

# The *Celebrating 60+ Years* Trainmaster

July 2018

ISSUE N<sup>o</sup> 672



The Official Publication of the  
Pacific Northwest Chapter of the  
National Railway Historical Society

Portland, Oregon  
www.pnwc-nrhs.org



## OR&N Tunnel No. 1



Oregon Rail and Navigation (OR&N) Company tracks along the Columbia River in 1902 showing Tunnel No. 1 with fishwheel to the right from A.J. Fletcher's album. Provided with publication permission by the History Museum of Hood River. This photo was published on the Museum's Historic Hood River photo web site ([historichoodriver.com](http://historichoodriver.com)) on March 22, 2018. Kenn Lantz posted additional information on March 22, 2018: Thus Tunnel No. 1 is at Corbett and although abandoned it can still be entered for about 200 feet from the east end. It was replaced by the adjacent Tunnel No. 1 that is still used. When the railroad was constructed from the east, the tunnel numbers were from the east, No. 1 across from Lyle, No. 2 at Memaloose and No. 3 at Corbett with the numbers later reversed. Note no tie plates in the photo.

# MOVING PARLOR CAR 1799 – PART 2

By Arlen L. Sheldrake

In Part 1, the acquisition and preparation for the big move of the 1901 Northern Pacific parlor car 1799 from Whidbey Island to the mainland was described. Now the 1799 is taking a swim.



On May 1<sup>st</sup> a barge arrived under the control of the tug *Carolyn H.* A ramp system was installed to connect the barge with the seawall, and then it was time for the Parlor Car to move.

A semi-tractor (with a little help from the crane) pulled the car from its resting spot of more than 77 years. It was gingerly backed onto the barge in a little more than 45 minutes. There was plenty of crackling wood, but the car was silent: all the noise came from the plywood mats that were placed to keep the semi-tractor from sinking into the beach sand.



Barge Arrives



Backing Car No. 1799 onto the Barge

By 6:50 in the evening, Parlor Car 1799 was on its way to Seattle! Tug *Carolyn H.* pushed it down the east coast of Puget Sound along the route of the Great Northern (BNSF). About the time of the Parlor Car's departure, a northbound Amtrak Cascades train was observed on the distant shore.

Facilitating the preservation of the Parlor Car has been a monumental task, and it is not complete yet. Please help the Northwest Railway Museum complete the effect with a contribution to the NP 1799 restoration fund, [www.trainmuseum.com](http://www.trainmuseum.com) or by USPS to: PO Box 459, Snoqualmie WA 98065-0459.



No. 1799 On the Way to Seattle

Information and photos for this article extracted from the Northwest Railway Museum Weblog ([trainmuseum.blogspot.com](http://trainmuseum.blogspot.com)), May 1<sup>st</sup> posting. Reprinted with permission from Richard Anderson, Executive Director. Article developed by Arlen Sheldrake.

## WASHINGTON PARK AND ZOO RAILWAY LOCOMOTIVE No. 3



WP&Z Railway Locomotives No. 3 is a small industrial diesel locomotives, not normally used for passenger service. It is used for track maintenance and switching, but if needed can haul the passenger cars as a substitute for other trains' regular locomotives. It was acquired secondhand from Weyerhaeuser. No. 3 resembles an early EMD switcher. It was built in 1929 by the Baldwin Locomotive Works. The WP&Z locomotives and cars wear the road's distinctive logo, a stylized tiger in an engineer's cap.

# **Yakima Streetcar Charter**

**Friday, July 27, 2018**

**1:30 PM**

**Starts from Yakima Valley Trolley Museum**

**306 West Pine (corner of 3<sup>rd</sup> Avenue and West Pine)**

**Yakima, Washington**

The Tacoma Chapter- National Railway Historical Society is sponsoring a two-hour chartered streetcar ride on the lines of the former Yakima Valley Transportation Company (YVT). As a charter, we will be able to experience features of the YVT not normally available to riders of regularly-scheduled service, including a tour of the historic car barn and electrical substation, photo stops and run-bys with scenic backdrops, and operation on all current trackage, including the Selah line and a remnant of the West Valley line on Pine Street.

Except for a small trolley freight line in Iowa, YVT is the only operating small city trolley/interurban line left in America. Opened in 1907, it carried passengers and freight until 1947, when it became freight-only but continued to haul trains with electric locomotives powered from overhead wires. Seasonal streetcar service began in 1974, and freight operations were abandoned in 1985 when the YVT was donated to the City of Yakima. A small group of dedicated volunteers has kept the YVT alive since then as a tourist railway and historical landmark.

Join us for a fun afternoon in Yakima. The fare for this chartered excursion is only \$25, payable on board. Please let us know you are coming so we can get an accurate head count; e-mail Mike Bergman at [mikebergman@q.com](mailto:mikebergman@q.com) or call him at 206-445-5868.





# PNW RAIL NEWS

by Arlen L. Sheldrake



Evening Capital Journal, May 27, 1891: The Union Pacific trestle near The Dalles that was burned Saturday, 325 feet long, was re-built in twenty-four hours. **Bob Melbo email 5/24/2018.**

Doing a Volkswalk on May 28<sup>th</sup> that included one of the Vanport Mosaic 70<sup>th</sup> anniversary commemoration events of the **Vanport** Flood, I continue to be amazed at what the breach in the railroad levy destroyed and what Henry J. Kaiser caused to be developed on the north Portland site. Oregon's second largest (40,000) city: Vanport College begat Portland State University – Vanport hospital begat Kaiser Permanente, etc. Lots more information: [www.vanportmosaic.org](http://www.vanportmosaic.org).



The North Pend Oreille Valley Lions Club now have a new, exciting, family fun event...RAIL RIDERS! Enjoy the unique experience of a four seated, pedal powered, railroad bicycle along the beautiful, scenic Pend Oreille River in Ione, Washington. First ride south through scenic pastureland then north, up to the impressive Box Canyon Trestle. A round trip of 12 miles. Rides continue through summer into October when the beautiful fall colors arrive. More information/tickets: [lionsrailriders.com](http://lionsrailriders.com).



As we put the finishing touches on the June 2018, 60<sup>th</sup> Anniversary of the **Zooliner** special *Trainmaster* issue, I reflect how much I enjoyed and appreciated working with Trent Stetz and Jeff Honeyman. On, May 31<sup>st</sup>, this issue went to the printer, so it can be an insert with your June *Trainmaster* and used as a handout at the Chapter booth organized by Ron McCoy at the Oregon Zoo's *Zooliner's* 60<sup>th</sup> birthday party June 9<sup>th</sup>. Buel's Impressions (David, Kacy and their staff) in Oregon City as always did another excellent print. NICE work all!

Stantec has completed (May 21-23) the scope of work and inspection on the Coos Bay Railroad Bridge trusses, eye bars, and pins on both the north and south sides of the swing bridge. The next phase will be to determine the scope of repairs needed once the Stantec report is received. **International Port of Coos Bay 5/23/2018.**



BNSF Railway service in Idaho (2017): Total employees = 337; Payroll = \$24,950,594; Foundation giving = \$46,906; **BNSF RAILWAY** Route miles owned = 106; Carloadings: originated = 10,914, handled within state = 1,465,338; terminated = 6,183; Major facilities: Hauser and Sandpoint Rail Yards. [bnsfnorthwest.com](http://bnsfnorthwest.com).

On May 29<sup>th</sup>, part of tunnel No. 11, midway between Odell Lake and Oakridge on the Union Pacific Natron Cutoff mainline collapsed. The tunnel was undergoing ceiling repairs at the time of the approximately 50 feet of roof collapse; but no injuries. It is expected the tunnel repairs to be complete with operations returning June 11<sup>th</sup>. Using trackage rights, UP ran two 40 car freight trains north on the 296-mile Siskiyou Line between Weed and Eugene. A combination of UP and CORP engines were used. **Mail Tribune 6/4/2018.** [Normal freight traffic was re-routed through Salt Lake City, Amtrak Coast Starlight passengers were bus bridged between Eugene and Klamath Falls.] **UP CN2018-15 6/6/2018:** Due to the severity of the repairs required and remoteness, we now anticipate the tunnel being out of service until late next week. Most traffic is being re-routed through Salt Lake City, Utah, resulting in additional transit time of four to five days. **UP CN2018-17 6/12/2018:** We are making progress on the repairs, but due to the remote location and severity of



repairs, we anticipate the tunnel will continue to be out of service until June 23<sup>rd</sup>.

**Amtrak PSN 0518-114:** Track work being performed by UP will affect Coast Starlight service until further notice. Beginning Monday, June 11:

- Train 14 will operate Los Angeles to Sacramento, only. No alternate transportation will be provided north of Sacramento.
- Train 11 will originate at Sacramento [south to Los Angeles] as of June 12. No alternate transportation will be provided between Seattle and Sacramento.
- Until further notice, Trains 11 and 14 will not have sleeping car or dining car accommodations.

Tunnel Collapse between Eugene and Chemult, Oregon



**UP 6/19/2018 broadcast message:** THE WORK ON CASCADE SUB TUNNEL 11 IS SCHEDULED TO BE COMPLETED 6-20-18 AT 1800. EXPECT TRAIN LINEUPS TO VARY OVER THE NEXT 72 – 96 HOURS UNTIL NORMAL OPERATIONS RESUME. WE APPRECIATE YOUR UNDERSTANDING AND COMMITMENT TO SERVICE DURING THIS TIME. [Original message was in all capitol letters.]

**UP 6/20/2018 message:** To Our Customers: The tunnel collapse that occurred between Eugene and Chemult, Oregon has been repaired and service will be restored this evening. Customer shipments will continue to experience delays of 24 to 72 hours for the next 2-3 weeks as we work off congestion in this area and return to normal operations in this corridor. Thank you for your patience.

The **Oregon Public Broadcasting** fund raising segments during the showing of *The Best of Trains Around North America* on June 5<sup>th</sup> and 7<sup>th</sup> with the Oregon Rail Heritage Center locomotives as the background looked good to this viewer. Hopefully, viewers not familiar with ORHC will be prompted to visit.



American Heritage Railways suspends passenger service at Mt. Rainier Railroad through August 3<sup>rd</sup>. The suspension is due to the long-term operational and financial impact posed by the current 416 Fire in Durango on the Durango & Silverton Narrow Gauge Railroad's overall business. This announcement followed yesterday's D&SNGRR's extended suspension of its coal-fired steam train passenger service through at least Sunday, June 17, after extensive consultation with local authorities and agencies regarding their progress in containing the 416 Fire and the status of current fire, drought and weather conditions. **American Heritage Railways press release 6/7/2018.**



CP unveils plan to order 5,900 grain hopper cars. Canadian Pacific will spend more than a half-billion Canadian dollars on new high-capacity grain hopper cars to serve CP grain shippers. The railroad's plan to revitalize its hopper-car fleet will start with an order for 1,000 cars from National Steel Car of Hamilton, Ontario. Over the next four years, CP plans to order 5,900 hopper cars in total, which will enable the railroad to remove all low-capacity hoppers – including all Canadian government cars – from its fleet. The new units feature a three-pocket design that can be loaded and unloaded more efficiently than the current fleet's old four-pocket government cars. Additionally, the new hopper cars can handle more than 15 percent greater volume and 10 percent greater load weight than the cars being retired. Also, the new units' shorter frame allows for more cars in a train of the same length. CP will be able to fit 118 cars within the current 7,000-foot, 112-car unit train definition. Eventually, CP will be able to fit 147 of the new cars within the 8,500-foot train design. **Progressive Railroading 6/7/2018.**



Carnival Corporation & plc, the world's largest leisure travel company, through its subsidiary, Holland America Princess Alaska Tours, announced June 6<sup>th</sup> it has entered into a purchase and sale agreement to acquire TWC Enterprises Limited's White Pass & Yukon Route (WP&YR) division, which includes White Pass' port, railroad and retail operations in Skagway, Alaska. The transaction is scheduled to close on July 31, 2018 subject to customary closing conditions. In addition, a memorandum of understanding was executed with Survey Point Holdings, Inc for them to be the managing partner of the port, WP&YR, and the associated retail operations.



#### Markets Insider 6/6/2018.

The Dunsmuir Railroad Depot Museum and Display Room is open the 1<sup>st</sup> and 3<sup>rd</sup> Saturdays, 10 to 2 pm, April through October. Located at 5750 Sacramento Avenue.

Drag reduction of a C5 grain car. A **BYU Capstone project** in 2014-2015 by the 26:

**BYU | CAPSTONE** Flowtrain team sponsored by Union Pacific Railroad showed that by modifying the walkway, ladder scoop modifications, and side skirts a 12.6% drag reduction and a 4.2% fuel reduction would be achieved on a C5 grain car. The BYU study noted that UP spends approximately \$202 million dollars each year pulling train cars loaded with grain. [Suggested modifications are similar to what we see on long haul trucks.]



**Surface Transportation Board**, Docket No. FD 36199, Oregon International Port of Coos Bay and Coos Bay Rail line, Inc. – Intra-Corporate Family Transaction Exemption, Filled May 31, 2018: The Line is currently operated by Coos Bay Railroad Operation Company, LLC d/b/a/ Coos Bay Rail Link (CBRL) pursuant to a lease agreement with the Port. The parent company of CBRL has advised the Port that it no longer wishes to operate the line, and the Port has sent CBRL a letter inviting them to cure breach of contract issues. Under the circumstances, the Port has begun to contemplate

assuming operation of the Line in place of CBRL. But the Port, as constituted does not desire to become an operating common carrier itself, due to the potential regulatory, tax and other commercial and legal ramifications that may flow from its assumption of operations. Instead, the Port has created Coos Rail as a public benefit corporation under the control of the Port for purposes of assuming operations over the Line in place of the Port. Under the Port's proposal, the Port would retain ownership of the Line, but common carrier service would be provided by Coos Rail, either jointly with CBRL (if necessary) or in place of CBRL as circumstances may dictate.



**Surface Transportation Board**, Docket No. FD 36199, entered June 4, 2018: Writing on behalf of Coos Bay Railroad Operating Company, LLC (CBROC), the incumbent operator of rail service on the subject rail line, in connection with the above-captioned Corporate Family Transaction Exemption. CBROC intends to submit a petition to reject on or before June 20, 2018 and to participate in this proceeding.

And more information about the Coos Bay rail line: Earlier this year **ARG Transportation** put itself on the market with a package consisting of Coos Bay Rail Link, a car repair operation in Gardiner called ARG Mechanical Services, and the San Pedro & Southwestern Railroad in Arizona. The Port saw this as an opportunity to become the operator of the line it owns but lost out to a company based in Florida, International Rail Partners. A subsidiary, RailUSA LLC, does North America operations. It will be interesting to see if the Port is able to take over railroad operations as there are about 5 years remaining on



the ARG agreement.

The Reedsport, Oregon city council on June 11<sup>th</sup> approved sending a letter to the Oregon International Port of Coos Bay supporting the replacement of the Vaughn Viaduct Rail Bridge at mile post 667.40. The viaduct crosses both Noti Creek and Vaughn Road in western Lane County. The council indicated that the rail line provides a valuable service to western Douglas, Coos and western Lane counties. **The Umpqua Post 6/11/2018**. The Port's consultant has determined that the viaduct is structurally and functionally obsolete and recommends a complete replacement. **Oregon International Port of Coos Bay**.

Update on Coos Bay Rail Link bridge failure: After consulting with Stantec Architecture, the International Port of Coos Bay has developed a plan to fix the Coos Bay Swing Span Bridge that has been out of service since March. Coordinating with Stantec Consulting Services, the Port is working to develop a plan to return the bridge to freight rail services. The plan includes and anticipates stabilizing the cantilevered truss to remove load from the failed center section, demolishing the failed members from the center section of the bridge, and replacing failed members with Port supplied fabricated components. Specifically, the plan is to retain as much of the current architectural aspect as possible, remove the mechanical house, and replace the horizontal bracket members that previously supported the mechanical house. Then the plan moves to replacing the damaged vertical members in both trusses. Pins in the central support section top truss panels must be replaced. The pins and eye-bars must be tested and replaced as necessary. Damaged cross bracing and lateral sway bracing must also be replaced. Stantec has provided the Port with 90 percent of the design drawings and as-built drawings for the replacements. Port staff is reviewing those plans and hopes to conduct a request for quote process to place an order to select a fabricator for materials as soon as possible. Currently the Port has around \$2 million saved up to put toward bridge deficiencies. That money was originally set aside to fund the \$7.5 million Vaughn Viaduct Bridge project. The remaining \$5.5 million the Port hopes to receive through a Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant that it is applying for. CRISI grants are funded through the Federal Railroad Administration. **The World 6/20/2018**.

A June 11<sup>th</sup> visit to the Cascade Locks Marine Park and the Cascade Locks Historical Museum found the Oregon Pony building renovations to be pretty much complete with windows that you can see through, an air conditioning unit and no apparent dry rot. The Museum continues to have available the special issue Oregon Pony *Trainmaster* for visitors and is open May through September from noon to 5, closed Mondays.

The **International Port of Coos Bay** on March 22, 2018 awarded a \$2,005,386.00 contract to Scott Partney Construction, Inc. of North Bend to repair and/or rehabilitate thirty-seven (37) timber bridge structures along the Coos Bay Rail Line, located in western Lane, western Douglas, and Coos Counties. The work includes replacement of identified timber bridge bent caps; replacement of identified timber bridge stringers; replacement of identified timber bridge deck ties; structural repairs or re-frame of identified timber bridge bents and bridge approach work. Work to be completed not later than December 31, 2018. 2018 Timber Bridge Repairs Project, 07104-005, Oregon





International Port of Coos Bay.

Always fun to talk to Dick Samuels, owner of the Oregon Pacific Railroad and rail historian, about his railroad challenges and some of his early life experiences. As a 16-year old, he fondly remembers spiking rail for the 1959 Oregon Centennial near Jantzen Beach. Dick has stayed local since graduating from Milwaukie High School in 1962.



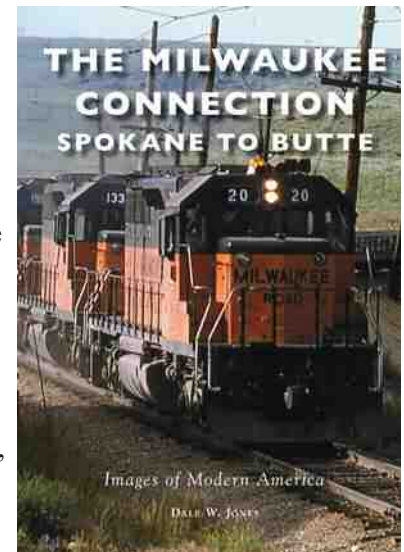
Western Forest Products is soliciting input on how best to preserve the Englewood Train Legacy. The Englewood train was in operation for over 100 years and is believed to have been the last operating logging railroad in North America. To honour this legacy, Western Forest Products is seeking input from June 4 to July 20 on how best to permanently recognize the train's contribution to North Vancouver Island, British Columbia. The public is asked to select from the following:

- Installation of rail memorabilia at the Woss Heritage Park
- An interpretive walk along a portion of the line.
- A commemorative plaque at the start of the line near Beaver Cove.
- A new recreation site in the Nimpkish Valley.
- Or some other idea.



Survey forms may be found at [www.Englewoodtrain.com](http://www.Englewoodtrain.com) until July 20<sup>th</sup>. WFP will continue logging along the rail line so an extensive trail is not an option. [The 56-mile railroad ceased operations on November 7, 2017.]

New book: **The Milwaukee Connection – Spokane to Butte** by Dale Jones. From Arcadia Publishing, Images of Modern America series, 158 color images, 96 pages, released June 18, 2018. Available from Railroads of Montana, [www.railroads-of-montana.com](http://www.railroads-of-montana.com), \$22.49 plus shipping. Dale has spent 50 years chronicling railroads in the Pacific Northwest. This narrative captures the essence of Milwaukee Road operations from Spokane following the unique railroad electrification across the rugged Bitterroot Mountains the meandering Clark Fork River, and the Deer Lodge valley with connections at Butte.



FTA OKs Oregon's transit-rail safety oversight program. Under federal law, states with transit-rail systems have to get their safety oversight programs certified by April 15, 2019. To achieve certification, a state must establish a safety oversight agency that's financially and legally independent from the transit agency it oversees. The state safety oversight agency also must have investigatory authority, as well as the financial and human resources to accommodate the size and complexity of the rail systems it's overseeing. As the designative agency for Oregon, the Oregon Department of Transportation will provide safety oversight of the Tri-County Metropolitan Transportation District's light-rail system and the Portland Streetcar. **Progressive Railroading 6/14/2018.**



While the high-water level in the Willamette River and Oaks Bottom has delayed some of the City of Portland's Oaks Bottom Habitat Enhancement Project activities, Dick Samuels, President, Oregon Pacific Railroad (OPR), as of June 13<sup>th</sup> anticipates that his East Portland Branch closure will still be only for the month of August. During the closure, OPR will locate their Saturday excursion train at East Portland junction near OMSI/ORHC and run their regular Saturday trips from ORHC but will not run to Oaks Park.



On June 14<sup>th</sup> an impromptu birthday party was held for **Doyle McCormack** at the Oregon Rail Heritage Center in the Traveller's Rest. Seems wife **Laurie** decided we should wish Doyle a happy 75<sup>th</sup> with a nice cake; somehow she kept the party a secret from the birthday "boy" and most all of the 4449 Thursday crew.

On April 6, 2018 the **Salmonberry Trail Intergovernmental Agency** (STIA) agreed in a unanimous vote to sign the lease agreement with the Port of Tillamook Bay, moving the project into its next phase for planning and development. The agreement also included amendments to the previous terms to provide better support for the Oregon Coast Scenic Railroad's (OCSR) operations and contribution to the coastal communities, including a 20-year extension of OCSR's lease as part of future negotiations. The



Doyle and Laurie McCormack

Salmonberry Trail is a proposed 84-mile long multi-use non-motorized trail that travels in the footprint of the former Port of Tillamook Bay railroad connecting the Coast and the Portland area. The Tillamook Forest Heritage Trust, the non-profit behind the Salmonberry Trail's fundraising and communication invites keeping updated at: [salmonberrytrail.org](http://salmonberrytrail.org)

The Black Butte Center for Railroad Culture (BBCRC) will be taking delivery of Great Northern caboose X630, currently located on private property in Dorris, California on June 14<sup>th</sup>. The caboose has been donated by the family of the owner who passed away a couple of years ago. X630 is probably the only "heavy duty underframe" wood GN caboose of its type still in existence. Only 10 were made. The steel frame (reportedly re-purposed from a steam locomotive tender at the GN shops in St. Cloud, Minnesota), allowed the caboose to be used in pusher service on the GN without detaching it from the rest of the train and placing it behind the pushers. After service on the GN, the caboose was sold to Oregon, California and Eastern based in Klamath Falls. The caboose still has most of its historical interior fixtures intact. The BBCRC would like to thank the Heritage Fund of the Great Northern Railway Historical Society for grant funding which is helping make the move possible. The caboose will be moved by Carlton Crane Company by truck and placement on a newly constructed trackpad. This is the eighth railcar to be acquired by the BBCRC. [www.bbcrc.org](http://www.bbcrc.org). **Trainorders.com 6/14/2018** posting reprinted with permission from



Bruce Shoemaker.

The Sellwood Gap Springwater Trail project is now targeted to go to bid in mid-July. The project is currently awaiting final approval by the Oregon Department of Transportation and will then be forwarded to the Federal Highway Administration to authorize funds. The City of Portland Parks & Recreation will then advertise the project for bids. This project included moving the Oregon Pacific Railroad in the Sellwood area. The "trail gap" is from SE Umatilla Street and the Three Bridges at SE 19<sup>th</sup> and will pass directly by Golf Junction Park (an unofficial park owned by either the neighborhood association or BNSF). **George Lozovoy, Project Manager, Portland Parks & Recreation 6/18/2018 email.**



Route options are being considered for a new MAX light rail line serving Portland, Tigard and Tualatin. For the past year, engineers, planners and scientists have studied and documented how adding light rail in Southwest Portland, Tigard and Tualatin could affect the area. The resulting report, known as the Draft Environmental Impact Statement (DEIS) is now available for public review. Based on this report, project staff identified an initial route proposal for public comment. Project partners want to hear from you to improve the project and to help them make a recommendation on the final light rail route this summer. The public comment period will end July 30<sup>th</sup>. Printed copies of the DEIS are available at libraries in Hillsdale, Capitol Hill, Tigard, Tualatin, Portland State University, PCC-Sylvania Campus, and National University of Naturopathic Medicine. Also available on-line: [www.swcorridorplan.org/DEIS](http://www.swcorridorplan.org/DEIS). To request a printed copy call: 503-797-1888 or email:



[SWCorridorDEIS@oregonmetro.gov](mailto:SWCorridorDEIS@oregonmetro.gov). Public open houses: June 26, 6 to 8:30pm, Markham Elementary School, 10531 SW Capitol Highway, Portland and July 12, 6 to 8:30pm, Tigard Public Library, 13500 SW Hall Blvd, Tigard. The project web site: [www.oregonmetro.gov/public-projects/southwest-corridor-plan](http://www.oregonmetro.gov/public-projects/southwest-corridor-plan). **Portland Tribune 6/19/2018 & SW Corridor Light Rail Project Summer 2018 Newsletter.**

Contractors have finished installing and testing new antennas in the Beacon Bill tunnels and underground station to provide cell service for riders. The cell service is provided by infrastructure provider Mobilitie at no charge to Sound Transit and is available to cell service providers through license agreements with Mobilitie. AT&T and T-Mobile go live June 13<sup>th</sup>, Verizon is scheduled to turn on later in the week. **Sound Transit 6/13/2018.**



**Prineville July 4<sup>th</sup> train rides** will be diesel-electric powered instead of the Mount Emily Shay steam locomotive. Tickets are required and are available from: [www.eventbrite.com](http://www.eventbrite.com). Rides begin at 8 am with hourly trips until 1 pm and depart from 3840 Bus Evans Road. The first train arrived in Prineville August 24, 1918...[be looking for a 100<sup>th</sup> anniversary celebration]



The July 2018 issue of Railfan & Railroad has a nice article in The High Iron section titled **Right Place at the Right Time** by Steve Patterson describing his experiences with the American Freedom Train as an Assistant Trainmaster for Santa Fe at Fullerton, California. An





interesting read with some good pictures. [The AFT exhibit at the Oregon Rail Heritage Center continues to attract good visitor interest and is a pleasure to talk about.]

The Nampa Train Depot Museum has added a restored 1942 Union Pacific caboose [No. 3776] exhibit. The restored caboose was dedicated June 23-24<sup>th</sup>. Eriks Garsvo, who got the 1944 Union Pacific steam locomotive to visit the Boise depot in 2017, was the project leader on the 4-year project. The caboose is a rarity – not only were there just 99 originals built in 1942, today there are only 34 of this kind [CA-3] left...only two have been restored to the original red caboose. It was the first Union Pacific caboose to have a steel exterior and a wood interior according to Garsvo. **Idaho Press 6/22/2018.**

McCall Oil and Chemical Corporation is ready to start receiving and shipping asphalt binder oil from a new facility that is occupying land they leased from the City of Prineville. Bitumen, a sticky and highly viscous liquid or semi-solid form of petroleum, will come to the facility by the City of Prineville Railway from as far away as Montana, northern Washington and Canada. Once the binder oil is requested by a Central Oregon area asphalt plant, the

company will use special equipment to heat it from around 100 degrees to 340

degrees – the proper temperature for mixing asphalt – then ship it by truck in insulated tanks. McCall was looking for a Central Oregon location with rail as well as a decent access to hot mix plants to make asphalt...Prineville is within a half hour of Powell Butte Asphalt, High Desert Aggregate in Lone Pine, and Redmond-based Knife River. The location has a seven-railcar spot at the terminal with a steam-powered

boiler to heat the railcars. **Central Oregonian 6/12/2018.**

Idaho officials approve BNSF's plan for a second bridge in northern Idaho across Lake Pend Oreille and Sand Creek in Sandpoint. The Idaho Department of Lands issued the final order on June 21<sup>st</sup>. Approval from the state agency is required because it regulates encroachments and activities on navigable lakes in Idaho. BNSF Railway must still obtain permits from other government agencies before construction can begin. **US News 6/23/2018.**

The Port of Prince Rupert and DP World have agreed on terms of a project development plan that outlines the next phase of expansion for the DP World Prince Rupert Fairview Container Terminal. The Phase 2B expansion will increase annual throughput capacity at Canada's second largest container terminal to 1.8 million TEUs (twenty-foot equivalent units) when complete in 2022. The Fairview Phase 2B project follows the 2017 completion of Fairview Phase 2A, which increased the terminal capacity by 500,000 TEUs to its current capacity of 1.35 million TEUs. The Phase 2B project will further expand on-dock rail capacity with the addition of 6,680 feet of working track, for a total of 24,680 feet of on-dock rail by 2022. Construction on Phase 2B will begin in mid-2019. **Port of Prince Rupert 6/19/2018 news release.**

CN, CP to help fund Vancouver [British Columbia] port infrastructure work. Canada's Minister of Transport Marc Garneau announced late last week the government would invest CA\$167 million in three projects to improve port infrastructure and rail infrastructure. The Vancouver Fraser Port Authority, with investments from Canadian Pacific and CN, will lead the first two projects that will:

- Improve the existing Thornton Rail Tunnel ventilation system so that trains can pass through the tunnel more frequently;
- Improve the rail corridor by building 3.4 miles of track adjacent to the existing double-tracked corridor;
- Design and raise Douglas Road so it crosses over the existing CN railway corridor;
- Build the Centennial Road overpass, a two-lane elevated viaduct structure;
- Extend the existing two-lane Waterfront Road by nearly 2,000 feet; and
- Build 5.8 miles of new siding track and reconfiguring train switching operations within the CP railway corridor, along the south shore of Burrard Inlet in the cities of Vancouver and Burnaby.

The third project, led by CN with investment from the port authority, involves designing and building a 2.6-mile secondary track, parallel to the existing Burrard Inlet line, in Vancouver. The increased rail capacity will support the flow of goods through the south shore port area as trade volumes continue to grow. **Progressive Railroading 6/25/2018.**



# June Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on June 15, 2018

The June, 2018 meeting was called to order at 7:35pm by President Keith Fleschner.

The minutes of the May meeting were called, Doug Auburg made a motion to approve the minutes, Roger Mattson seconded and the membership voted to accept the minutes.

The Treasurers report was given by Jean Hickok in place of the ailing George Hickok. She reported that bills have been paid, The yearly matching funds for volunteer hours have been received from Intel. She said George is catching up the records and information.

Ron McCoy reported that the Chapter participation at the celebration day at the zoo for the 60<sup>th</sup> Anniversary of the *Zooliner* Train anniversary was successful. He then advised members that if you buy items from Amazon, check the SMILE account and send a percentage of the price to PNWC-NRHS.

Mr. McCoy also requested nominees for the Unsung Hero award.

President Fleschner reminded members that we have a committee working to bring back to Service the portion of the Washington Park and Zoo Railway which runs to the Rose Garden. The Committee has been funded by the Chapter. Arlen Sheldrake is heading up the committee. The Washington Park and Zoo Railway is operated by The Oregon Zoo; Metro, the Portland regional government agency, is the Oregon's Zoo's governing body.

Mark Reynolds reported that Steam-up is coming. He is repairing storm damage to the sound system, and he has the new gate code for anyone who wishes to go to Powerland to work during the week.

President Fleschner said Dave Larsen is heading up concessions at Steam-up and would like more volunteers. Mr. Fleschner reported that there was another break-in to one of our railcars at the 217 site.

Mark Reynolds reported that the 9 X 8 foot building from Wisconsin has arrived at ORHC.

Ron McCoy announced that the Mt. Rainier Rail Road has stopped all operations at present.

Doug Auburg announced that steam trains start tomorrow on the Yacolt based, Chelatchie Prairie Railroad.

Al Baker reported he attended the National NRHS conference two weeks ago. The organization is financially good and the membership is stable.

Jean Hickok reminded members of the blue bags for recycle bottle and cans that benefit PNWC.

The meeting was adjourned at 8:15pm.

Snack time was provided again by Lila Stephens.

The program for the evening was a video on railroad F units. Very informative.

REMINDER, the requested donation for snack time is three dollars



The Chapter Volunteers at the *Zooliner* 60th Event on June 11th

*Respectfully submitted by Jim Hokinson, Secretary*

---

---

## LOCOMOTIVES ON THE OREGON COAST SCENIC RAILROAD



(L) Oregon Coast Scenic RR No. 10 - Builder Electro Motive Division – General Motors Model GP9, Date Built 1956 Shop Number 21703 Engine 567C.

® Great Northern Railroad No. 274 - Builder Electro Motive Division – General Motors, Model F7, Date Built 1950, Shop Number 11066, Weight 120 Tons, Engine 567C.

Photo by T. Trent Stetz

# ASTORIA RIVERFRONT TROLLEY

## OLD NO. 300



The Astoria Riverfront Trolley is a 3-mile (4.8 km) heritage streetcar line that operates in Astoria, Oregon. The trolley operates on city owned track along the riverfront. Its only streetcar is No. 300, nicknamed "Old 300" and built in 1913 by the American Car Company for the streetcar system in San Antonio, Texas. It served San Antonio until the abandonment of streetcar service there in 1933. No. 300 was brought to Oregon in June 1990 by Gales Creek Enterprises (GCE), the then-new operator of the Willamette Shore Trolley line in Portland. GCE was leasing the car from the San Antonio Museum Association (SAMA). In 1998, Astoria officials learned of the car's availability and secured a five-year lease agreement with SAMA. The car was brought to Astoria in December 1998 to be restored, and it inaugurated the Astoria Riverfront Trolley service in June 1999. In 2003, the lease agreement was extended for another five years, but in 2005 this was superseded by an outright purchase, after SAMA agreed to sell the car to the Astoria Riverfront Trolley Association. (Information from [en.wikipedia.org/wiki/Astoria\\_Riverfront\\_Trolley](http://en.wikipedia.org/wiki/Astoria_Riverfront_Trolley). Photo by T. Trent Stetz)

## Bill of Lading

OR&N Tunnel No. 1.....	Page 1
Car No. 1799 on the Move.....	Page 2
WP&Z Railway No. 3.....	Page 2
Yakima Trolley Tour.....	Page 3
PNW Rail News.....	Page 4
Chapter Meeting Minutes.....	Page 10
OCSR Locomotives.....	Page 10
Astoria Riverfront Trolley.....	Page 11
Officers, Committees & Contacts.....	Page 11
Calendar .....	Page 12
Mission Statement.....	Page 12

### 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
Chuck Fagan (1st 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

Printed in the USA

**The Trainmaster** is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members.

Articles which appear in *The Trainmaster* do not express the official position of the organization on any subject unless specifically noted as such. Material from *The Trainmaster* may be reprinted in other publications provided credit is given as to the source, except in cases where the article originated in a third party publication and special permission was given to *The Trainmaster* to print the article here. Please address contributions and correspondence to:

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](mailto:pnwc@pnwc-nrhs.org)  
*The Trainmaster* email: [trainmaster@pnwc-nrhs.org](mailto:trainmaster@pnwc-nrhs.org)  
 Website: <http://www.pnwc-nrhs.org>  
 ISSN: 0041-0926



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. 672**

**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.

**July 20:** *Amazing Alcos:* This video documents the story of these hard-working locomotives manufactured by the American Locomotive Company. You'll see switchers, road switchers, cab units, and road freight locomotives rolling down the rails. It is complete with historic photos, vintage footage, and commentary from knowledgeable experts.

**August 17:** *Do you have a presentation for the Chapter?*

---

Forward program ideas to Al Baker, 503.645.9079 or [albaker33@comcast.net](mailto:albaker33@comcast.net)

---

**Library and Archives:** Portland Union Station Annex, NW 5th and Irving, 503-226-6747, [library@pnwc-nrhs.org](mailto:library@pnwc-nrhs.org).

**Mondays\*:** 10 am - 1 pm. \*Not open on major holidays.

**Sat.\* after Membership Mtgs:** 1 - 4 pm, library only.

Books and DVDs/VHS are available for member check-out.

See thousands of books, periodicals, timetables, maps, photographs, and documents about railroads. Catalog on chapter website. **Also open by Appt.**

---

**Board of Director's Meetings:** **Jul. 12,** Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm  
**Aug. 09,** Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm  
(Open to all Chapter Members. Note **Location** for Chapter Board meetings)

---

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

☆ ☆ ☆ ☆ ☆ ☆ ☆ 2018 ☆ ☆ ☆ ☆ ☆ ☆ ☆

- Jul. 13-15 *Day Out With Thomas*, Northwest Rail Museum, Snoqualmie WA, [www.trainmuseum.org](http://www.trainmuseum.org)
- Jul. 14 & 15 *Clamshell Railroad Days*, Ilwaco WA, [www.columbiapacificheritagemuseum.org](http://www.columbiapacificheritagemuseum.org)
- Jul. 18-21 *Union Pacific Historical Society Convention*, Olympia WA, [www.uphs.org](http://www.uphs.org) (joint w/Milwaukee Road)
- July 20-22 *Day Out With Thomas*, Northwest Rail Museum, Snoqualmie WA, [www.trainmuseum.org](http://www.trainmuseum.org)
- Jul. 27 *Yakima Trolley Charter*, Tacoma Chapter NRHS, Contact Mike Bergman at [mikebergman@q.com](mailto:mikebergman@q.com) (see Page 3)
- Jul. 28-29 *Great Oregon Steam-Up*, Powerland Heritage Park, [www.antiquepowerland.com](http://www.antiquepowerland.com)
- Jul. 29-Aug. 5 *RailCamp Northwest*, [www.nrhs.com/program/railcamp](http://www.nrhs.com/program/railcamp)
- Aug. 4-5 *Great Oregon Steam-Up*, Powerland Heritage Park, [www.antiquepowerland.com](http://www.antiquepowerland.com)
- Aug. 7-12 *NRHS Convention*, Cumberland MD, [www.nrhs.com](http://www.nrhs.com)
- Aug. 17-19 *Snoqualmie Railroad Days*, Northwest Railway Museum, [www.railroaddays.com](http://www.railroaddays.com)
- Sep. 7-9 *SP&S Historical Society Convention*, Chehalis WA, [www.spsps.org](http://www.spsps.org) (tentative dates)
- Sep. 12-15 *NP Railway Historical Society 2018 Convention*, Tumwater, WA, [store.nprha.org/2018-convention](http://store.nprha.org/2018-convention)
- Sep. 15-19 *GN Railway Historical Society 2018 Convention*, Bellingham, WA, [www.gnrhs.org](http://www.gnrhs.org)
- Oct. 12 *Fall Colors Train*, Sumpter Valley Railroad, [www.sumptervalleyrailroad.org](http://www.sumptervalleyrailroad.org)
- Oct. 13 & 14 *Photographer's Weekend*, Sumpter Valley Railroad, [www.sumptervalleygnrhrrailroad.org](http://www.sumptervalleygnrhrrailroad.org)
- Oct. 31 – Nov. 3 *SP Historical & Technical Society Convention*, Monterey, CA, [sphts.org](http://sphts.org)
- Nov 24-25 *Santa Train*, Northwest Rail Museum, Snoqualmie WA, [www.trainmuseum.org](http://www.trainmuseum.org)
- Dec 1-2, 8-9, 14-16 *Santa Train*, Northwest Rail Museum, Snoqualmie WA, [www.trainmuseum.org](http://www.trainmuseum.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.



## Oregon Zoo Train Key Messages

June 8, 2018

Recently there have been social media posts, a Change.org petition and media interest regarding the future of the zoo rail line that runs through Washington Park to the International Rose Test Garden.

### Here's what you need to know:

1. Portland Parks & Recreation completed an update to the Washington Park master plan in January and the city council accepted it in March. The zoo worked with PP&R staff on that plan.
2. The train ride through Washington Park has **not** been written off. The master plan does propose a potential future conversion of the zoo train line to either a bike/pedestrian trail or a shared corridor for both the train and bikes and pedestrians. It also introduces the idea of converting the lower station to a café.
3. Metro and the zoo have not identified funding for necessary train track and station repairs. The City has not identified funding for changes proposed in the master plan. In other words, nothing will change in the near future.
4. The current Washington Park focus is on developing a Transportation Management Plan for the entire park which will take a comprehensive look at the park's roads, parking, transit, shuttles and trails.
5. **The zoo's main focus through 2020 is on our Bond-funded projects** and other efforts directly related to animal welfare and conservation:
  - a. Completing the final three projects made possible by the community-supported zoo bond measure--new polar bear and primate habitats and expanded rhino habitat.
  - b. Finalizing and beginning to implement our Integrated Conservation Action Plan, which will shape our direction as a zoo and our ability to make a difference for wildlife.

### More details:

The train has not made the run through Washington Park for several years. In early 2014, the zoo discovered that some of the wooden retaining walls and supporting structures along the route were at the end of their life spans. There are some problem culverts and drainage areas as well. With safety our top priority, the zoo discontinued use of the route.

Over the past two years, Portland Parks & Recreation has developed a revised master plan for Washington Park. One priority was linking the two ends of the park with better hiking and biking routes. The gentle grade of the old train route provides an enticing option. Initial drafts of the

master plan proposed a conversion of the rail line to a divided biking and hiking trail and the Rose Garden train station to a café.

While the trail concept is appealing, Metro and the zoo are a long way from a decision to abandon the Washington Park rail line. Instead, we are exploring the feasibility of combining the two uses within the current rail line right-of-way. The final Washington Park master plan reflects this. The zoo worked with PP&R to make sure the final plan does not preclude the train run and instead includes options for a shared rail and trail and a combined station cafe.

The zoo/Metro and the city have committed to working together on how best to move forward with the plan, which envisions a range of possible improvements to the park.

The land upon which the rail line sits is city property but granted as a perpetual lease from the City of Portland to Metro. While Metro has responsibility for the rail line and trains, and would need to determine the funding feasibility of making the necessary repairs, both Metro and the City are committed to investigating all possibilities on the future of the line.

The master plan is a broad concept with many details to work out. The city currently does not have funding identified to build any of the plan's features, including the trail.

Portland Parks & Recreation has a preliminary budget for the trail and the zoo has preliminary estimates for repairs to the train route. Significant geotechnical work will be needed for either use. Initial estimates from Metro's consultants were between \$1.5 and \$2 million, but steel and construction prices have gone up a great deal since then.

The train route work entails replacing retaining walls and track support structures as well as stabilizing slopes. The zoo developed a phased ten-year repair schedule but this work has been on hold as other campus needs have taken priority. In 2015, a landslide at the lower end of the route next to the station reinforced the need to address slope stability along the route.

Assuming repairs and train operation on the route are feasible, the zoo would be open to private fundraising for the project — however, a fully formed plan and a true determination of the cost would be needed before fundraising could begin. We would consider fundraising options with local organizations. This will not, in the near term, be a priority project for the Oregon Zoo Foundation.

Through the years, the Washington Park and Zoo Railway created countless family memories and continues as a cherished part of a zoo visit. That's why the zoo has made significant investments in the trains and the campus route, ensuring that zoo visitors continue to have opportunities to ride the train.

That said, the zoo's primary focus is on fulfilling its promise to voters by improving habitats for polar bears, primates and rhinos. Completing the habitat improvements is critical to the zoo's mission and its commitment to the people of the region. The size and complexity of those important projects require the zoo team's attention at this time.