

The *Celebrating 60+ Years* Trainmaster

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MOVING FREIGHT IN VANCOUVER



BNSF Locomotive (right) No. 5207 leads a trio of locomotives as it pulls through the Vancouver, WA Amtrak Station in mid February 2018. This GE C44-9W was built in October 2003. This locomotive is a 4,400 hp (3,281 kW) diesel-electric locomotive built by GE Transportation Systems of Erie, Pennsylvania. The C44-9W was dubbed the Dash 9 upon its debut in 1993. A total of 1697 of these units were built for the BNSF Railway. An EMD GP-38-2 No. 2276 (left), built in August 1973, waits as the freight pulls through. (Photo by T. Trent Stetz). For more info see: en.wikipedia.org/wiki/GE_Dash_9-44CW

GOLF JUNCTION PARK

By Arlen L. Sheldrake

In southeast Portland at the intersection of SE 13th Avenue and the Oregon Pacific Railroad is a small unofficial park called Golf Junction Park.

The *Bee* newspaper in November 2011 published an article written by Dana Beck in a section called *Echo of Portland's Past* that outlines the history of this area and the reason for the park.

I have been in this area countless times both walking and driving but until I finally read this article some 7+ years after publication I never realized that this was a park with such significance to both railroad and community history.

A decorative sway chain fence is on the street side of the park with a piece of original streetcar track in the middle that looks like a path until one discovers that on each side of the path are rails. According to the 2011 article, the property was leased in perpetuity in April 1998 for \$1 from the Union Pacific Railroad by the Sellwood Moreland Improvement League (SMILE), one of Portland's neighborhood groups.



Looks like a path? Nope, it is a trackway in Golf Junction Park

Historic Golf Junction dates back to 1893 when Sellwood was first connected to downtown Portland by way of the electric trolley system. Golf Junction was where rail passengers could change from the streetcar to the inter-urban. The streetcar went south on Milwaukie Avenue, turned west on Bybee Boulevard, and swung around to continue southbound on S.E. 13th Street to Golf Junction. At Ochoco Street, riders could disembark and board an inter-urban railcar that took them south to Milwaukie, Gladstone, and Oregon City or east to Gresham. The Waverley Clubhouse (built in 1898), at the end of 11th and Ochoco, was a favorite stopping place for businessmen and the social elite who enjoyed a leisurely round of golf. In 1913 when the Waverly Golf Club built a new clubhouse farther south on the links, two additional stops were added to the commute from the Golf Junction to Waverley.

A February 13, 2018 message from Joel Leib, SMILE Board President: "SMILE does still hold the lease for this property. While a



Golf Junction Ticket Office of the OWP&R about 1908

sign of some sort has recently been discussed, to the best of my knowledge it currently is not in the works." Today Golf Junction still sees train traffic as the Oregon Pacific Railroad passes at the 13th Street grade crossing with a Bruun Construction owned passenger car parked next to the Park. As the gap in the Springwater Corridor Trail is closed, it is hoped that an interpretive sign can be developed and installed at this location.

Sources: *The Bee* article *Golf Junction Park* by Dana Beck, November 2011 and multiple emails with Dana during February 2018. Current photo by the author. Historical photo dating to around 1908 of the Oregon Water Power and Railway Company (OWP&R) inter-urban that ran between Estacada and downtown Portland and the Golf Junction ticket office, photo kindly supplied by the Sellwood Moreland History Committee and SMILE.

PACIFIC NORTHWEST CHAPTER MEMBERSHIP RENEWAL FOR 2018

The mailing for the annual membership dues renewal for 2018 has been delayed. You may use the online system to renew your annual membership at this time,

located at: www.pnwc-nrhs.org/renew/

To renew online, you will need your :

1. Chapter "M-Number" (which is included above your name on the *Trainmaster* mailing envelope)
2. The Zip+4 code for your mailing address

Thank you for your patience. Your membership in our organization is important to us!



THE BIG DITCH

Text and Photos By Arlen Sheldrake

As one bikes, drives or walks in Northeast Portland crossing the highway bridges on streets such as Willamette and Columbia Boulevards in the Portland area called St. Johns, did you ever wonder about that big gulch that contains railroad tracks? By anyone's measurements, this is a **big** ditch. It is not natural, no river carved it out, no glacier bulldozed it, it was man made and it was dug specifically to bring the Portland & Seattle Railway into Portland from the state of Washington.

From the City of Portland archives:



ORDINANCE No. 15718

An Ordinance designating certain roads and streets over which the Portland and Seattle Railway Company shall locate its railroad within the City of Portland.

WHEREAS, the Portland and Seattle Railway Company is now constructing a bridge across the Columbia River opposite the City of Vancouver, in the State of Washington, and a bridge across the Willamette River near the dry dock in the City of Portland and has located and is about to construct a double track railway between and over the said bridges upon a right of way acquired by said corporation, intersecting certain streets and public highways within the City of Portland;

The City of Portland does ordain as follows:

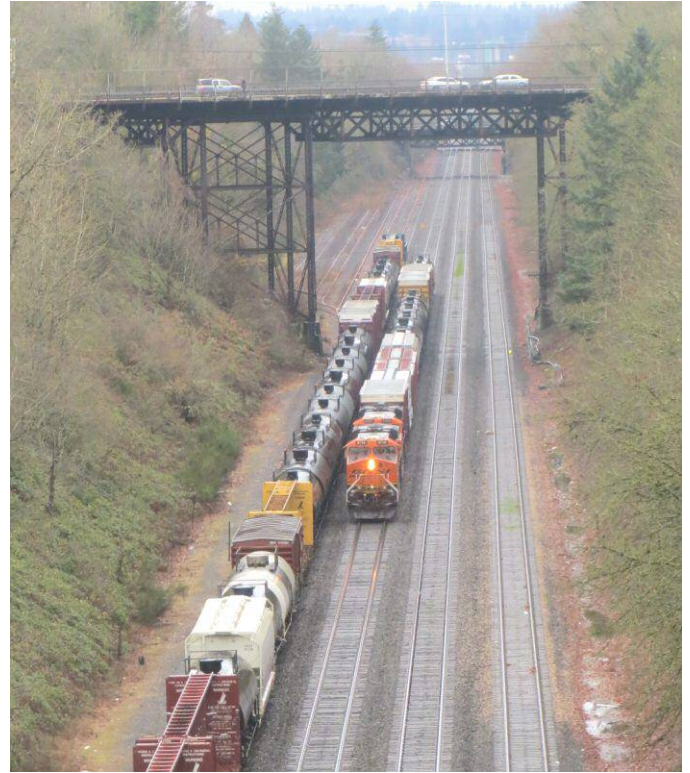
Section 1: The following roads and streets are hereby designated across which said Portland and Seattle Railway Company shall locate its said railroad, namely, - Willamette Boulevard, Ida, Amherst, Princeton, Syracuse, Laura, Oberlin, Gilbert, Dawson, and Minerva Streets, Willis Boulevard, Rochester and Bank Avenues, Hudson, North, Cecelia, and Geneva Streets and Columbia Boulevard.

Section 2: The grade of said railway shall be established below the present surface of said streets, and not less than four suitable and substantial steel bridges upon stone, concrete, or steel foundations, shall be provided and built by the said Portland and Seattle Railway Company at its own expense, in such manner as to afford convenient and safe crossing above said railway tracks for vehicles and pedestrians, upon such grades and according to such plans and specifications as may be approved by the City Engineer of the City of Portland, two of which said bridges, shall each be sixty feet in width, including sidewalks for pedestrian travel thereon and shall be built upon Willamette Boulevard and Dawson Street respectively, and the other two at convenient points to be approved by the City Engineer.

Section 3: Whenever the City shall by ordinance direct the permanent improvement of any street crossing said railway line, the said Portland and Seattle Railway Company, its successors and assigns, shall built and construct, at its or their own expense, a suitable bridge along the line of such street to provide for public travel, the said bridge to be built upon plans and specifications to be submitted to and approved by the City Engineer.

Section 4: During the time the work of excavating for building said railway line under and across any of the said streets and public highways is being carried on, the said Portland and Seattle Railway Company, its successors and assigns, shall at all times, under the direction and subject to the approval of the City Engineer provide and maintain suitable barricades and lights to safeguard against accident to persons using such streets, and in addition thereto, temporary roadways and bridges to enable vehicles and pedestrians to cross over the said railway line without danger and without unnecessary delay or difficulty.

Section 5: Any and all bridges built under the provisions of this ordinance shall be kept and maintained in repair at the expense of the said Portland and Seattle Railway Company, its successors and assigns, and the work of constructing the bridge provided for in section 2 hereof, and the work of excavating herein provided to be done,



The Lombard Street Bridge & the Big Ditch

shall be completed with a period of two years from the date of the approval of this ordinance, and before beginning said work and within thirty days after the approval of this ordinance, the said Portland and Seattle Railway Company shall file with the Auditor of the City of Portland its acceptance in writing of the terms and conditions hereof, together with its bond in the penal sum of \$50,000.00 to indemnify and hold harmless the City of Portland, its officers and agents, from any and all damages for personal injuries arising out of or in account of making said excavation. In case any dispute arises between said Portland and Seattle Railway Company, its officers or agents, and the City Engineer of the City of Portland, as to the character or mode of construction of any of said bridges or viaducts, or concerning the performance by the said Portland and Seattle Railway Company of the requirements of the terms hereof, the matter in dispute shall be referred to the Executive Board of the City of Portland for consideration and adjustment. Passed the Council September 19, 1906

The foregoing ordinance was presented to the Mayor September 20, 1906, and he having disapproved it, it was again presented to the Council for final passage October 3rd, 1906, and passed over the Mayor's veto by the following vote: yeas, Councilmen Annand, Belding, Bennett, Gray, Masters, Menefee, Preston, Sharkey, Shepherd, Wallace and Wills, 11, Nay, Councilman Vaughn, 1.

Thos. C. Devlin, Auditor of the City of Portland

Seattle, Wash., October 12, 1906 To the Auditor of the City of Portland, Oregon.

The Portland and Seattle Railway Company, by resolution of its Board of Trustees, adopted this date, thereby formally accepts the terms and conditions of Ordinance No. 15,718, entitled "An Ordinance designating certain roads and streets over which the Portland and Seattle Railway Company shall locate its railroad within the City of Portland", passed by the City Council October 3rd, 1906, and in further compliance with said Ordinance tenders herewith its bond in the sum of Fifty Thousand dollars with National Surety Company as surety.

(Corporate Seal) Attest: M.P. Martin, PORTLAND AND SEATTLE RAILWAY CO.

Secretary By L.C. Gilman, Vice-President

Morning Oregonian (Portland, Or.), February 02, 1907 Digging the Big Ditch

The contractors who are digging this big ditch across the Peninsula for the Portland & Seattle Railway Company have secured a powerful steam shovel to be used at the North end of the cut. They landed the big shovel and a locomotive in St. Johns, and are moving them slowly [actual word used] up the hill to the Willamette boulevard. A moveable track is being laid in front of the locomotive. A track has been laid along the right-of-way across the Peninsula and when the steam shovel is in operation, rapid progress will be made. From the Willamette River end the trench is being cut by means of a powerful stream of water driven into the bank.

During this same time frame, a battle was going on between the City of Portland and the City of St. Johns....seems



The Willamette Blvd. bridge & the West End of the Big Ditch

Portland was desiring to annex the growing and prosperous St. Johns. The St. Johns community did not desire to be annexed. And at the same time a battle on how to get into Portland was waging between Harriman (Portland & Seattle Railway) and Hill (UP). The St. Johns railroad cut was completed in 1908. A whole lot more information is available in the archive copies of the St. Johns Review (www.stjohnsreview.com), specifically the August 20 and September 3, 2010 issues and the articles by Jim Speirs, Historical Editor. The newspaper was established in 1904 and publishes bi-weekly. The City of St. Johns was incorporated in 1902 and annexed by the City of Portland in 1915.

The former city hall of the City of St. Johns, a majestic building, still stands and is currently used by the Portland Police Bureau. Four highway/pedestrian bridges built by the railroad are still in use carrying Willamette Blvd, Lombard Street, Fessenden Street and Columbia Blvd. Multiple inquiries to the City of Portland about who currently maintains these bridges went unanswered. All four bridges have no "builders plates" but have a distinctive railroad look.

As with most (maybe all) historical events/projects there is a whole lot more to the story than this City of Portland Ordinance.

Sources: University of Oregon Libraries, City of Portland archives, St. Johns Review and Bob Melbo. Photos by the author.



PNW RAIL NEWS

by Arlen L. Sheldrake



The Oaks Bottom Habitat Enhancement Project will shut down a portion of the Springwater Corridor Trail and the Oregon Pacific Railroad (OPR) while a new culvert, north of Oaks Amusement Park, is being constructed. The project will enhance 75 acres of wetlands habitat by:

- Replacing the existing culvert with a larger box culvert to make it possible for fish to pass between the Willamette River and the wetland refuge as well as to improve the pass between the tidal flow of the Willamette River in and out of the refuge.
- Excavating tidal slough channels and improving wetland habitats so young fish, including species listed as threatened or endangered, can use the calmer waters of the wetland to rest and find food.
- Removing invasive vegetation, such as purple loosestrife, and revegetating with native species within the construction footprint.

The project is scheduled for construction during the summer of 2018 and is funded by: U.S. Army Corps of Engineers, Lower Columbia Estuary Partnership, U.S. Fish & Wildlife, and the City of Portland Environmental Services Capital Improvement Program. The Portland Parks & Recreation manages the 170-acre Oaks Bottom Wildlife Refuge. The project will make extensive use of the Oregon Pacific Railroad (OPR) to facilitate culvert construction with normal use of the OPR branch to be suspended for at least 30 days. OPR will be using two AERC (Albany & Eastern Railroad) side-dump rail cars and a AERC flat car. Brooklyn Turntable parts were removed at ORHC from this flat car January 27 to facilitate its use to transport the project's large backhoe. As of January 30th, two AERC side-dump cars and the AERC flat car await at OPR East Portland Junction for project use. The main work will coincide with the mandated "in-water window" from July 1 through October 31. For the 120-day main construction period, the trail will be closed to both bicyclists and pedestrians. The new box culvert will be 16' wide by 12' high. The current schedule calls for OPR to be shutdown for 30 days beginning July 31st with a pretty severe financial penalty if the shutdown exceeds the 30 days.

www.portlandoregon.gov/parks, Dick Samuels & The Bee News February 2018.

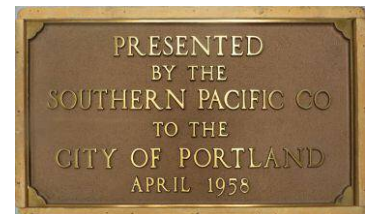
The BNSF Northwest web site (<https://bnsfnorthwest.com/>) posted January 25th a has a nice write up on the Melonas family outlining why the siding west of Stevenson was so named. The press release has a link to an extensive Melona's family history on the *Greeks in Washington* web site (<http://greeksinwashington.org>). This article, titled *All the Live Long Day*, includes some historic pictures and a lot of railroad history as Gust Melonas came to the US from Lamia, Greece in 1905 and started railroad work in the Columbia River Gorge on the Washington side in 1906. Gust is the grandfather of Gus Melonas who is the Regional Director of Public Affairs (WA, OR, ID, BC) for BNSF Railway. (



Washington Governor Jay Inslee on January 29th announced that he has accepted the state Energy Facility Site Evaluation Council's recommendation to reject a permit for Vancouver Energy's proposed crude-oil terminal. The permit was for Tesoro Savage Petroleum Terminal LL – also known as Vancouver Energy – to construct and operate an energy distribution terminal at the Port of Vancouver in Washington state. The terminal would have been located on the Columbia River. Crude oil from North Dakota and Montana would have been transported by rail to the terminal.

At full operation, the terminal would be capable of receiving up to 360,000 barrels per day. Tesoro Savage has 30 days to appeal the governor's decision. **Progressive Railroading 1/30/2018.**

In the picture of the official delivery of the SP 4449 to the City of Portland at Oaks Amusement Park shows Southern Pacific giving the City of Portland a plaque commemorating the event. A search was launched to hopefully find this wonderful artifact. I am very pleased to report that the very heavy brass plaque in its original wooden shipping box has been found and will eventually be on display at the Oregon Rail Heritage Center.



Some of the most interesting and complex work on the Northgate 4.3-mile light rail extension from the University of Washington to the Northgate neighborhood is the roughly 7,400 feet of tracks beneath the University of Washington. The rails in this part of the tunnel will rest on a "floating slab." The tracks will sit on a series of extra-dense concrete slabs that each weigh 11,000 pounds. The concrete mixture used to make the slabs include a special type of hematite sourced from a site near Duluth, Minn. that was selected for its heavy weight and non-magnetic properties. Each of the 1,618 slabs will

sit on custom-built rubber pads sourced in part for their durability and vibration-absorbing properties. This is being done to protect the extremely sensitive research equipment used at the University. The floating slabs will absorb the vibrations and other potential interference at the source. Opening is scheduled for 2021.



Sound Transit, The Platform, 1/25/2018.

The February issue of *Railfan & Railroad* has a six-page article *Columbia Basin Railroad* by Robert W. Scott. CBRW operates on 86 miles of track in Eastern Washington. Communities served include Connell, Warden, Moses Lake and Othello; interchange at Connell with BNSF.

Amtrak plans to lease two articulated Series 8 trainsets from TrenArticuladoLigeroGoicoechea Oriol (Talgo) to support its Cascade intercity service. The service uses both Talgo Series 6 and Series 8 trainsets. Amtrak currently has two Series 8 trainsets now in service that were purchased by the state of Oregon in 2013. The two train sets to be leased from Talgo were originally built for the state of Wisconsin in 2013 but never purchased. The trainsets have never been operated but have been stored in serviceable condition at the Amtrak Beech Grove facility in Beach Grove, Indiana. Amtrak requests



relief for the two Talgo Series 8 trainsets from the requirements of 49 CFR 238.1131(b), *Safety System for Manual and Powered Side Doors – propulsion interlock*, which applies to passenger cars beginning service after February 5, 2018, and 238.133 *Exterior side door safety systems– all passenger cars and locomotives used in a passenger service*. **FRA Docket Number FRA-2018-0005, Federal Register Vol. 83, No. 22, 2/1/2018.** Thanks to John Sporseen for this information.

Some interesting history on Brice P. Disque and the Spruce Production Division is located at: <https://library.uorego.edu/specialcoll/photo/fdisque> at the University of Oregon. Abstract: General Brice Pursell Disque (1879-1960) led the monumental Northwest spruce production program to supply lumber for military aircraft, 1918-1919. Eight of the nine albums in the collection are official Army documentation of construction of logging camps, mills, logging roads and railroads; camp life and the civilians and military personnel engaged in the project; and timber felling, transport, and milling operations. The collection provides an unparalleled view of the scope and operations of the Spruce Production Division and the Spruce Production Corporation.



“When the East Portland Traction Company (EPTC) was formed in 1991 to take over the common carrier operations of the Portland Traction Co. (PR&T; PTC or “The PEP”) PTC had a direct access to the now BNSF through the former SP&S interchange in SE Water Avenue which crossed the SP main lines on a diamond which was removed sometime before we took over. It was critical that we continue to have access to the BNSF (although it ended up the SP/UP actually performed the work) and that was written into the sale agreement at my insistence. While we do not have trackage rights as such over the UP to Union Station from East Portland, the SP 4449 can utilize our BNSF trackage rights to Union Station which they have done numerous times. The EPTC was merged into the Oregon Pacific in 1997 and this access still carries forward although it is seldom utilized. I do however get invited to the annual BNSF Short Line convention in Ft. Worth and have BNSF web access” **Altamont Press Discussion Board 2/4/2018 posting by Dick Samuels [President, OPR].**



In the category of historical trivia, in a conversation with **Bob Slover** February 5th the subject of the American Freedom Train came up and the milepost that commemorated the completion of the 25,833-mile odyssey. Bob noted that the moving walkway in the AFT exhibit cars was variable speed and could be adjusted. Seems the walkway was speeded up to accommodate the visitor load thus making the audio wands not usable. Bob was a member of the AFT engine crew. While I have always been impressed with the intelligence of installing a moving walkway in the exhibit cars but I didn't know that the speed could and was changed.



Over the past five years, BNSF has invested approximately \$940 million to expand and maintain its network in Washington. In 2018, the maintenance program in Washington includes approximately 490 miles of track surfacing and/or undercutting work as well as the replacement of about 40 miles of rail and close to 230,000 ties. Along the Fallbridge Subdivision, BNSF plans to install new double-track between Washougal and Mt. Pleasant. The company will also begin to install new double-track along the Spokane Subdivision between Hauser, Idaho and Spokane. Two bridge replacement projects are also slated to begin this year in Home Valley and North Bonneville. The construction of a new unloading track and additional parking capacity at the Orillia Automotive Facility is also planned for 2018. **Business Wire 2/7/2018.**

Multnomah County withdrew from the Association of O&C Counties because the organization has filed suit contesting the withdrawal of 16,591 acres that were newly included in the Cascade-Siskiyou National Monument in southern Oregon as expanded by the Obama administration. The Association contends that the land must be harvested for timber. The Oregon and California Revested Lands Act of 1937 established that the lands were classified as timberlands to be managed for permanent forest production, and the timber was to be sold, cut and removed in conformity with the principal of sustained yield for the purpose of providing a permanent source of timber supply. The history of the O&C lands dates back to 1866 when Congress established a land grant to promote rapid completion of a railroad line connecting the Central Pacific line in Marysville, California to Portland, Oregon. **The Oregonian 2/7/2018 & BLM Oregon State Office**, Overview of the Oregon and California Lands Act of 1937.



The new Kalama Harbor Lodge by McMenamins in Kalama, Washington opens April 20th. The new hotel will include 40 guestrooms and individual lanais. The property will include a restaurant & lounge with a bar made of salvaged radio telegraph poles. The fourth floor will include a rooftop bar. The Lodge will honor the town's roots and historical significance with its unique architecture, commissioned art and visual touches. Similar architecture can be found today in Kalama in an 1870s structure that was the Northern Pacific Railway's hospital [now owned by one of the Port of Kalama Commissioners]. If in town during business hours, visit the Port of Kalama's offices next door and their very nice museum that includes information about Kalama's history as the Northern Pacific's western terminus and rail ferry dock. www.mcmenamins.com

At the Friends of Yamhelas Westsider Trail 2018 annual meeting January 10th, Yamhill County Commissioner Stan Primozich noted that the county had acquired the twelve miles of the Trail right-of-way (ROW) located in Yamhill County in early December. This is from Gun Club Road north to the northern Yamhill County border. He is now working with his counterparts in Washington County so that they can acquire the remaining 5 miles of ROW located in that County, which would be from the County line north to the Hagg Lake turnoff. The next steps include both developing a master plan for the trail, and also beginning implementation of the grant that will be used to design 3 bridges across streams found along the ROW, and the construction of one bridge.



www.yamhelaswestsidertrail.com

TransLink on February 7th released its final ridership numbers for 2017, figures showing transit use reaching an all-time high in Metro Vancouver [BC]. In 2017, ridership in Metro Vancouver reached a record-breaking 407 million boardings, a 5.7 per cent increase over 2016. The number of journeys in the system reached 247 million, another record and an increase of 5.8 per cent over the year before. Ridership grew across all modes except West Coast Express, which experienced a drop of 5.5 percent, as some customers found the new Evergreen Extension more convenient for their needs. **TransLink 2/7/2018 news release.**

The Chapter Board of Directors acting on the recommendation of the Archives Committee asked President Fleschner to send a letter to the State Library of Oregon indicating that the Chapter was highly interested in the State pursuing partnership opportunities to provide electronic access to digital archives. Prompting this action was an January 26th inquiry to the Mary Kay Dahlgreen, State Librarian, that got the response: "As a matter of fact, we have begun conversations with the Washington State Library about their project and possible partnership opportunities." Bill Hyde and Bob Weaver are excited by this possibility and will be available to work with the State.



And on February 20th the Oregon State Library sent out an Oregon Heritage Digitization Survey asking for information about "your organization's digital collections." They will use the survey results to:

- Determine strategies, tools and trainings that will be most helpful to organizations at all stages of the digitization process.
- Help us consider how to get collections from smaller organizations into the Digital Public Library of America (DPLA).

For those like me who haven't previously been on the DPLA web site (<https://dp.la/>), I found it to be an astounding resource...the simple search "railroad" returned 107,085 results from over 120 contributing institutions; a "Oregon Railroads" search returned 1,142 results from 71 contributing institutions including some great World War I Oregon Spruce Division Railroad pictures.



TriMet this spring will begin the process to replace all 26 of its oldest light-rail vehicles. The Type 1 vehicles have been operating since light-rail service began in 1986. TriMet will replace the units with vehicles that have updated mechanical and electrical systems, modern safety features and low floors to make boarding quicker. The agency plans to start the design phase for the new vehicles sometime next year, with manufacturing to begin in 2020. The new units could enter service as early as 2021. Type 1s are slated to retire in 2022. The Type 1s surpassed the original equipment manufacturer's estimated useful life of 1.5 million miles of service per car in 2014. Built by Bombardier, the units are expected to reach 2 million miles per vehicle by the time they're retired. The agency is soliciting public comments on the design of the new Type 6 units. **TriMet news release 2/13/2018.**



Volunteers at Sumpter Valley Railroad have nearly completed the overhaul of a vintage 50-ton diesel-electric locomotive. Built by General Electric for the Chiriqui Land Co. of Panama in 1952, No. 720 spent decades hauling passengers and freight in the tropics. When the Central American railroad closed in 2005, No 720 was purchased by the Sumpter Valley Railroad and shipped to McEwen. The No. 720 will be pulling several trains during the upcoming 2018 season. Information spotted by Trent Stetz. **Trains News Wire**

2/9/2018.

The Eagle Cap train rides begin operations out of Elgin, Oregon on May 5 with 19 runs for the 2018 season ending with the last run on October 20. More information: www.eaglecaptrainrides.com or 800-323-7330 or train@alegretravel.com.



Word now is that the track extension into the triangle at the Oregon Rail Heritage Center will be done by Rick Franklin crews the week of March 5th. The conduit for relocation of the utility pole has been completed which was required before track could be laid.

While not a PNW rail news item.....The new Saint-Petersburg, Russia Railway Museum re-opened in October 2017. It is open Wednesday through Sunday, 10:30 to 6:00. The museum boasts that its size is some five football fields and has 3,500 pieces including 115 units of rolling stock. When visiting the Museum before the major renovation and expansion, my favorite exhibit was the erected rail mounted RT-23 Molodets Soviet ICBM. Some 56 of these units were developed and deployed by the Soviets. The Museum is near the Baltiyskiy Railway Station. While the web site is a bit slim, more information: <http://rzd-museum.ru/en/> Thanks to Ed Immel for the re-opening tip and putting another visit on my bucket list.



RUSSIAN
RAILWAY
MUSEUM

Lakeview OR - Lake Railway has made new accusations of wrongdoing against Lake County in an ongoing federal lawsuit, claiming termination of the company's railway lease was done in collusion with shipping clients. In an amended complaint filed Monday in Ninth U.S. District Court, Lake Railway said the county's decision to terminate the company's lease in April of 2017 was motivated by a "desire to control the rates charged by (Lake Railway) to its shipping customers." The plaintiff then noted current rail carrier Goose Lake Railway, which took over the lease in November, is led by Bruce Addington, president of both Goose Lake Railway and rail client Cornerstone Industrial Minerals. Lake Railway accused Cornerstone and fellow client Collins Company of working with the county to oust the plaintiff and bring down shipping rates. At issue is a 115-mile length of track servicing industrial clients between Lakeview and Perez, California. Lake County owns 55 miles of the track, which it leased to Lake Railway in 2010 and the County terminated the lease April 12, 2017. **Herald and News 2/15/2018.** Goose Lake Railway (GOOS) operates a 55-mile line from Lakeview, OR to Alturas, CA for the Lake County and 60 miles of line from Alturas, CA to Perez, CA for Union Pacific Railroad. GOOS commenced operations in September 2017. GOOS took over operations on the Union Pacific-owned line from Alturas to Perez in October 2017. **Union Pacific web site 2/2018.**

The 2017-2027 Grain Train Strategic Plan is now available at www.wsdot.wa.gov/freight/rail. The 88-page report (2 mb) outlines the recommended plan for continuing the Washington Grain Train program, the goals:

- 1) Increase the number of cars in the fleet to ensure that the number of cars (currently 98 state-owned) in each fleet is adequate to support small unit trains of 25 or more cars which is required to secure the best rates.
- 2) Follow the current car allocation method for FY 2017.
- 3) Issue an annual RFI to determine demand.
- 4) Institute a Daily Fee for repairs and maintenance.
- 5) WSDOT takes over the management of the Port of Moses Lake allocated cars and considers taking over administration of the full program to reduce redundant tasks.
- 6) Allocate a \$25,000 administration fee for WSDOT program oversight and accounting.
- 7) Plan for the future management of the Grain Train.



Washington State Department of Transportation 2/18/2018.

Sound Transit's University of Washington light rail station in Seattle has received a national honor award for Interior Architecture from the American Institute of Architects. The station's two-level glass entrance frames views of surrounding features including Lake Washington and the Cascade Mountains. It also allows daylight to reach the station's mezzanine level. To connect the entrance and train platforms 100 feet below, escalators and a glass elevator pass through a 55-foot-high underground central chamber. "They have made descending deep into the earth pleasant, full of light and color and visual texture." – Jury statement. The station opened in 2016. **American Institute of Architects 1/12/2018.**

Following the continuing saga as reported in *The Trainmaster* of cleaning up the Goble, Oregon Columbia River site by the Oregon State Department of State Lands, Gary Cooper, Field Operations Manager, Waterways & Wetlands, wrote in an email February 20th that the River Queen "is not towable and we are looking at options for removal." As you may remember, the River Queen is the former Southern Pacific Railway owned car ferry that was also a famed restaurant in downtown Portland until being stored for possible restoration in Goble. The moorage lease was terminated by State Lands in 2017 and cleanup efforts were quickly launched. The original cleanup plan was to tow the River Queen to the scrapper. The River Queen is the former SS Shasta (www.evergreenfleet.com).



WHY I VOLUNTEER

by Jim Hokinson

When I started with the Pacific Northwest Chapter, NRHS in 2005 I had no idea what It would lead to, I was just going to help preserve railroad history and equipment. Getting involved in a worthwhile organization is a rewarding experience, knowing that I am helping to preserve some of our nations' history and artifacts plus helping me grow people skills and personal satisfaction is a great bonus. When the Oregon Railroad Heritage Foundation opened the doors a little over five years ago and needed docents, I thought, This Sounds Great. And great it has been. I've met people from all over the world who come in to see a couple of the most famous and largest operating steam engines in the world. Many have great interest and great questions, and many have great stories, including actually riding behind one of the engines while in actual service.

Recently a young mother and her daughter came in and while I was showing them the SP 4449, the mother asked the daughter to tell me about the engine. She did, pointing out various parts and telling me what they were and what they did. I looked at the mom and she told me the little girl watched lots of train videos. She was two years old! Steam history is alive and growing as many young children have demonstrated knowledge of the steam engines.

Another great adventure is car hosting on the Holiday Express, photographing happy families, answering questions hearing stories and watching the excitement of the young children when Santa Claus comes into the car. We have many families that come back year after year. In 2017 I think I set a record with a four day old baby in my railcar with her mommy, daddy and big brother. In 2017 I also car hosted for the overnight excursion to Bend. Again, people from all over the country and various parts of the world were aboard. It was very hot that weekend, but at the conclusion of the trip I heard from several people that they thought it was a great trip, well done and they would be back for another.

Finally, working for an organization that supports and honors the volunteers is just 'icing on the cake. Try it, you'll like it.



Jim Car Hosting in the Chapter's Car 6200 during Holiday Express

February Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on February 16, 2017

The February, 2018 membership meeting was called to order at 7:33pm by President Keith Fleschner.

The minutes of the January meeting were called, Don Klopfenstein made a motion to approve the minutes and Dave Larsen seconded. The membership voted to approve the minutes.

Due to the illness of George Hickok, Treasurer; the treasurers' report was given by Trent Stetz, who reported that recent bills had been paid and all accounts are in good order. Michele Stetz is assisting with Chapter Treasurer duties while George is ill. Dave Larsen made a motion to accept the report and Doug Auburg seconded. The membership voted to accept the report.

Ron McCoy reported that the annual banquet is set with the price held at forty dollars for a great meal. The date is April 7, 2018. The guest speaker has not yet been confirmed.

Jean Hickok said George is improving.

John Halloway said Ed Berntsen is presently staying with a friend in Oregon and is getting better.

Dave Larsen said Merrill Hugo is recovering from a broken hip.

Ron McCoy reported that members can now pay membership dues online through our website.

Lila Stephens reported that on February 24^t, at 6:00pm will be a Celebration of Life for Ken Vannice at the Oregon Railroad Heritage Center.

The meeting was adjourned at 7:52pm.

Snack time was provided by Lila Stephens, Thanks again Lila.

The program for the evening was a video on the 1950 N&W steam Glory.



Lila Prepares the Snacks and Drinks

Respectfully submitted by Jim Hokinson, Secretary

Tickets are now available Online at: www.pnwc-nrhs.org/banquet.html

Orders must be placed no later than Tuesday, April 3, 2018

SATURDAY - APRIL 7th - 5:00PM

Annual Chapter

Banquet

Banquet Speaker: Mark Moore

President of the Webfooters Post Card Club

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

STATION AT VANCOUVER, WA



The wood framed Vancouver depot was built in 1908 for the Northern Pacific. Partial renovations of this facility were completed in 1988. Work was fully completed in 2008. The Amtrak depot is a popular area for railfans to congregate and is a busy railroad junction in the Pacific Northwest. The depot sits within the wye between the BNSF Fallbridge and Seattle subdivisions and is within sight of the southern part of the Vancouver yard. There were 97,627 Amtrak Boardings and Alightings at this station in 2017. The station also houses the Clark County Historical Society's exhibit: "SP&S: The Northwest's Own Spokane, Portland and Seattle Railway" (Photo by T. Trent Stetz) For more info see:

[en.wikipedia.org/wiki/Vancouver_station_\(Washington\)](http://en.wikipedia.org/wiki/Vancouver_station_(Washington))

LENDING LIBRARY will be open Saturday, March 17th 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
Vacant (2nd Term)	2016-2018	
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	Bruce Strange	503.901.7815
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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Articles which appear in *The Trainmaster* do not express the official position of the organization on any subject unless specifically noted as such.

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PACIFIC NORTHWEST CHAPTER TIMETABLE No. 668

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

March 16: Video: *Spokane, Portland & Seattle Railway*. ©2011. Uses a combination of still photography and moving images to describe the history of the SP&S and operations in the 1960s. "The narrated video starts out on the scenic Astoria Line, and then heads for Portland and Vancouver, Washington. A large part of the video is on the mainline from Vancouver to Wishram along the North Bank of the beautiful Columbia River Valley using 8 mm film and photos. After a trip between Pasco and Spokane, the video concludes with SP&S memorabilia." *The DVD was a gift to the PNWC Library by John Willworth*

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

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

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

Board of Director's Meetings: Mar. 08, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
Apr. 12, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
(Open to all Chapter Members. Note ***New Location*** for Chapter Board meetings)

NOTABLE NON-CHAPTER EVENTS:

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Mar 3 *Oregon Pacific Railroad* resumes Saturday passenger runs from ORHC, www.portlandtrainrides.com

Mar. 17 *Winterail*, 40th Anniversary, Corvallis High School, Corvallis OR, www.winterail.com

Mar. 31 *Easter Brunch*, Albany & Eastern, Lebanon OR, santiamexcursiontrains.com

May 5 *Cinco De Mayo Holiday Train*, Eagle Cap Train, Elgin OR, www.eaglecaptrainrides.com

May 12 *Light the Fire*, WP Railroad Museum fund raiser, Doyle McCormack & Steve Lee, www.wplives.org

May 19 *Portland Train Day* at the Oregon Rail Heritage Center, www.orhf.org

May 26 *Yakima Trolley* 2018 season begins with Sat/Sun/Holiday runs thru Sept. 30,
www.yakimavalleytrolleys.org

May 26 *Sumpter Valley Railroad*, first season runs, www.sumptervalleyrailroad.org

Jun. 6-9 *Friends of Burlington Northern Railroad Convention*, Aurora IL,
www.fobnr.org

Jun. 16 *Trains In The Garden Summer Tour*, Rose City Garden Railway Society,
www.rcgrs.com

Jun. 25 – Jul. 1 *Train Mountain Triennial*, Chiloquin OR, www.trainmtn.org

July 14 & 15 *Clamshell Railroad Days*, Ilwaco WA,
www.columbiapacificheritagemuseum.org

July 18-21 *Union Pacific Historical Society Convention*, Olympia WA, www.uphs.org
(joint w/Milwaukee Road)

July 28-29 *Great Oregon Steam-Up*, Powerland Heritage Park,
www.antiquepowerland.com

July 29-Aug 5 *RailCamp Northwest*, www.nrhs.com/program/railcamp

Aug 4-5 *Great Oregon Steam-Up*, Powerland Heritage Park,
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
Western Pacific Railroad Museum
Lost Sierra Chamber of Commerce
For more information call 530-822-4131
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.

OVERVIEW OF THE OREGON AND CALIFORNIA LANDS ACT OF 1937

The Oregon and California Railroad Revested Lands, known as the O&C Lands, lie in a checkerboard pattern through eighteen counties of western Oregon. These lands contain more than 2.4 million acres of forests with a diversity of plant and animal species, recreation areas, mining claims, grazing lands, cultural and historical resources, scenic areas, wild and scenic rivers, and wilderness. The history of the O&C lands dates back to 1866 when Congress established a land grant to promote rapid completion of a railroad line connecting the Central Pacific line in Marysville, California to Portland, Oregon.

The Oregon and California Revested Lands Act of 1937 established that the lands were classified as timberlands to be managed for permanent forest production, and the timber was to be sold, cut, and removed in conformity with the principle of sustained yield for the purpose of providing a permanent source of timber supply. The Act also provided for protecting watersheds, regulating stream flow, contributing to the economic stability of local communities and industries, and providing recreational facilities. The Oregon and California Railroad lands continue to be unique public trust. This is a summary of that story...

1866

- In 1866, Congress established a land grant to promote the rapid completion of two railroads, the California and Oregon Railroad connecting the Central Pacific rail line in Marysville California to the Oregon border and the Oregon and California Railroad connecting Portland, Oregon to the California and Oregon railroad line at the Oregon Boarder.



1916

- In 1916, Congress revested the title on about 2.9 million acres of the land deeded to the Oregon and California Railroad Company after the company violated the terms of the grant. In 1919, Congress reconveyed about 93,000 acres of Coos Bay Wagon Road lands due to similar circumstances.

1937

- In 1937, Congress passed The O&C Lands Act (Public Law 75-405). The O&C Act provided for: Permanent forest production; protection of watersheds and regulation of stream flow; contribution toward the economic stability of local communities and timber industry; creation of recreational facilities; and provisions for reimbursing the O&C counties the loss of tax revenues from the O&C lands.



- The O&C Lands Act provided for an initial Allowable Sale Quantity of not less than 500 million board feet (MMBF) of timber until the annual productive capability of the lands could be determined. The declared Allowable Sale Quantity for the Bureau of Land Management (BLM) O&C lands has changed over time from 500 MMBF per year in 1937 to 1,185 MMBF per year in 1983 to 211 MMBF in 1994, (as prescribed under the Northwest Forest Plan).





1939

- The O&C Lands Act provided that 50 percent of receipts from the sale of O&C timber was to be distributed among the 18 O&C counties. An additional 25 percent of the receipts were to be distributed to the O&C counties after the U.S. Department of the Treasury was reimbursed for money advanced to make payments, in lieu of taxes, prior to 1937. The last 25 percent was to be paid into the Federal Treasury (to be available upon appropriation) by Congress to administer O&C lands. How receipts collected for timber harvested from the Coos Bay Wagon Road Lands were handled was not addressed by the O&C Act of 1937. In 1939 the Coos Bay Wagon Road Act of 1939 became law. The 1939 Act established an in lieu tax payment program for paying Coos and Douglas Counties in lieu of taxes for the Coos Bay Wagon Road Lands.

1953



- In 1953, the O&C counties offered to return one-third of their share (25 percent of total timber receipts) to the Federal Government for the development and management of the O&C lands. Also in 1953, Congress amended the O&C Lands Act to allow for the creation of this “plowback” fund.

1955

- Initially the plowback monies were used almost exclusively for road construction, providing access to both Federal and private lands for timber management. In 1955, other uses, such as reforestation and young stand management, began to occur through utilization of these dollars. The O&C counties viewed this as an investment in order to secure future timber sale revenues.

1981

- The plowback fund existed from 1953 to 1981, resulting in over \$340 million being “contributed” by the counties to the management of O&C lands.

1982

- In 1982, Congress made the O&C appropriation a direct appropriation to the BLM. Under this approach, 50 percent of the total timber receipts are transferred to the U.S. Department of the Treasury as reimbursement for all or part of the direct O&C appropriation.

1980s

- As controversy increased over the harvest of public timber in the Northwest in the late 1980s, Congress recognized that the potential reduction in timber sale volume and revenues associated with the controversy would cause extreme financial uncertainty for the O&C counties.

1991

- To stabilize payments to the O&C counties, appropriations language in 1991, 1992, and 1993 included provisions for a “floor” payment to the O&C counties. The “floor” was equal to the annual average payments covering the five year period between 1986 to 1990.

1994

- In 1994, the Northwest Forest Plan was established to provide a stable supply of timber and protection of fish and wildlife habitat for 22.1 million acres of Federal forest in western Oregon, western Washington, and northern California (2.7 million acres of BLM-administered forests).

2000

- Since 2000, payments to O&C counties have been legislated under the Secure Rural Schools and Community Self-Determination Act and successor legislation. In addition to payments to counties, the Act called for the establishment of Resource Advisory Committees to give local citizens a forum for recommending on-the-ground projects such as culvert replacement, stream restoration, and noxious weed control to benefit O&C lands.

For additional information about the O&C Act in western Oregon, visit the BLM online at: <http://www.blm.gov/or/rac/ctypayhistory.php>



Bureau of Land Management

333 S.W. 1st Avenue
Portland, Oregon 97204

