1 million in renovation transforms Washington Park MAX Station for the next generation of riders. Upgrades feature park-themed art, graffiti-resistant wall coatings, LED lighting and elevator lobby upgrades. Colorful vinyl murals now line the curved trackway walls of the Robertson Tunnel. The work was performed as part of TriMet's Making Transit Better initiative and brought the first physical upgrades to the Washington Park MAX Station since it opened in 1998. More than 750,000 trips start or end at this station each year. The Station is served by both the Red and Blue MAX lines.



**TriMet News 12/22/2017.**

In December 2017 a siding west of Stevenson in the Columbia River Gorge was named by BNSF for the Melonas family with three generations of railroad workers. Three generations of the Melonas family have worked for the railroad for 110 years. Patriarch Gust Melonas started work on a construction gang building the SP&S Railway in 1907 as a 19-year old. The railroad working family included Gust's two sons Sam and John, and Sam's two sons who currently work for BNSF, Gus is Director, Public Affairs (British Columbia, Idaho, Oregon & Washington) and his twin brother Louis is welding foreman of the Portland-Vancouver terminal in Vancouver. Add up all the years the five have worked for the railroad under several names it comes to more than 210 collective years. Gus was born in Wishram. The Melonas Siding section of track, almost two miles long, is part of the company's multi-year capital improvement project in Washington. **The Columbian 12/29/2017.** [The Melonas family was featured in the Greek community funded exhibit about the building of the North Bank railroad.]



As part of the World War I commemoration and the Oregon Spruce Division Railroads exhibit, visit the Columbia George Interpretive Center Museum in Stevenson, Washington and see the 1917 Curtiss JN-4 (Jenny) hanging from the ceiling as one of their many interesting exhibits. [www.columbiageorge.org](http://www.columbiageorge.org).



The Rose City Garden Railway Society will host the 2019 National Garden Railway Convention at the Portland Double Tree Hotel. The convention dates are August 27-31, 2019. One of the highlights of the convention will be a SP4449 pulled excursion on the Oregon Pacific Railroad. More information: <https://ngrc.org>. [My compliments to the Rose City Garden Railway Society for what I think is an excellent convention logo!]



A brief rail-related update from the Department of Energy Hanford clean-up project:

- Hanford Waste store tunnel stabilized. Hanford workers have finished stabilizing a waste storage tunnel with engineered grout, after it partially collapsed earlier this year. The tunnel is 358' long, 22' high and 19' wide with 12" x 14" creosote treated timbered walls and roof. Eight rail cars are in the tunnel. It was constructed in 1956-1958. Approximately 521 truckloads (4,434 cubic yards) of grout were placed in the tunnel. This tunnel is called PUREX (Plutonium Uranium Extraction Plant) Tunnel 1. **DOE Hanford 11/14/2017 news release.**
- U.S. Department of Energy announces plans to stabilize second PUREX waste storage tunnel. PUREX Tunnel #2: 1,688' long, steel & concrete construction, constructed 1964-1966. The tunnel stores 28 rail cars containing radiologically contaminated plutonium processing equipment. Grout will also be used to fill this tunnel beginning fall 2017. **DOE Hanford 12/5/2017 news release.**



The rail cars in both tunnels are loaded with no longer needed equipment that is coated with radioactive waste. The Atomic Heritage Foundation ([www.atomicheritage.org](http://www.atomicheritage.org)) is dedicated to the preservation and interpretation of the Manhattan Project and its legacy. AHF hopes to raise funds to design interpretive panels to accompany the two preserved locomotives and the two cask cars on display at the B reactor. Some forty thousand freight cars delivered materials on 158 miles of new track at the 631 square mile Hanford site. The B Reactor was built right at the end of the 45-mile spur of the Chicago, Milwaukee, St. Paul & Pacific Railroad that came out of Beverly, Washington.



Alaska Railroad lays some of the blame on Anchorage for \$4.4 million loss in 2016. The state-owned corporation reported a net loss of \$4.4 million in its 2016 annual report released this week, its first annual loss since 1999. The railroad said the loss was the result of "continued declines in historic freight lines and an impasse with the Municipality of Anchorage on how to split about \$15 million in federal transit funds. **Kaplan Herald 12/27/2017.**

Onion reload facility on track, backers say. A proposed major rail reload facility in Eastern Oregon that could greatly help the region's onion industry is on track to be built within three years. The facility would allow shipping containers to

be transferred between truck and rail. It could benefit a wide range of agricultural commodities grown as far away as south-central Idaho. Most onion produced near Nyssa, Oregon are sold to markets on the East Coast. Shippers must currently truck them 216 miles west to the nearest reload facility in Wallula, Washington, before they begin their journey east. The \$5.3 billion transportation package passed by the Oregon Legislature this year included \$26 million for a reload facility in Eastern Oregon. A 400-acre piece of land just north of Nyssa was recently chosen as the facility's location. The plan for the facility is for it to include dry and cold storage. **Capital Press 12/19/2017.**



ODOT has received six pre-proposals for the *Connect Oregon* dedicated projects related to the Mid-Willamette Valley Intermodal Facility and Treasure Valley Intermodal Facility as specified in HB 2017. The pre-proposals are currently under review, therefore, no decision has been made regarding which projects shall move forward. Below are the pre-proposals submitted for review:

- Brooks-Hompere [Hopmere] Intermodal Facility Project
- Greenhill Multimodal Facility Project.
- Lebanon Intermodal Facility Project.
- Mid-Willamette Valley Intermodal Facility Project
- Mid-Willamette Valley Intermodal Project
- Treasure Valley Reload Center Project.

The other HB2017 *Connect Oregon* projects are: Rail expansion in East Beach Industrial Park at the Port of Morrow (\$6.55 million) and Brooks rail siding extension (\$2.6 million).

**ODOT *Connect Oregon* web page ([www.oregon.gov](http://www.oregon.gov)) 1/3/2018.**

The Port of Portland has worked to create another new option for moving container freight by way of a railway partnership at Terminal 6. Starting this week, shippers can move their product on a rail shuttle to the Puget Sound ports. The new service, in partnership with BNSF Railway, will move containers between Portland and Seattle/Tacoma, where goods can be loaded onto ocean carriers. The rail service will operate five days a week. **Port of Portland 1/3/2018 news release.**



The Oregon Coast Scenic Railway for 2018 is operating weekend runs May 19<sup>th</sup> through the end of September; daily runs May 28<sup>th</sup> to August 14<sup>th</sup>. These trips are between Garibaldi and Rockaway Beach. More information: [www.oregoncoastscenic.org](http://www.oregoncoastscenic.org).



Lighthouse Resources, Inc. filed a federal lawsuit against Washington state Governor Jay Inslee and members of his administration for blocking coal mined in Wyoming, Montana and other western sister states from being exported through a terminal in Washington state, in violation of the U.S. Constitution's Commerce Clause and other federal statutes. The complaint, filed in U.S. District Court in



Tacoma details how State of Washington officials violated the U.S. Constitution and Federal law by unreasonably denying and refusing to process permits to redevelop a brownfield site on the Columbia River where an existing Washington State lease allows coal exports. Lighthouse Resources is the corporate parent of Millennium Bulk Terminals-Longview, which is redeveloping a brownfield site for coal export; the site currently receives coal for local use and is ready to receive other bulk commodities. **Lighthouse Resources 1/3/2018 news release.**

Scenic train rides deemed a success as Newport plans more trips next year. The first season of the Scenic Pend Oreille River Train (SPORT) based in Newport, Washington was a financial and operational success. The Newport/Priest River Rotary took over the train ride from the North Pend Oreille Lions Club that operated it for 35 years from Ione to Metaline Falls. The Rotary moved it to a new route from Newport to Dalkena. 28 trips were run this first season with 9,000 riders on the 24-mile round trip. The Rotary pays the Inland Empire Railway Historical Society for use of its two coaches and one open car. The Rotary plans to increase the number of rides from 28 to 36 with rides every weekend in October. A confirmed 2018 schedule and ticket information will be posted at [sportstrainrides.com](http://sportstrainrides.com). The Port of Pend Oreille owns the short line in Pend Oreille County and operates the line from Newport to Dover in north Idaho for BNSF Railway. **The Spokesman-Review 1/1/2018.**



Last summer, members of Joint Base Lewis-McChord's Directorate of Emergency Services partnered with local



civilian groups at Camp Murray for a simulated train derailment scenario. The exercise, which was hosted by Amtrak's Northwest regional emergency management team, presented a situation where a train derailed near the National Guard base and spilled onto the freeway. No one would have imagined a real-life incident would happen December 18<sup>th</sup> near DuPont. Amtrak Cascades 501 derailed at approximately 7:33 a.m. with all 12 cars coming off the rails atop an overpassing bridge and spilling onto the southbound lanes of Interstate 5. Forty-one first responders from JBLM were part of the initial dispatch that arrived four minutes later. The initial incident commander was the assistant chief of operations for JBLM

Directorate of Fire and Emergency Services who established a plan to have not only JBLM's six engine crews, but crews from nearby cities like Lacey, Lakewood and DuPont, provide support. **JBLM Northwest guardian 1/4/2018.** [Authorized website of Joint Base Lewis-McChord.]

The need to fix the levee system in north and northeast Portland as noted in last month's Rail News is gaining some much-needed traction with a January 9, 2018 editorial in the Portland Tribune, **Shore up levee before it's too late**. The editorial concludes with: "Portland already had its "Katrina" moment back in 1948, when disaster struck Vanport. Let's not allow it to happen a second time." As noted last month, one of the major issues is the BNSF Railway north/south railroad embankment that needs a parallel levee to be built next to it as the railroad will not allow the rail line to be evaluated or to be considered a levee. More information: [www.leveereadycolumbia.org](http://www.leveereadycolumbia.org) [The January 11<sup>th</sup> Portland Tribune article *State study shows just how vulnerable we are if any flood-control levees fail* by Steve Law notes that in the last 124 years Portland has had two 500-year floods, 1894 & 1948 plus three 100-year floods, 1956, 1964 & 1996.]



The University of South Carolina Moving Image Research Collection (MIRC) has some 6000 hours of film footage in five main collecting areas: Fox Movietone News, Chinese Film Collection, Newsfilm Collections, Regional Film Collections, Science and Nature Films and the U.S. Marine Corps Film Repository. Films from the 1920s and 1930s with some dealing with railroads. <https://mirc.sc.edu/> One of many in their digital video repository: The President's Special, loading observation railroad car onto which will carry President Harding on Alaska railroad this summer onto a ship for transport (April 28, 1923). Thanks to Jim Fitzgerald for the lead.



The Port of Vancouver [WA] Board of Commissioners has determined that all permits, licenses and approvals for Vancouver Energy's proposed crude-oil terminal must be obtained by March 31 or the company's lease will be terminated. The project calls for Tesoro Savage Petroleum Terminal LLC, also known as Vancouver Energy, to construct and operate an energy distribution terminal at the port in Washington state. The terminal would be located on the Columbia River. Crude oil from North Dakota and Montana would be transported by rail to the terminal. At full operation, the terminal would be capable of receiving up to 360,000 barrels per day. **Progressive Railroading 1/11/2018.**

The Port of Portland Commission was presented with the findings of a consultant study and work from an industry leader committee to create a sustainable business model for container shipping at Terminal 6. The consultant concluded the most viable T-6 business model is a multi-use terminal that dedicates revenues from other activities to support container services. Given that container volumes are lower than most West Coast ports, a financially sustainable terminal will require revenue from diverse mix of cargo uses to support the container business. The study acknowledges that Portland's geography as a river port and marine industry consolidation pose challenges to recovery of weekly transpacific container service. **Port of Portland 1/10/2018 news release.**



The Brooks Historical Society welcomed CBQ No. 14411 caboose at their Depot Museum in the Powerland Heritage Park on October 17, 2017. The caboose began its working life circa 1910 for the Chicago, Burlington and Quincy Railroad. When the CB&Q merged with Burlington Northern in 1970 the caboose was brought west. In 1975 it was sold to the Oregon Pacific and Eastern Railway in Cottage Grove. In about 1977 it was sold again to private owners near Eugene. This caboose along with another one (now at Willamette Heritage Center in Salem) were used as lodging for workers. [The Museum is housed in the relocated historic 1900 SP built Brooks depot. **Brooks Historical Society January 2018 newsletter.**

And noting the Salem caboose, follow the progress of restoring the 1909 Oregon & California #507 on the Willamette Heritage Center web site: [www.willametteheritage.org/caboose-507/](http://www.willametteheritage.org/caboose-507/). One of the neat things on this site is the project list with completions noted.

January 14, 1958, some sixty (60) years ago, a celebration was held at the Oaks Park as the Union Pacific No. 3203



(OR&N 197) and Spokane, Portland & Seattle No. 700 were delivered to the City of Portland Bureau of Parks. Spike Driving at 10:18 a.m.; spike held by Ormond R. Bean, City Commissioner with C.J. Keenan, PNWC-NRHS President doing the spike driving. Bureau of Parks & Public Recreations event schedule (from the City of Portland Archives & Records Center).



Congratulations to all the volunteers at the Oregon Rail Heritage Center who helped host **34,729** visitors to the Oregon Rail Heritage Center during 2017. Since opening September 22, 2012, **167,699** visitors have been through the door at ORHC. Thanks to Gary Brandt for generating these statistics and the Greeters who do the welcome spiel and staff the clicker. This volunteer continues to be amazed at the diversity and interesting backgrounds of our visitors from all over the world; contact Al Baker, [albaker33@comcast.net](mailto:albaker33@comcast.net) / 503-645-9079 if you have some time to volunteer.

The Tigard Street Heritage Trail as proposed back in 2015 is moving forward to implementation with *Connect Oregon* funding with grand opening targeted for this fall. Suenn Ho, Principal with Resolve Architecture + Planning, continues to refine the design with many rail related elements. Suenn has reached out to some of our key historians including Ron McCoy, Bill Hyde and Bob Melbo.



Oregon Governor Kate Brown authorized up to \$245 million in state bonds to assist the development of Red Rock Biofuels, a renewable energy project planned for Lake County that could generate jet fuel from forest bi-products and ag waste. The facility would use the Fischer-Tropsch gasification process, utilizing high-pressure to convert forest products into jet fuel. Gathering of materials would be done in regional forests, compiling waste product such as fallen branches and forest floor dead material, along with ag waste and local sawmill bi-products, to generate an estimated 12-16 million gallons of fuel annually. Red Rock has already secured supply contracts with FedEx and the U.S. Military. The advanced technological process converts woody biomass to jet, diesel and naphtha fuels by first converting to synthesis gas, which is cleaned and sent to a Fischer-Tropsch unit to be converted to liquid hydrocarbons. Hydro-processing refines liquid hydrocarbons to the finished fuel. The Lakeview facility would intake an estimated 176,000 tons of materials to produce the fuel. **Herald and News1/9/2018.**

Cloud Peak Energy signs long-term coal export agreement with JERA Trading to supply new Japanese IGCC power plant. Shipments are expected to commence as early as the end of 2019 and continue for a period of between thirty and forty months, reaching up to one million metric tonnes in the final contract year. Coal produced at Cloud Peak Energy's Spring Creek Mine, located near Decker, Montana, will be carried by the BNSF Railway to Westshore Terminals at Roberts Bank, Vancouver [BC] for loading onto ocean-going vessels for subsequent delivery to two new state-of-the-art Integrated Coal Gasification Combined Cycle ("IGCC") coal-fired power plants in Fukushima Prefecture, Japan. The facility will have two 540-megawatt IGCC plants; the first plant is scheduled to commence operation in September 2020. **Cloud Peak Energy 1/16/2018 announcement.**



Noted author, last remaining SP&S employee on the BNSF roster, SP&S 700 engineer and Pacific Railroad Preservation Association board secretary is as of this writing (1/26) suffering from Pancreatic Cancer. Greg, until being struck by this disease, was an Engineer for BNSF working out of Vancouver, WA. Greg with two others authored in 2003 the informative book *The Oregon-American Lumber Company*.

Doyle McCormack, President, Oregon Rail Heritage Foundation, is the featured speaker at the 2018 Annual Meeting and Luncheon of the Southern California Chapter Railway & Locomotive Historical Society. The meeting is being held February 17<sup>th</sup> at the Pomona Valley Mining Company Restaurant in Pomona CA. More information: [www.railgiants.org](http://www.railgiants.org).



## COAST STARLIGHT PASSES THE OREGON RAIL HERITAGE CENTER

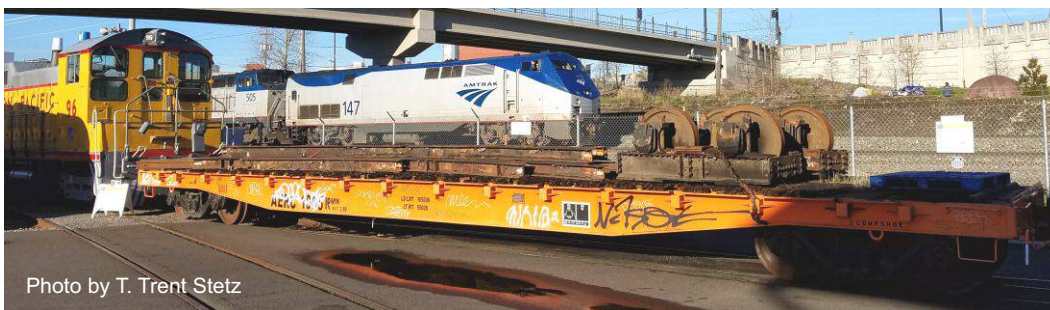


Photo by T. Trent Stetz

A favorite of ORHC visitors is viewing the Southbound Amtrak Coast Starlight bound for Los Angeles. The lead GE built P42DC locomotive No. 147, built in Feb 2001, is seen in this recent photo, with the Albany and Eastern flatcar containing components from the historic Brooklyn Yard Turntable in the foreground.

# January Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on January 19, 2017

The January, 2018 membership meeting was called to order by President Keith Fleschner at 7:37pm.

President Fleschner started the meeting with sad membership news. First, Board Director Ken Vannice died on Monday, January 15, 2018. A moment of silence was observed for him. A celebration of Life service is being planned. Second, Chapter Treasurer George Hickok is in the hospital since Wednesday January 17, 2018. Third, ORHF volunteer Walt Eisenman is ailing. Fourth, Ed Berntsen, who was injured in the Cascades No. 501 Amtrak derailment is now out of the hospital and in a rehab facility. Three get well cards are on the front table for each to sign.

The minutes of the November and December membership meeting were called. Al Baker made a motion to approve the minutes, Bryan Ackler seconded, and the membership voted to approve the minutes.

Due to the illness of George Hickok, no Treasurers report was given.

President Fleschner reported that the board has voted to support the efforts to reestablish the Washington Park Zoo Railway to full operation from the Zoo to the Washington Park Rose Gardens.

Ron McCoy reminded members of the chapter banquet being held on April 7th.

Mark Reynolds reminded members that Steam-up is coming and there will be a volunteer week-end for working on the grounds and facilities probably in early February. He said there is work to be done on the sound system.

Mark Reynolds said that a contractor in Michigan has agreed to give us a building to be used for storage on the ORHC grounds. We have to pay the shipping and hopefully it will be shipped soon.

President Fleschner reminded members of the upcoming Winter Light Festival to be held on February 1,2,3. From 6:00pm to 11:00pm. Also May 19, 2018 will be Portland Train Day at ORHC. Volunteers will be needed.

Al Baker reported that the program tonight will be a 16mm film on British Railway Post Office.

Ron McCoy reported that Amtrak Coast Starlight is discontinuing parlor cars on all their trips.

The meeting was adjourned at 7:54pm.snack time was provided by Lila Stephens. Thank you Lila.

The film, even with some sound problems, was well received.



Paul, Rolf, Pete and Bruce Prepare the Film for the Presentation

*Respectfully submitted by Jim Hokinson, Secretary*

## SATURDAY - APRIL 7<sup>th</sup> - 5:00PM

*Annual Chapter*

# Banquet

*Sign-up at our website*

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

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

*Special Pricing*

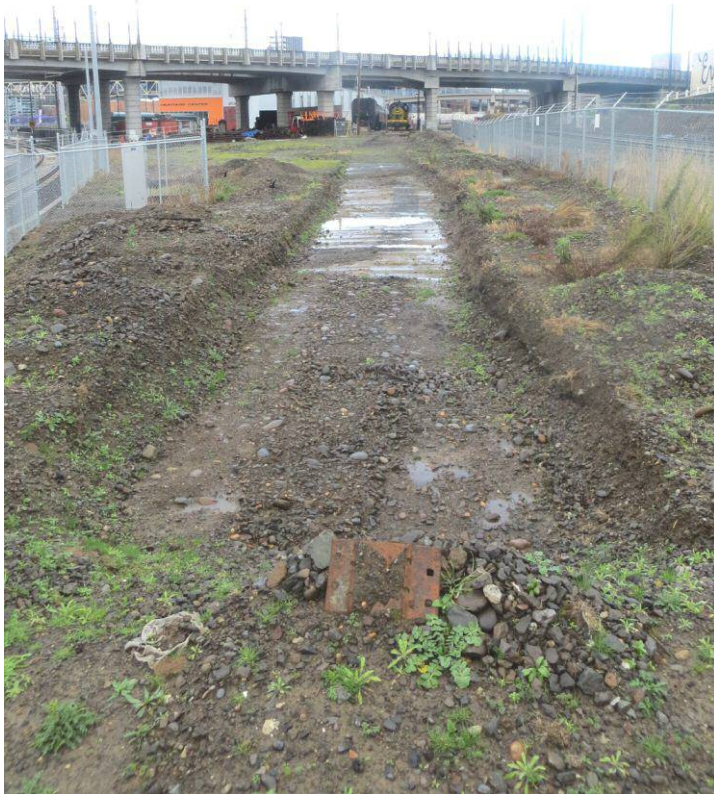
**\$ 40**

*Complete Meal*

*Hayden's*  
LAKEFRONT GRILL

JUST OFF I-5 IN TUALATIN

# TRACK EXTENSION AT ORHF



Looking northwest from the eastern end of the triangle property leased by ORHF from TriMet we see the location of the February 2018 track build out project at the Oregon Rail Heritage Center. It is planned that this same view in March will show track and rail cars as space is being created to facilitate the installation of the former Brooklyn turntable.

**LENDING LIBRARY** will be open Saturday, February 17<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 (2nd Term)	2016-2018	503.706.0498
Ken Vannice (2nd Term)	2016-2018	503.244.8732
Bryan Ackler (2nd Term)	2018-2020	503.246.2165
David Cautley (2nd Term)	2018-2020	503.631.7516
Rolf Schuler (1st Term)	2017-2019	503.285.7941
Bruce Strange (1st Term)	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 Rep. Powerland	Mark Reynolds	503.638.7411
Elections	Jim Loomis	503.253.3926
Excursions	Vacant	
Flanger Restoration	Phil Barney	503.706.0498
Library	Vacant	
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	T. 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. 667

**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.

**February 16:** *1950s Norfolk & Western Steam Action*, a video with lots & lots of big steam action on the N&W.

**March 16:** TBA. Do you have a topic to Present? Let us know!

**April 7:** *Annual Chapter Banquet* – Hayden's Lakefront Grill, Tualatin. Mark your calendars!

**April 20th:** TBA. Do you have a topic to Present? Let us know!

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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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**Board of Director's Meetings:** Feb. 08, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm  
Mar 08, 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:

☆ ☆ ☆ ☆ ☆ ☆ ☆ 2018 ☆ ☆ ☆ ☆ ☆ ☆ ☆

Feb. 1-3 *Portland Winter Light Festival*, SE Portland Waterfront & ORHC, [www.pdxwlf.com](http://www.pdxwlf.com)

Feb 10 *Valentine's Day Special Excursion*, Garibaldi OR, [www.oregoncoastscenic.org](http://www.oregoncoastscenic.org)

Feb. 17 *SP&S Railway Historical Society Swap Meet*, 9:30-2:30, 100 Columbia, Vancouver WA, [www.spshts.org](http://www.spshts.org)

Mar. 17 *Winterail*, 40<sup>th</sup> Anniversary, Corvallis High School, Corvallis OR, [www.winterail.com](http://www.winterail.com)

Mar. 31 *Easter Brunch*, Albany & Eastern, Lebanon OR, [santiamexcursiontrains.com](http://santiamexcursiontrains.com)

May 12 *Light the Fire*, WP Railroad Museum fund raiser, Doyle McCormack & Steve Lee, [www.wplives.org](http://www.wplives.org)

May 19 *Portland Train Day* at the Oregon Rail Heritage Center, [www.orhf.org](http://www.orhf.org)

May 26 *Yakima Trolley* 2018 season begins with Sat/Sun/Holiday runs thru Sept. 30, [www.yakimavalleytrolleys.org](http://www.yakimavalleytrolleys.org)

May 26 *Sumpter Valley Railroad*, first season runs, [www.sumptervalleyrailroad.org](http://www.sumptervalleyrailroad.org)

May 26 *Yakima Trolleys*, first season runs, [www.yakimavalleytrolleys.org](http://www.yakimavalleytrolleys.org)

Jun. 6-9 *Friends of Burlington Northern Railroad Convention*, Aurora IL, [www.fobnr.org](http://www.fobnr.org)

Jun. 16 *Trains In The Garden Summer Tour*, Rose City Garden Railway Society, [www.rcgrs.com](http://www.rcgrs.com)

Jun. 25 – Jul. 1 *Train Mountain Triennial*, Chiloquin OR, [www.trainmtn.org](http://www.trainmtn.org)

July 14 & 15 *Clamshell Railroad Days*, Ilwaco WA, [www.columbiapacificheritagemuseum.org](http://www.columbiapacificheritagemuseum.org)

July 18-21 *Union Pacific Historical Society Convention*, Olympia WA, [www.ups.org](http://www.ups.org)  
(joint w/Milwaukee Road)

July 28-29 *Great Oregon Steam-Up*, Powerland Heritage Park, [www.antiquepowerland.com](http://www.antiquepowerland.com)

**LIGHT THE FIRE!**  
Fundraising Event  
Western Pacific Railroad Museum  
Saturday, May 12, 2018 – 6:00 pm

Join the Feather River Rail Society for an evening of special presentations, live auction, and guided museum tours. Dinner will be provided by Longboards Bar & Grill. Tickets \$100 per person, and seating is limited. All proceeds to go restore the 185 Steam Engine.

Guest speakers: Steve Lee of Wasatch Rail Contractors and Doyle McCormack of the Oregon Rail Heritage Foundation.

TICKETS AVAILABLE AT . . .  
[wplives.org/lightthefirefundraiser](http://wplives.org/lightthefirefundraiser)  
Western Pacific Railroad Museum  
Lost Sierra Chamber of Commerce  
For more information call 530-822-4131  
[wplives.org](http://wplives.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.

## Salem Historic Railroad Baggage Depot Fact Sheet – Jan. 2018

Salem’s historic Railroad Baggage Depot has come back to life! The original 1888 Baggage Depot building is one of the last 19<sup>th</sup> century railroad depots in Oregon. As originally constructed, the baggage and express room on the south end of the building was approximately 25’ long and 21’ wide; with increased business, an extension was added between 1891 and 1894 (pictured right).



In November 1917, according to the Salem *Statesman Journal*, the station was moved about 200 feet north to make way for construction of a new one – that’s the current 1918 Beaux Arts Salem Railroad Station, listed in the National Register of Historic Buildings (built for a cost of \$26,000). The older depot was then demolished – except for the baggage building, which was retained for use as a temporary express office. According to *The Oregon Statesman*, Sept. 22, 1918, “...After the war it is planned to put up a permanent building for this purpose on the same style of architecture as the larger one.” That never happened, and in fact, before renovation began, the baggage depot had been vacant for more than 20 years. Not anymore.

This project is unique in several ways, including the partnership required to make the dream of preserving the facility come true. Funds came together from several sources:

- Federal funds (Federal Highway Administration; Federal Transit Administration): \$2,314,408
- State transportation funds: \$197,324
- Greyhound: \$60,000
- Private donation: \$96,000
- State Historic Preservation Office grant: \$20,000

Total Cost: \$2,687,732

The renovated baggage depot plays a key role in the Salem Railroad Station’s move toward becoming a multimodal hub, serving train and bus passengers, bicyclists and pedestrians. Eventually, the facility may include EV charging stations, bike rentals and other options.

For more background on the project, visit [Transportation Insights](#). For photos showing the project’s progress, visit [our Flickr site](#).

**Before:**



**After:**



## Project Highlights – Dixie’s Depot

Work began in earnest on the building itself in May 2016. Andy Medcalf Construction Co. of Salem was the general contractor. There was an initial delay in starting (five weeks) due to relocation design of electrical conduit for the building. Then, it was all hands on deck. Here are some highlights from this amazing project:

- Oculus Fine Carpentry of Portland restored as many of the original brackets as possible for re-use (before and after restoration pictured right).
- Oregon Department of Corrections produced new wood for exterior of building; it was designed to match the older style.
- Utility placement and foundation work began in fall 2016, and included retaining wall construction.
- During that phase, workers uncovered the footings of an old water tower, which had been moved several times over the years. After ensuring there was nothing of historical significance related to this finding, we were able to continue work.
- Site fill and grading continued into winter 2016-



2017.

- Structural work also continued on the building, including interior walls, plumbing, conduit and electric.
- In early 2017, the interior remodel was complete and the building considered finished in spring. Inside the building you will see material from the original facility that has been restored, like this wooden sliding door, pictured left.
- At that time, Oregon was experiencing the wettest winter on record, and that required extra base stabilization for roadway

surfaces:

- Sub-excavation of unsuitable materials.
- Stabilization materials placed (Geo-fabric and Asphalt Millings).
- Final site grading and placement of base rock.
- Curbs, sidewalks and concrete driveways were finished in fall/winter 2017.

### Next up

- Greyhound begins operations in “Dixie’s Depot” after the ribbon-cutting. The facility is named in honor of long-time local educator Dixie Kenney.
- Punch list items will be addressed in February.
- Canopies are being fabricated and will be installed in March.
- Other services may soon be a part of this multimodal hub, such as EV charging stations, bicycle and car rentals and more.

-end-

