

# The *Celebrating 60+ Years* Trainmaster

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## MAXWELL SIDING RAILROAD MUSEUM, NEARING END OF TRACK

By Arlen L. Sheldrake



Located in the heart of Hermiston, Oregon is a wonderful railroad museum chock full of rail related artifacts from the rail history rich northeast Oregon.

My last visit was on July 17, 2015 and was reported in the August 2015 *Trainmaster*. With a burning desire for an update, another visit was planned for July 10<sup>th</sup> almost three years later. My contact, John Spinden, was most gracious and agreed to meet whenever I could get to Hermiston.

Hermiston is some three hours east of Portland and easy to find right off Interstate 84 where it intersects with Interstate 82. That is one of the reasons you will find large distribution warehouses for Walmart, FedEx, etc....

The Maxwell Siding Railroad Museum is operated and maintained by (2) two, yes just two, nice fellows, John

Spinden and Connie Marit. Both retired UP railroaders and both pushing the age envelope with John at 79 and Connie at 84. How much longer these dedicated volunteers can keep the Museum operating is anyone's guess. But even hardy folk run out of energy at some point in life and when they do, what will happen to the Museum and the vast array of rail artifacts?

As I noted in the 2015 *Trainmaster* article, the Museum is not well known even in Hermiston. Just to test that theory, I asked the Hermiston Oxford Suites desk clerk where Rita and I stayed if she knew about the Museum. Nope, not a clue and she lives in the town!

When I say the Museum is chock full of artifacts, that is not hype. Everywhere one turns, there are multiple items, some dating back to the days when the railroad was built and back when Hermiston was called Maxwell Siding.

One of the possible positive hopes for the Museum's continued longevity is the recent development of the Maxwell Siding Event Center and the Hermiston Brewery/Nookie's Restaurant. Seems Mitch Meyers, the owner/developer, of these facilities has a strong interest in history and specifically Hermiston's railroad history. Maybe, just maybe, John and Connie can get him interested. During our two days in

Hermiston, we ate at Nookie's twice....good food, good service, great beer and lots of interesting history on the walls. The Event Center is in a remodeled 1914 railroad warehouse, all three facilities are next to the UP branch line running through Hermiston.

While I hold out hope that the people of the community of Hermiston will realize that the Maxwell Siding Railroad Museum is a wonderful visitor attraction and worthy of support, I would strongly recommend that anyone interested in railroad history and specifically eastern Oregon railroad history schedule soon a visit to the Museum. They are open every Saturday from 10 to 3 except during the month of January and located at 280 East Highland Avenue in downtown Hermiston.

For some interesting background on the Spinden railroad family, do a YouTube search on "6 generations of railroading" to watch a 3 minute video by the East Oregonian.



Connie Marit (L) and John Spinden (R)

## The "One Spot" - Yaquina Pacific Railroad Historical Society



Text and Photo by T. Trent Stetz

While visiting the Oregon Coast, be sure to take a pleasant side trip from Newport to Toledo, Oregon and visit the Yaquina Pacific Railroad Historical Society. The "One Spot" continues to be restored and is looking quite nice these days!

From the sign near the locomotive:

The steam locomotive known as the "one Spot" retains its original No. 1 from June 1922, when it was delivered from the Baldwin Locomotive works in Philadelphia to Toledo, Oregon. The engine is a 90-ton, superheated steam boiler type, 2-8-2 wheel configuration with a 50-ton tender for fuel oil and water. The driving wheels are 44 inches in diameter. She was employed for many years in logging service along the coast in south county. In 1936 when Camp One near Yachats was shut down, the C. D. Johnson Lumber Co. acquired and moved the engine to the area, continuing to run the reliable steamer in its logging operation between the Siletz area and Toledo. "One Spot" spent her entire career hauling logs from the forests of Lincoln County. After her retirement from Georgia Pacific in 1959, the engine was put on permanent display in Toledo. Now under the ownership and caretaking of the local railroad historical society, it is hoped that this icon of the region's railroad heritage can be rescued from the further ravages of time.



# WHICH OF THESE LOCOMOTIVES IS MORE RARE MAY SURPRISE YOU!

By Martin E. Hansen

Quite often, when one sees something written that mentions the Willamette geared engines turned out by the Willamette Iron & Steel Company of Portland, Oregon there is a mention of how rare these engines were due to the small number of them built. However, they were not as rare as another famous logging lokie that we all know.

The birth of the Willamette was a direct assault on the Lima's near domination of the logging market with it's Shay locomotive. The Willamette design incorporated a number of features as standard equipment that could only be ordered from Lima as costly "extras" on the Shay. This gave the Willamette insurgence into the logging market.

After seeing it's market share begin to erode for the first years of Willamette's production, Lima came back with it's answer to this threat in the form of it's Pacific Coast Shay model. This new project from Lima incorporated the upgrades offered by Willamette and some other features to put an end to the Willamette insurgence into the logging market.

Lima's introduction of the Pacific Coast Shay must have worked because in less than 2 years from the sale of the first Pacific Coast Shay, Willamette delivered it's very last locomotive to a buyer. But which one is more rare? The answer may surprise you.

Many know that Willamette delivered only 33 locomotives during the 7 years it was building geared locomotives. Of those 33, there are 6 of them remaining today with only one of those running, but one more under restoration.

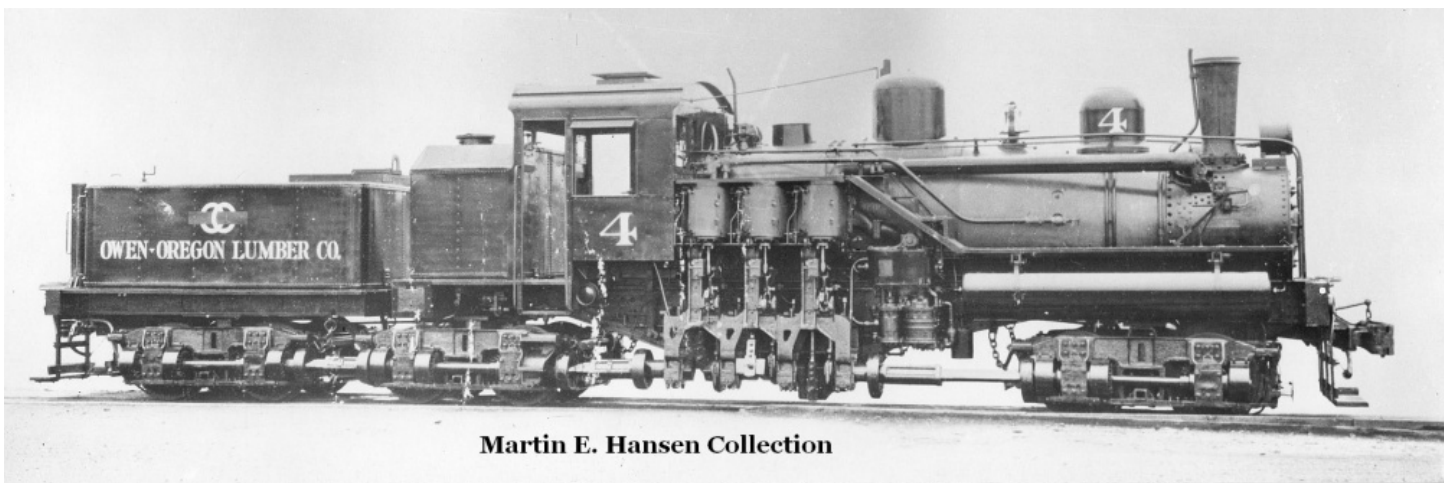
However successful the Pacific Coast Shay was for Lima, there were only 27 of those engines built. Of those 27, there are only 5 left today and only one of those in operation.

There you have it, the numbers don't lie. We now know which of these 2 models is the rarer one.



**Martin E. Hansen Collection**

Pacific Coast Shay - Cascade Timber No. 109



**Martin E. Hansen Collection**

Willamette Locomotive - Owens Oregon No. 4 (Medco No. 4)



# PNW RAIL NEWS

by Arlen L. Sheldrake



Parts that will be utilized to repair the Water Canyon Bridge on the line between Elgin and Wallowa have been ordered. Work is expected to commence later this fall. When Wallowa-Union Rail Authority completes the project, the train will be able to come as far south as Wallowa, marking its return to Wallowa County. The idea for a Wallowa depot began some months ago when a group of preservationists began exploring the idea of relocating the former Evans Depot, which was located north of Lostine on the track in the then-town of Evans. The Wallowa Improvement Group had originally expressed interest in moving it to a spot near the location of the former Wallowa Depot at the end of Storie Street. Costs to move the crumbling structure were, however, excessive. Attention was then turned to the possibility of replicating the depot and preserving what artifacts possible from the Evan depot. **Wallowa County Chieftain 6/27/2018.**

BNSF is busy prepping grade to double track the single track section along Lake Cocolalla [Idaho] between CP Cocolalla and CP West Algoma. In the past there were plans to span this corner of the lake with a bridge and eliminate the 40 mph curve that required the rail to be replaced every couple of years due to heavy wear. Idaho DOT also wanted the railroad ROW to expand Highway 95. But with the bridges over Lake Pend Oreille and Spokane River already in the works, the one over Lake Cocolalla must have been a “bridge to far”. **Ted Curphey 6/30/2018 Trainorder.com posting.**



Crews mining the new East Link light rail tunnel under Bellevue are nearly finished digging the almost 2,000-foot long passage where trains will travel between the East Side and Seattle in 2023. Work began in February 2017 south of downtown Bellevue at 112<sup>th</sup> Avenue Northeast and Main Street. Contractors are now more than 90 percent complete and expect to break through at the other end just out of Bellevue City Hall in late July, about five months ahead of their original schedule. Tunnel construction is taking place using a time-tested process known as the Sequential Excavation Method (SEM). SEM employs conventional equipment including an excavator and cutting equipment to remove soil in small sections or bites. **Sound Transit news release 6/27/2018.** On July 20 contractors completed excavation of the tunnel. With excavation complete, the contractor will begin constructing the tunnels final concrete lining, a process that is expected to take another year to complete. **Sound Transit news release 7/20/2018.**



Evening Capital Journal, (Salem, OR), January 6, 1891: “The Southern Pacific Company stole a march on the good people of Silverton last Sunday. It is well known that the narrow gauge road, known as the Oregon railway, recently acquired by Southern Pacific Company, has been changed into a standard gauge. The citizens of Silverton were opposed to widening the side track that runs through the principal street of their city and threatened to swear out an injunction should any move in this direction be made. Not wishing to delay operations by fighting the case in court, the company ordered the track widened on Sunday, and the citizens were powerless to prevent work for the reason that no injunction suit could be commenced on that day”. Thanks to **Bob Melbo** for this historical note.

Point Defiance Bypass testing, train travel update. In the months following the December 18, 2017 derailment near DuPont, Amtrak Cascades trains reverted to the old route along the water between Tacoma and Nisqually. Ridership has remained stable, with a 5 percent increase in riders this May compared to May 2017. Implementation of positive train control (PTC) is progressing well on the Point Defiance Bypass with the goal of seamlessly integrate the three elements that must all work together for the system to be fully activated:

1. Trackside equipment is in place and operational.
2. Onboard equipment is undergoing final equipment testing and approval.
3. Back office servers are in place and Amtrak and BNSF are working to integrate their systems with one another.

The next step in the process is to test the entire system on the rail line. Throughout the summer, trains will be traveling along the bypass conducting various system tests and train crew qualifications. During this testing, expect trains on the bypass traveling at speeds up to 79 mph on both weekdays and weekends. Once testing is complete and PTC is fully active, we are planning for Amtrak Cascades trains to return to the Lakewood/JBLM/DuPont bypass this fall, ahead of the federal deadline. **WSDOT news release 6/27/2018.** [No word yet if the two additional Seattle-Portland trips will also be re-instituted.]



A normal thing for some of the 4449 crew is lunch on Saturday at Beez Holgate Station and harassment from the owner Julie along with some food. On June 30<sup>th</sup>, Julie's granddaughter, one of the restaurant crew, was seen just before the lunch crowd arrived coming in with a brown bag.....seems her grandmother had discovered that she had forgotten to restock her Pepsi supply (most customers drink Coke products) and had sent granddaughter next door to get some Pepsi. The Pepsi arrived just in time.....for a Doyle McCormack one cannot do lunch without a Pepsi. And we all know the history of his Pepsi connection (the first million dollar donor to the American Freedom Train project). Beez is open for breakfast and lunch, 4507 SE 27<sup>th</sup> at Holgate in SE Portland.



**Tilikum Crossing, *Bridge of the People*** – Portland's Bridges and a New Icon by Donald MacDonald and Ira Nadel is a new book released May 29, 2018. Illustrated with 95 of co-author and bridge architect Donald MacDonald's color drawings, the 120-page hard-bound book tells the story of how this icon, opened in 2015, was born. Published by Overcup Press of Portland, Oregon ([www.overcupbooks.com](http://www.overcupbooks.com)) and is available at a cost of \$17.99 each plus shipping. [This walker highly recommends a walk across both sides of this beautiful and walker/biker friendly bridge.]



The Heritage Rail Alliance is moving railroad preservation into the 21<sup>st</sup> Century by developing and supporting the best practices and brightest minds in conservation, operation, exhibition and interpretation. Mission Statement, HeritageRail Alliance: Promotes the common interests of entities engaged in the business of tourist, scenic, historic or excursion railroading, railway and trolley museums. HeritageRail is the re-branding of the Association of Railway Museums that was formed by the merger of ARM and TRAIN. A major new initiative is an economic impact study of the entire North American heritage rail industry. HeritageRail has hired Stone Consulting to lead the study effort. HeritageRail is governed by a 15-member board of directors with some familiar PNW representation: Richard Anderson, Northwest Railway Museum; Dan Evans, West Coast Railway Association; and Steven Butler, Mt. Rainier Railroad and Logging Museum. The next conference is November 7-11 at the Cumbres & Toltec Railroad. More information: [www.atrrm.org](http://www.atrrm.org).



Amtrak is not shuttering stations nor reducing service along any of its routes, but specifically along the Empire Builder, which runs through the Northern Tier and North Dakota. Amtrak is “de-staffing” two stations, both in Montana, Harve and Shelby. Both have fewer “than forty daily on-offs” and each staff position costs about \$100,000 per year. Amtrak will however hire a caretaker to maintain and open and close the station when needed as well as using community volunteers. **Devils Lake Journal 7/2/2018.**



Honolulu rail officials' current \$8 billion light rail construction budget is still short by \$134 million, a new federal report finds. Jacobs Engineering, the independent firm watching rail for the Federal Transit Administration, recommends that Honolulu rail officials add that amount to ensure the full 20-mile, 21-station system gets completed. Further, rail probably won't be finished and ready for service until September 2026, nearly another full year beyond the Honolulu Authority for Rapid Transportation's current completion estimate of December 2025. **Honolulu Civil Beat 7/2/2018.**



The Dangers of Train Yards, Through the Eyes of Railroad Employees. A collection of photos from the 1960s tried to show why locomotives needed two people in the cab. An interesting set of photos showing some highly restricted views from the cab. [www.atlasobscura.com/articles/train-yard-photos-1960s](http://www.atlasobscura.com/articles/train-yard-photos-1960s). **Keith Fleschner 7/6/2018 email.**

Service Update from Beth Whited, Union Pacific CMO: On May 29, a tunnel located between Eugene and Chemult, Oregon, collapsed, filling with dirt and rock and requiring extensive repairs. This line is an important artery connecting the Portland and Roseville service units. Following the collapse, engineering crews worked around the clock to remove debris and repair damaged steel ceiling structures. This work included removing more than 400 cubic yards of debris



from inside the tunnel and rebuilding it carefully and methodically. The tunnel reopened on June 20. Progress on repairs was painstaking due to the terrain surrounding the tunnel. Typically, tunnels are built into granite, which remains stable during repairs. However, the terrain surrounding the Oregon tunnel is made of dirt and rock, which is easily disturbed and can continue to shift until the structure for the tunnel is rebuilt. In this situation, standard excavation equipment can't be used, as it increases the likelihood of terrain sliding down the mountain into the tunnel. These conditions made progress very slow, permitting crews to rebuild the roof of the 779-foot tunnel at a rate of just three feet per day. Because of these unstable conditions, repairs that were anticipated to take a week lasted three weeks. Although repairs were slow going, more important is that they were performed safely and without injury. **UP CN2018-20 6/28/2018.**



The Spokane, Portland & Seattle Railway Historical Society's Spring 2018 issue, **The Northwest's Own Railway**, featured *SP&S Business Car #99* on its cover and an extensive ten-page article by Richard Wilkins describing the extensive history of the car including some great pictures. One of the pictures shows Duncan J. Ritchie, SP&S General Superintendent of Motive Power, 4/1955 to 8/1959, on the open platform. Originally built by Barney and Smith Car Co. in 1915 for SP&S boat trains running from Portland to Flavel, the 99 was extensively modified over the years. Following one of the rebuilds, son John Ritchie accompanied his dad on a shakedown run from Vancouver to Wishram in May 1958.



In 2017 the car was acquired by the Chehalis-Centralia Railroad & Museum and moved to their facility at Chehalis, Washington. (John was a significant contributor to this article and kindly supplied me a copy of the publication.) [Note: Doug Auburg, chapter member, is the President of the SP&S Historical Society.]

Mt. Hood Brewing Company had a soft-opening on July 4<sup>th</sup> of their second establishment and their first in the greater Portland area. Tilikum Station is located at the east end of the Tilikum Crossing bridge and next door to the Oregon Rail Heritage Center. A good selection of draft brews and a nice selection of wood fired pizzas are available. Their other location is in Government Camp. Hours: Sunday – Thursday = 11 to 9; Friday & Saturday = 11 to 10. [www.mthoodbrewing.com](http://www.mthoodbrewing.com)



The Friends of SP 4449 have released for sale their new **2019** calendar. Nice large format with twelve (12) excellent photos. The calendar was a volunteer idea and effort of Dave Houston who some know through his association with Daylight Sales. Some of Dave's photos are included in the calendar. The calendar is available for purchase at the Oregon Rail Heritage Center and Portland's Union Station Trackside Cafe.



For those interested in the National Transportation Safety Board's July 10-11 hearings on the Amtrak Cascades wreck near DuPont, Washington on December 18, 2017, the interview transcripts are available:

- Witness Interview Transcript – DuPont, WA- Engineer: Steve Brown  
[dms.nts.gov/public/61000-81499/61332/616795.pdf](https://dms.nts.gov/public/61000-81499/61332/616795.pdf)
- Witness Interview Transcript – DuPont, WA - Road Foreman: Charlie Beatson  
[dms.nts.gov/public/61000-61499/61332/616784.pdf](https://dms.nts.gov/public/61000-61499/61332/616784.pdf)
- Witness Interview Transcript – DuPont, WA – Road Foreman 2: Chris Bradasich  
[dms.nts.gov/public/61000-61499/61332/616785.pdf](https://dms.nts.gov/public/61000-61499/61332/616785.pdf)
- Onboard Image Recorder – DuPont, WA:  
[dms.nts.gov/public/61000-61499/61332/616896.pdf](https://dms.nts.gov/public/61000-61499/61332/616896.pdf)
- Souder Employee Timetable  
[dms.nts.gov/public/61000-61499/61322/61677.pdf](https://dms.nts.gov/public/61000-61499/61322/61677.pdf)



[Note: an interesting but unrelated note, all three of these Amtrak staff members worked on the 2012 SP4449 trip to Bend.]

Port of Grays Harbor commissioners have given Port executive director Gary Nelson the go-ahead to negotiate the terms of a lease option with BHP Billiton for the company's proposed Terminal 3 potash storage and shipping facility. Terminal 3 is on the shortlist of two potential locations for the potash facility, the other in Vancouver, B.C. The Port has been in negotiations with BHP for three years about a potash facility at Terminal 3, the far west terminal closest to Bowerman Airport. **The Daily World 7/14/2018.**



Port of Grays Harbor: Main line rail service to the industrial properties and marine terminals provides direct access to both Class 1 railroads Burlington Northern Santa Fe and Union Pacific, via Genesee & Wyoming's Puget Sound and Pacific Railroad. The Port of Grays Harbor marine terminal rail system features more than 50,000 ft. of rail providing two continuous loop tracks serving terminals 1, 2, and 4 and the cargo storage facilities. Utilizing this unique state-of-the-art rail infrastructure unit trains can be continuously loaded or unloaded for movement through the Port's facilities. Additional auto tracks are under construction to increase the auto handling capacity at Terminal 4. An inter-modal 2,800 lineal foot on-dock rail system with direct discharge options and four parallel spurs is available. **Port of Grays Harbor web site** ([www.portofgraysharbor.com](http://www.portofgraysharbor.com))



You know it is hot when...Elevators closed at SE Bybee MAX Station and Lafayette pedestrian bridge until further notice due to extreme heat. **TriMet 7/15/2018 email alert.**

Some July 9<sup>th</sup> Board meeting updates from the Oregon Rail Heritage Foundation with thanks to the Secretary T. Trent Stetz:

- Turntable installation: Kim Knox, Project Lead, is seeking a Civil Engineering firm to complete the site plan. Also seeking an Engineering Firm for the track layout. Kim is also looking for examples of a turntable installation in a public space.
- Input is being solicited by the President for consideration of having the Holiday Express run out of the Rail Center instead of Oaks Park. Input needed before August 13<sup>th</sup>.

And a couple of update items from the Oregon Rail Heritage Center:

- With the impending temporary closure of the Oregon Pacific Railroad East Portland branch during the month of August, freight car congestion has prompted the movement of the Brooklyn rail yard turntable from the OPR yard to storage tracks at ORHC. The turntable is now clearly on view from the MAX line and ORHC parking lot.
- On July 19 Stanley R. Clarke delivered the last 11 cases (4 books each) of the book *Oregon Burial Site Guide*. The 1180 page book published in 2001 was compiled by Dean H. Byrd with co-compilers Stanley R. Clarke and Janice M. Healy. The softbound book lists absolutely every cemetery and burial site in the State of Oregon and has been one of the many items available to visitors from the “free materials” rack.
- The new Motor Car Shed exhibit is being built and developed by Mark Kramer and Ed Immel. It will feature tools used to maintain railroads and seats for video viewing.
- A utility pole that was blocking the second storage track extension into the triangle property leased from TriMet has been removed.
- Want to talk trains to visitors from near and far, domestic and foreign? Docents and Greeters are needed for a few hours a month. To get started contact Al Baker: 503.645.9079 / [albaker33@comcast.net](mailto:albaker33@comcast.net).



And a news item from the July 24 ORHF membership renewal letter I received: “Our strategic planning group is prioritizing our expansion plans. While these depend on raising at least as much additional money as we have raised so far, our vision has not changed:

- Rebuild and install the Brooklyn turntable
- Construct a 7000 square foot Education Floor with exhibit and meeting space.
- Develop a NW Railroad Research Library.” [This one may also be news to you!]

[While this statement was in the renewal letter, I believe the immediate focus is squarely on getting the Brooklyn Turntable installed and operating.]

On Sunday, July 15<sup>th</sup>, a group of friends said goodbye to **Jim Gertz** who died a little over two years ago. Jim is the one who saved the last Willamette locomotive (C/N 34) ever built and co-authored the book *The Willamette Locomotive* (1977) with Steve Hauff. He always wanted his ashes to be sent through the firebox of his engine pulling a grade and his wish was fulfilled. With the help of Steven Butler, CMO at Mt Rainier Scenic Railroad, as Willamette No. 2 pulled the grade out of the yard, Jim's ashes were sent through her firebox. **Martin E. Hansen 7/17/2018 Trainorders posting.**

Sound Transit is about to complete a construction milestone on the Homer M. Hadley floating bridge across Lake Washington in preparation for East Link light rail. Starting July 20, crews working inside the bridge structure will begin post-tensioning work, tightening high-strength steel strands that will strengthen and extend the life of the bridge. Since June 2017, crews have placed 10 steel reaction frames, each weighing 17,500 pounds, into each of the two pontoons at either end of the flat portion of the bridge. They have also installed approximately 3,600 feet of high-strength steel strands that attach to these anchor frames and connect the pontoons. Tightening these strands will compress and strengthen the pontoons.

**Sound Transit 7/13/2018 news release.**

Thanks to continued growth in moving container freight by rail through Terminal 6, the Port of Portland is continuing its service with BNSF Railway through mid-2019. This is a part of a larger focus by the Port to provide a variety of options to shippers at T-6. The intermodal rail service ([www.bnsf.com/portland](http://www.bnsf.com/portland)), which started in January, moves containers by rail between the Port of Portland and the ports of Seattle and Tacoma. Goods are loaded from rail on or off ocean carriers, with three carriers using the service in Washington. Some of the items moving by container on the service include wood products, grass seed, hay, vegetables and consumer goods. **Port of Portland 7/10/2018 News Release.** BNSF will pay the Port a fee for the movement of each container that is loaded or unloaded from a train and fees for gate operations, however, the detailed fee structure is confidential. **Port of Portland 7/10/2018 email message.**



The City of Wallowa, Oregon has a new sign that has been developed and placed in the city triangle park across from Little Bear Café and is visible as motorists enter Wallowa from La Grande. The sign was carved by Lostine wood artist Steve Arment and was painted by classically trained artist Anna Vogel. JayZee Lumber donated the milled tamarack for the circular sign. The beautiful sign includes a rendering of a steam locomotive. The Wallowa History Center served as the fiscal agent. **Wallowa County Chieftain 7/17/2018.**

Superior Silica Sands LLC, a subsidiary of Emerge Energy Services LP, has signed an agreement with third-party logistics provider Torq Energy Logistics to open a new frac sand terminal in Buick, British Columbia. Situated on 10 acres of property, the terminal is located on the Canadian National Railway which provides a strategic, one-line haul from Emerge Energy's Barron, Wisconsin facility.



Construction of the terminal is expected to be completed by the middle of August, and the site will initially accept manifest shipments with rail-to-truck storage capacity for 45 railcars. The terminal also has the capability to expand to handle unit train shipments. **Superior Silica Sands 7/16/2018 press release.**

News from the International Port of Coos Bay: Special Board meeting July 6, 2018:

- Authorization for Port staff to issue a Request for Proposals for the purchase of up to eight (8) railroad locomotives. The purchase of the locomotives will be financed with the 2013 ODOT grant. Approved.
- Resolution 2018Res16 authorizing the negotiation and execution of a time and materials emergency repairs contract with Koppers Railroad Structures, Inc. to return the Coos Bay Swing Span bridge to freight rail service. Approved.

Coos Bay Rail Line Tunnel Rehabilitation: The Port of Coos Bay received funding to complete renovation on all nine of the tunnels along the Coos Bay rail line through a combination of an \$11 million FAST Lane Grant, \$8 million in Lottery backed bonds, and \$550,000 in Port dollars. That work started in April 2018 and is scheduled to be completed in April 2020. The final rehabilitation of the tunnels to a good operating condition will complete ongoing work initiated in 2010. The project combines tunnel drainage system improvements to the ditches and culverts outside tunnel portals, track and ditch work necessary to remove fouled ballast and improve drainage inside the tunnels, structural repairs and improvements to ensure structural integrity of the tunnels themselves, and some clearance improvements to tunnels with restrictions not directly associated with the tunnel portals.



**www.portofcoosbay 7/18/2018**

Willamette Shore Trolley – Service Advisory – June 27, 2018: Due to an encampment trespassing at the Willamette Shore Trolley SW Moddy and Bancroft Street Terminal, we are cutting back our north terminal to SW Landing Square in John's Landing. This is out of safety for our passengers, our volunteers, and for those at the encampment. [Protestors are camped outside the Portland headquarters of U.S. Immigration and Customs Enforcement (ICE).] [wst.oregonrolley.com](http://wst.oregonrolley.com).



The Oregon Museum of Science and Industry will partner with GerdingEdlen, a prominent local real estate investment and development firm, will provide “strategic support and guidance” as master developer to help develop a long-term vision for its 18-acre riverfront campus. GerdingEdlen has developed several sites through the central city, including the Pearl District's Brewery Blocks, Wieden + Kennedy and OHSU Center for Health and Healing. The next steps include a planning process, which will lead to an application for a master plan and a development agreement with the City of Portland for public infrastructure.

**FOX 12 7/20/2018.** [Note: This includes the property directly west across Water Avenue from the Oregon Rail Heritage Center.]

On August 7<sup>th</sup> the Metro Council will be doing an inspection run to the Rose Garden on the Washington Park & Zoo Railway. This trip has been arranged by Councilor Craig Dirksen who is a strong supporter of the railway and is working to get the train running again to the Rose Garden. Twenty-five of the Zooliner special issue *Trainmasters* were delivered to Councilor Dirksen for his use. Craig represents District 3 which includes portions of Washington and Clackamas counties and cities of Beaverton, Durham, King City, and Sherwood. The Oregon Zoo operates the Washington Park & Zoo Railway is governed by Metro.



As many readers know, there are six of the thirty-three Willamette steam locomotives remaining in existence. One of these, Rayonier No. 4 (c/n 16), is on display in a City of Port Angeles, Washington park. Planning a visit to that area and knowing that it is displayed, I got on the City's web site to find the exact location. Search after search, got no address and very little information. An email message to the administrative assistant in the Parks department got a very quick



response with the address and a Google map of the location (Chase Street and East Lauridsen Blvd. directly across the street from the library). In thanking her, I noted that my Google searches of the Parks web site had found nothing and wondered why. Her response was quite telling, "I don't believe we have any information on our site about it. I will make sure we include it somehow in our facility directory." Within 24 hours, information is on the City's web site!



Rocky Mountaineer has received the first of 10 ordered new Bilevel Dome cars from the Swiss railcar maker Stadler Rail AG. Each car is assembled over three months in Berlin with Swiss-made trucks and pneumatic suspension. The ten domes are to be delivered over 18 months and arrive by specialized ship in Tacoma. The domes are forwarded by BNSF and CN to Rocky Mountaineer shops in Kamloops for testing. (Trainorders.com 7/22/2018 posting) Stadler has been building trains for over 75 years. The company is headquartered in Bussnang in Eastern Switzerland and has a workforce of around 7000 based in various locations across Switzerland, Germany, Spain, Poland, Hungary, the Czech Republic, Italy, Austria, the Netherlands, Belarus, Algeria, Australia and the



**ROCKY MOUNTAINEER**

United States. Stadler provides a comprehensive range of products in the commuter rail and railway segments: trains, trams, underground trains, regional and commuter rail trains, intercity trains and high-speed trains. In addition, Stadler manufactures main-line

dual-mode locomotives, shunting locomotives and passenger carriages, including the most powerful diesel-electric locomotive in Europe. ([www.stadlerail.com](http://www.stadlerail.com))

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## POLSON LUMBER No. 2 AT THE OREGON COAST SCENIC RAILROAD



Polson Lumber Company No. 2 on the Oregon Scenic Railroad in July 2018 (Photo by T. Trent Stetz)

Text by Martin E. Hansen



Built as one of Baldwin's early 70-ton logging 2-8-2's, No.2 left the Baldwin Eddystone plant in December 1912 as construction number 38967. She had been ordered for the Saginaw Timber Co. of Brooklyn, Washington as their No. 2. She proved so successful for Saginaw Timber that in 1922 she caught the eye of the neighboring Polson Bothers Logging Co. who liked what they saw in No. 2 so much they told Baldwin to build them one just exactly like her. Thus Polson Logging No. 70 was born.

In 1924 the nearby North Western Lumber Co. had ordered new from ALCO a big 2-8-2 T that was their No.2. After just a few years, North Western came to regret this purchase as the big ALCO proved too hard on their light-weight track. North Western convinced Saginaw that the ALCO was just what they needed with the added tractive effort that she offered and the 2 companies agreed to trade engines. Saginaw's Baldwin 2-8-2 No. 2 was swapped for North Western's ALCO 2-8-2T.

North Western finally cut out of all their timber in the late 1930's and 2-8-2 No. 3 was stored for a time at their mill yards. Then in 1939 the Polson Logging Co., who was very happy with their "copy" of No. 2 (their No. 70) decided to buy No. 2 and add her to their growing roster of steam lokies.

In 1948 when Rayonier Inc. purchased Polson the No. 2 came with the deal and soon she sported the attractive Rayonier herald on her tender tanks. #2 would work steadily for Rayonier all the way through the End Of Steam Ceremonies in March 1962 at Railroad Camp.

Shortly after she was retired by Rayonier, No. 2 was purchased by a group who had her shipped on her own wheels in 1963 to Michigan where she started her career as a tourist line engine. (From Trainorders posting *We Know Where She is Today - Now let's Look at Her History!* on 10/19/17 by Martin E. Hansen)

# July Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on July 20, 2018

The July meeting was called to order at 7:30pm by President Keith Fleschner.

The June meeting minutes were called, Doug Auburg made a motion to approve the minutes, Ken Peters seconded and the membership voted to approve the minutes.

Treasurer, George Hickok reported that to date there have been one hundred seventy membership renewals, with seventy six to go. He has one hundred ninety seven membership cards and over ninety donation thank you cards ready to mail. He reported that due to a change at the post office, the Trainmaster is now mailed from Beaverton.

Mark Reynolds reported that work at Powerland is mostly done, there will be wiring finished up tomorrow (July 21) and it will be ready for Steam-up.

Dave Larsen reported that he has the passes for those who volunteered for Steam-up. He also announced that the library will be open tomorrow.

Ron McCoy said he still has openings on the list for people wanting new name badges.

Keith Fleschner announced that the building has arrived at ORHC and will be permanently placed after Steam-up.

Dave Larsen reported that at the Inland Northwest Rail Museum, the Mt. St. Helens car, sister to the Mt. Hood car, is under restoration.

Doug Auburg reported that the Chehalis Railroad has the SP&S No. 99 Business Car and it is being restored, body and paint.

Jan Zweerts reported that the Willamette Shore Trolley cannot make a complete run at this time because of a protest encampment on the tracks in Portland.

Al Baker said the program tonight will be a video on the *Amazing Alcos*. Next month will be a video on the History of the Santa Fe. He said that next month he will be the NRHS National Convention in Cumberland, Md.

Mark Reynolds announced that the Brooks Museum at Powerland Heritage Park is restoring a caboose.

George Hickok announced that the snack time kitty is only receiving about fifty percent of what should be there, and asked members to pay the suggested amount, (\$3.00).

The meeting was adjourned at 8:10pm.

Snack time was provided by Lila Stephens. Thank You Lila, we do appreciate it.

The program video was not shown due to an audio-visual problem.

*Respectfully submitted by Jim Hokinson, Secretary*

## A VISIT TO POWERLAND HERITAGE PARK: SOUTHERN PACIFIC STEAM CRANE



The Steam Crane in Operation at Powerland in July 2013

This steam-powered railway derrick was built in Wisconsin by Bucyrus-Erie as S/N 9869 for the Southern Pacific Railway in 1927. It weighs 256,440 pounds and has a lifting capacity of 320,000 pounds, or 160 tons. It was delivered to the railroad at Ogden, Utah on September 11, 1928 and was assigned to the railroad's Shasta Division as #680 and operating out of Dunsmuir, California. As built, the derrick was coal-fired and featured a gear drive to the axles to allow it to propel itself, at slow speeds, along the tracks. In 1949 the boiler was converted to burn oil. It remained in service in the 1970s and 1980s, moving between Dunsmuir and Eugene, Oregon. In the late 1970s, the trucks were rebuilt with roller bearings, and at the same time the drive gears on the axles were removed.



The Steam Crane loading a log

info from: <http://placespages.blogspot.com/2014/06/western-steam-fiends-railway-derrick.html>

Photos by T. Trent Stetz

# McCLOUD RIVER RR No. 25



No. 25, a 2-6-2, was purchased new by the McCloud River Railroad from ALCO in 1925. It was retired from service on July 3, 1955. It was restored in 1962 and moved to the Oregon Coast Scenic Railroad in 2011. (Photo by T. Trent Stetz in May 2018)

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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
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

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# **PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 673**

**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.

**August 17:** *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.

**September 21:** *Atchison, Topeka, and Santa Fe Railroad:* This video takes you through the railroad's heritage and conjures up the imagery of its founder Cyrus K. Holiday, the means and service of Fred Harvey establishments, and the art and culture of the Southwest. Early passenger and freight service are covered and a look at Santa Fe's locomotives.

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

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**Library and Archives:** Portland Union Station Annex, NW 5th and Irving, 503-226-6747, 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.**

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**Board of Director's Meetings:** **Aug. 09,** Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm  
**Sep. 13,** Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm  
(Open to all Chapter Members. Note **Location** for Chapter Board meetings)

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

☆ ☆ ☆ ☆ ☆ ☆ ☆ **2018** ☆ ☆ ☆ ☆ ☆ ☆ ☆

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.spshts.org](http://www.spshts.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.sumptervalleyrailroad.org](http://www.sumptervalleyrailroad.org)

Oct. 27 & 28 *Pumpkin Trains*, Chehalis - Centralia Railroad & Museum, [steamtrainride.com](http://steamtrainride.com)

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)

☆ ☆ ☆ ☆ ☆ ☆ ☆ **2019** ☆ ☆ ☆ ☆ ☆ ☆ ☆

Feb. 7-9 *Portland Winter Light Festival*, ORHC & Portland waterfront, [www.pdxwlf.com](http://www.pdxwlf.com)

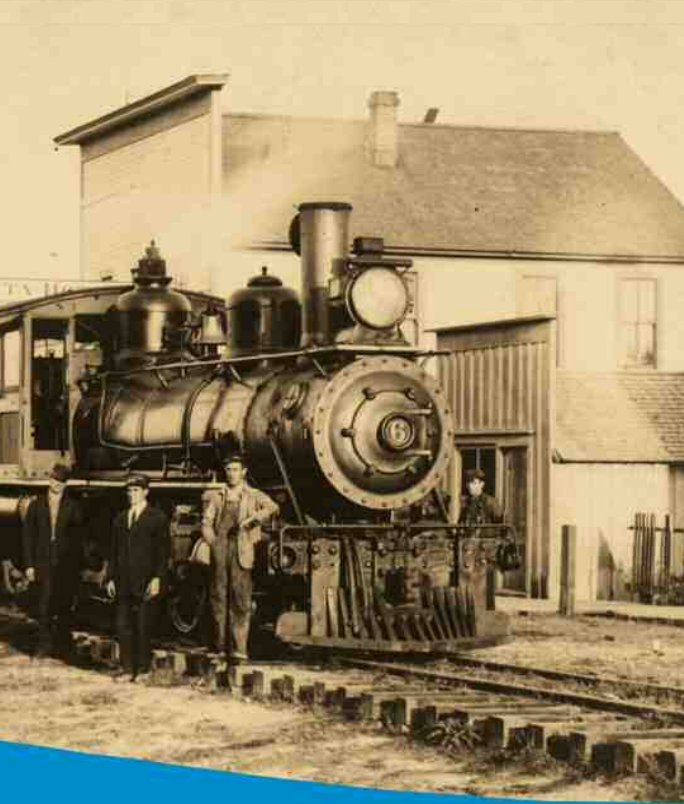
Mar. 16 *Winterail*, Corvallis High School, Corvallis OR, [www.winterail.com](http://www.winterail.com)

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### **PNWC – NRHS MISSION**

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





## GONE BUT NOT FORGOTTEN

For 41 years the Clamshell Railroad made thousands of trips along the historic North Beach Peninsula. But like so many other small railroads across the country, it struggled to survive as automobiles and trucking lines became more dominant forms of transporta on. In 1930, the Clamshell Railroad made its last run.

Though the old tracks have been pulled up and the rolling stock sold, present day visitors to the Peninsula s enjoy retracing the route of the vintage train and recapturing a small piece of its history.

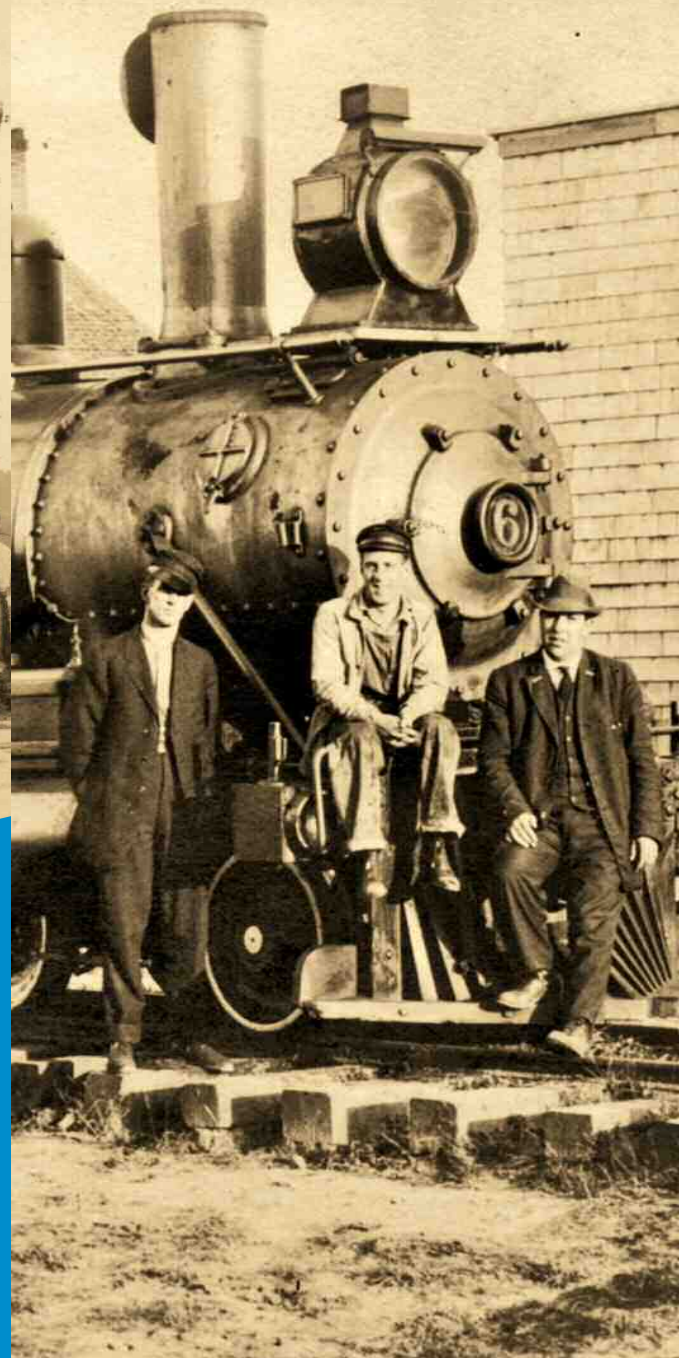


## CLAMSHELL RAILROAD DRIVING TOUR



### Ilwaco Railroad & Navigation Co.

“The Railroad that Ran by the Tide”



**1900**

The Oregon Railroad and Navigation Co. (OR&N) purchases the railway.



**1908**

New tracks are laid on the east extension and the first train travels from Megler to Nahcotta.

**1920s**

Automobiles become increasingly popular and state highways and ferry service extend to the Peninsula.



**1930**

Last train runs on September 9<sup>th</sup>. Locomotives, cars, and tracks are sold.



## COLUMBIA PACIFIC HERITAGE MUSEUM



Be sure to visit the Columbia Pacific Heritage Museum in Ilwaco to view the historic Ilwaco Freight Depot and original IR&N 1889 wooden Pullman built passenger coach, *NAHCOTTA*.

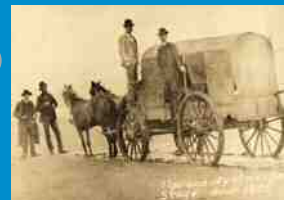
115 SE Lake St., Ilwaco, WA 98624 • 360-642-3446  
[www.columbiapacificheritagemuseum.org](http://www.columbiapacificheritagemuseum.org)

© Columbia Pacific Heritage Museum, photos courtesy of CPHM

## TIMELINE

**1870s**

Stagecoaches carry passengers and freight along the weather beach.



**1888**

L.A. Loomis forms IR&N and construction begins on the 3.5 miles of track from Ilwaco to Long Beach.

**1889**

The line is finished and regular service starts from Ilwaco to Nahcotta. The trip, scheduled for an hour, usually took longer to accommodate unscheduled stops.





# NORTH/SOUTH LINE

Construction on the railroad began in Ilwaco in 1888 and reached its northern terminus in Nahcotta in 1889.

Directions (in blue) are to sites with Driving Tour signs.

## 1 ILWACO

(PORT OF ILWACO, 165 HOWERTON AVE. TRAVEL NE ON HOWERTON AVE TO PEARL SE. TURN LEFT. TURN LEFT ONTO LAKE ST. SE.)

Construction of the railroad began here in 1888. Driving Tour Signs are located at the Port of Ilwaco boat yard and the Columbia Pacific Heritage Museum, home to Ilwaco's historic freight depot and original 1889 wooden, Pullman built passenger coach NAHCOTTA.

## 2 HOLMAN

Important for its water tower, Holman was a service stop for locomotives to replenish their water supply mid-way between the Nahcotta and Megler terminals.

## 3 SEAVIEW

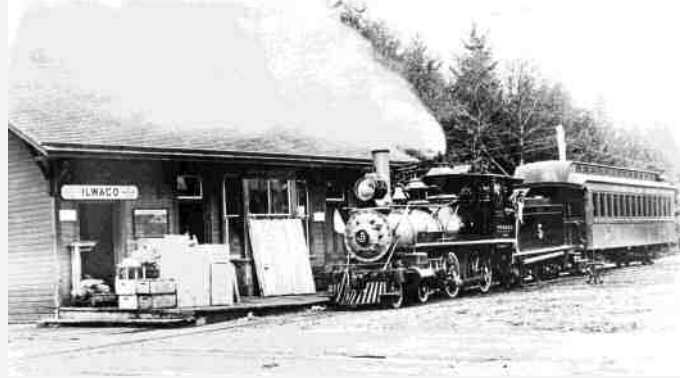
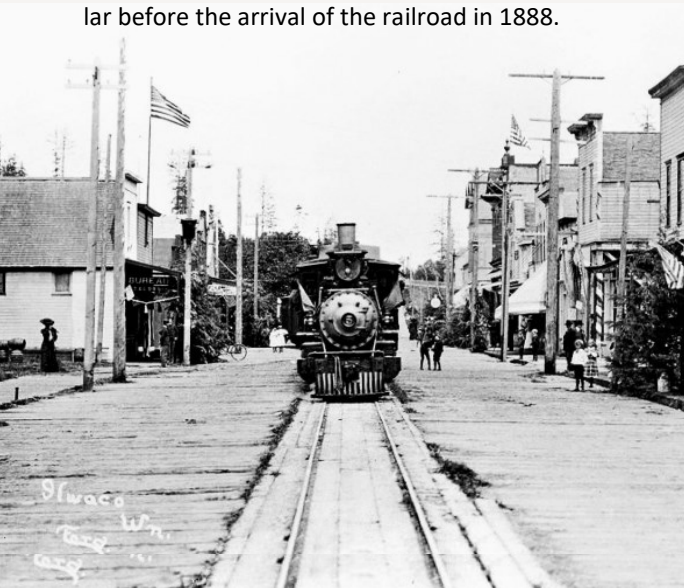
(NORTH ON US-101. TURN LEFT ON 38TH PL.)

Driving Tour Sign at the Depot Restaurant, the only depot still in its original location.

## 4 LONG BEACH

(NORTH ON US-101/WA-103. TURN LEFT ON 3RD ST. SW.)

Driving Tour Sign at the Long Beach Depot. Moved from its original location this depot accommodated the tourist community of Long Beach, already popular before the arrival of the railroad in 1888.



## 5 BREAKERS

(NORTH ON WA-103. TURN RIGHT ON 26TH ST. NE. TURN LEFT ON WASHINGTON AVE. N.)

Driving Tour Sign at the Breakers Hotel. This stop was originally built to accommodate guests who stayed at the historic up-scale destination resort.

## 6 CRANBERRY

A waiting station used mostly for shipping agricultural freight, especially cranberries picked from local bogs.

## 7 LOOMIS

(NORTH ON WA-103. TURN LEFT ON 184TH PL.)

Driving Tour Sign at Loomis State Park. 3 blocks south of Loomis State Park, the Loomis Mansion was a courtesy stop for Lewis A. Loomis, founder of the railroad.

## 8 KLIPSAN LIFESAVING STATION

Intended for sightseeing, special excursion trains brought spectators to this platform to watch weekly drills performed by the station's crews. In more serious situations, trains used this stop to haul crews and boats to marine disasters.

## 9 OCEAN PARK

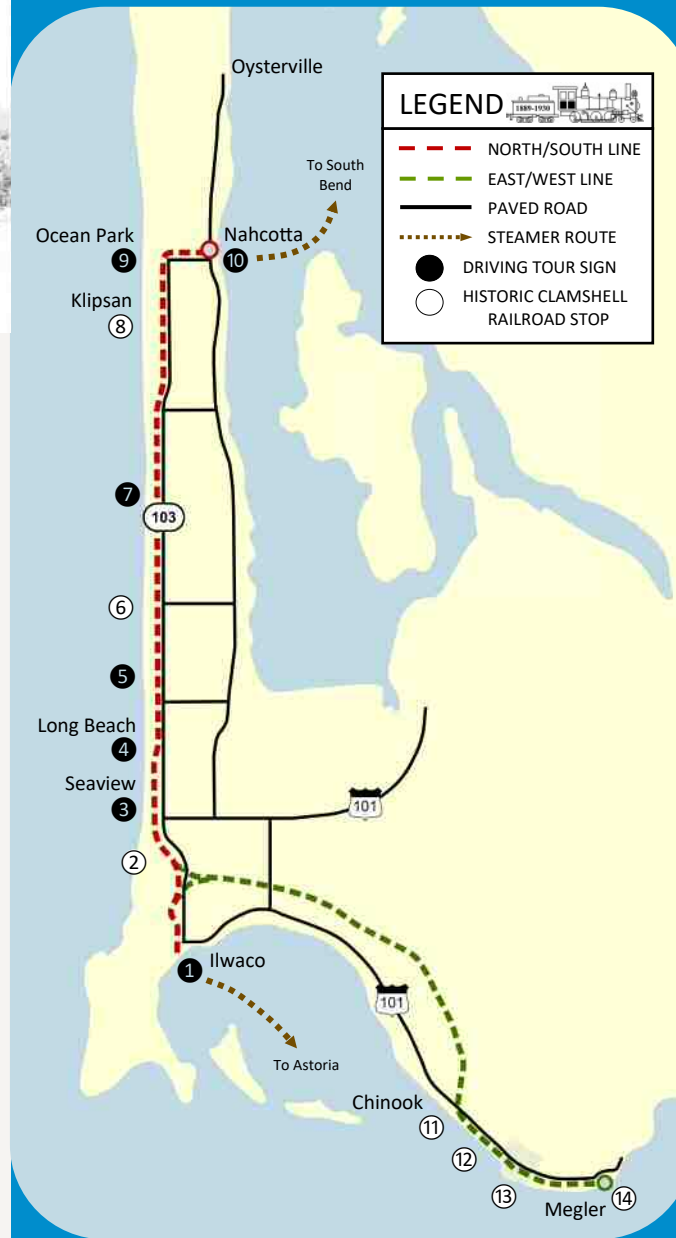
(NORTH ON WA-103. TURN RIGHT ON BAY AVE.)

Driving Tour Sign on the northeast corner of Jack's Country Store. Founded before the arrival of the railroad, Ocean Park was the commercial center of the Peninsula's north end.

## 10 NAHCOTTA

(NORTH ON WA-103. TURN RIGHT ON 227TH PL. TURN LEFT ON SANDRIDGE RD. CONTINUE 2.2 MILES.)

Driving Tour Sign in the parking area of the Nahcotta Post Office. From this northern terminus of the line, passengers and freight were transferred to steamers for the trip to South Bend. Remains of the wharf pilings can still be seen at low tide.



# EAST/WEST LINE

Roughly 20 years after the railroad began it was sold to Union Pacific who established an east/west line to bring the railroad to deep water at Megler.

## 11 CHINOOK

The railroad depot that served the community of Chinook was situated one block off the highway on Chinook Valley Road, built in part on the roadbed of the old line.

## 12 FORT COLUMBIA

The railroad depot at Ft. Columbia was used by the U.S. Army to transport supplies and personnel to and from the fort. The tunnel under Fort Columbia was created by the railroad between 1907-1908 and later altered in the 1930s for automobiles.

## 13 MCGOWAN (MIDDLE VILLAGE/STATION CAMP)

Once a traditional Chinook village site was later used as a temporary camp for Lewis and Clark and later a cannery owned by the McGowan family. The railroad stop that became part of the McGowan community grew up as a result of this cannery.

## 14 MEGLER (REST AREA)

Completed in 1908, 20 years after the railroad began, the Megler terminal provided a deepwater terminus for the line. With its dual-tracked wharf extending several hundred feet into the Columbia River, steamers from Portland and Astoria could schedule regular trips, no longer requiring the railroad to run by the tide.



## WHY CLAMSHELL RAILROAD?

In 1900, the Ilwaco Railway and Navigation Company was acquired by the much larger Oregon Railway and Navigation Company. In 1903, a newspaper correspondent was dispatched to inspect the line. Unimpressed with the small railroad, he muttered, "Hmph! Clamshell Railroad" and the name stuck!