

# The *Celebrating 60+ Years* Trainmaster

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## SANTA MARIA VALLEY NO. 21 IN ASTORIA



On September 23rd the Astoria Railroad Preservation Association (ARPA) opened their steam locomotive shop for a free BBQ and Open House. The weather “gods” smiled on the Open House with a drop-dead gorgeous day on the northern Oregon Coast.

ARPA's steam locomotive shop was nicely organized with interpretive signs and volunteers answering questions as well as serving up free hamburgers. The focus of the open house was displaying and explaining the progress being made to restore the 1925 Baldwin built Santa Maria Valley Railroad No. 21 steam locomotive, a 2-8-2. Most recently completed in August, the frame was placed onto the wheels and then rolled under the boiler. Outside the restoration shop was No. 21's restored tender and the SP&S No. 273 baggage car.

The goal of ARPA is to get the No. 21 operational and run on the City of Astoria's owned six miles of tracks at the end of the Astoria Line from downtown Astoria to Tongue Point and beyond on Portland & Western Railroad tracks. Once restored, the locomotive will be renamed to Astoria & Columbia River Railroad No. 21.

ARPA, a 501(c)(3) non-profit, would appreciate your donation to help with the restoration: [www.astoriarailroad.org](http://www.astoriarailroad.org) or PO Box 541, Astoria OR 97103. (Text and Photos by Arlen L. Sheldrake)

# Severed OPR Line Being Rebuilt

by Arlen L. Sheldrake



As previously reported, the Oaks Bottom Habitat Enhancement Project in SE Portland required a month-long shutdown of the Oregon Pacific Railroad's (OPR) East Portland Division as construction crews built a large culvert. While the railroad was closed for only the month of August, the very popular Springwater Corridor Trail was

closed from July 9 to October 31.



The New Culvert



OPR Crews Laying New Track

During the closure, OPR stationed their passenger cars and the OPR No. 1413 locomotive at their East Portland yard (next to ORHC) and provided regular Saturday afternoon passenger trips out of ORHC stopping just short of the construction zone. During the rail closure no freight service was provided to the Milwaukie Business Park.

OPR crews were busy August 31 laying ties and track over the newly constructed culvert with plans to reopen the East Portland Division on September 3. (Photos by Arlen L. Sheldrake)

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## PNWC ARCHIVE JEWELS – A SET OF BLUEPRINTS

by Arlen L. Sheldrake



Kim Knox, Project Manager from SOJ & Doyle McCormack, ORHF President

The Oregon Rail Heritage Foundation has launched a major project to install the former Brooklyn Roundhouse turntable at the Oregon Rail Heritage Center.

The 100-foot Continuous Deck American Bridge Company turntable was originally installed at the Brooklyn Roundhouse by the Southern Pacific Railroad in 1925 to replace a steam-powered 80-foot turntable. As part of the requested ORHF departure from Brooklyn, Union Pacific said to take anything and everything from the Roundhouse area including machining equipment and the turntable.

While electronic copies of the turntable blueprints were available, getting a set of the original blueprints are much better. Knowing this need and being one of the volunteers working with the extensive PNWC archives, Bruce Strange launched a search to see if the turntable blueprints were in the PNWC archives.

It is believed these, and many other blueprints were retrieved in late 1993 or early 1994 when the Southern Pacific Engineering offices moved from Union Station to the Brooklyn SP offices. Rumor is that it was a dumpster retrieval by PNWC volunteers but so far, no names. In checking with Bob Melbo, he indicated that he was not involved with this *save* but did retrieve the safe located in the Portland Union Station SP offices, but that is another story.

As this project moves to the design, permitting and construction stages, these original blueprints will be worth their weight in gold and then some.

Thanks to Laurie McCormack, Bruce Strange, Bill Hyde and Bob Melbo for their help with this article.

# WILLAMETTE SHORE TROLLEY 2ND GENERATOR

by Kenneth Peters

The Willamette Shore Trolley now has a 2nd working generator. Both generators are interchangeable with our two trolleys. We have had days when we have used both trolleys at once. On September 3rd we had hourly service from both ends of our line. It worked well! We had someone at the Lake Oswego depot and one or more people on each of our two trolleys. When a run from the Bancroft Street station arrived at Lake Oswego there would be a crew change. The person who had worked the depot would be the motorman on the next run and the motorman on the just completed run from Bancroft Street would be the clerk in the depot. This afforded him a chance to use the restroom, have a bite to eat or otherwise relax when not selling tickets, selling merchandise or dealing with callers.

The trolleys pass each other keeping to the right on the passing tracks by and under the Sellwood Bridge. Under the current arrangement when there are two trolleys operating, tokens are exchanged between the trolleys at this point giving authority for operation on either the north or south end of the line. Going into the passing track, the switch for the entering trolley is properly aligned. After exchanging tokens, the switches are briefly realigned for the exiting trolleys. After they pass through, the switches are put back to the position they were in prior to the passing of the two trolleys. It is easier and faster when there is both a motorman and a conductor aboard each trolley. In the future sprint switches will be used.

The tokens now in use are disks on a stick (sort of like large lollipops) which are kept on the left front outside of the trolley adjacent to where the motorman is operating. Due to the gap between the two tracks it is necessary for someone to get off one of the trolleys to bring it over to the other. There is radio communication between the two trolleys as well as to the person in the depot.

For those who want to view the passing of the trolleys, the new Sellwood Bridge and the bicycle/pedestrian ways afford excellent viewing locations.

In addition to operating at both ends at once, having two working trolleys with working generators will allow trains to operate in two sections. The best example of this is on July 4th for our fireworks run.

As with other volunteer organizations, staffing is often a challenge. Current thinking is that regular operation of trolleys from each end of the line will not occur. One can not know much in advance when we will have sufficient crew to run both cars at once. Both of our trolleys are now approaching 30 years of age and were built with a large amount of second hand parts. A spare trolley is needed for reliable operations.

Pedestrians and motorists long accustomed to one trolley at a time on the line have been surprised to see a second trolley a few minutes later. The notion that tracks are safe after a trolley has passed will have to be discarded. As it applies with other rail lines, the public will have to be alert for trains to be operating at any time and either direction.



Two Generators in Service. Photo from David Rowe, Superintendent of Maintenance, Willamette Shore Trolley

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## Disconnect Logging Trucks

by Arlen L. Shel Drake

While a lot of attention has been paid to logging locomotives, some attention should also be given to the much maligned “things” the logs were loaded on that were pulled by these locomotives.

The disconnect logging trucks were just that, used in pairs with logs holding the train together. Without logs the disconnects were connected together and taken back into the woods where they were separated, and logs loaded on them.

While many museums have disconnects on display, one that has a set of disconnects loaded and on display is located at the World Forestry Center adjacent to the Oregon Zoo in Southwest Portland. Coupled to *Peggy*, the 1909 Stimson Lumber Company Shay, is a set of disconnects loaded with ten large logs.

This World Forestry Center display gives the viewer a realistic idea of what early logging railroading was all about.





# PNW RAIL NEWS

by Arlen L. Sheldrake



◆ Rail fans have to eat so many of us look for “trackside” opportunities to satisfy this need. In Scappoose, Oregon there is a good pizza parlor, **Fultano's Black Rock Pizza**, with great viewing of the Portland & Western Railroad Astoria line. On August 22<sup>nd</sup> the lunch buffet looked real good as did the draft beer selection.

◆ More than 6.3 million people rode Sound Transit's popular Link light rail trains during the second quarter of 2018, a gain of 6.2 percent compared to the same period last year. Overall, 23 million riders hopped aboard Sound Transit trains and buses, a 2.9 percent system-wide increase from second quarter of last year.



## Sound Transit 8/23/2017 news release.

◆ Wallowa County Chieftain – 100 Years Ago, August 22, 1918: The Wallowa Milling & Grain company unloaded a [rail] car of new Studebakers for distribution in the county. Included in the shipment was one sedan, an enclosed car suitable for a family car for all seasons of the year. It is the first one to be shipped here for sale. It is a beauty, and when it was unloaded, it attracted much attention.

◆ Wallowa County Chieftain – 100 Years Ago, September 5, 1918: Wallowa County sent 32 men to the army yesterday. It was another husky and cheerful crowd, and the boys were cheering and waving flags as the train bore them away.

◆ Chapel Car 5 Messenger-of-Peace – The chapel car's new pews are continuing to receive shellac, and the first pews will be unveiled at the September 22<sup>nd</sup> reception. Skilled cabinet makers from OB Williams in Seattle have constructed five rows of replica pews. They are almost exact copies of the originals and are made from quarter-sawn white oak. They are elegant in their simple design yet

amazingly complex in assembly. **Northwest Railway Museum 8/23/2028 letter.**

◆ Snoqualmie Valley Wine Train – The Northwest Railway Museum will repeat the spring wine trains in just a few weeks! After an almost overwhelming number of requests, three additional wine trains have been scheduled: September 15, October 6, and October 13. [www.TrainMuseum.org](http://www.TrainMuseum.org).

◆ The Oregon International Port of Coos Bay has selected Koppers Engineering to revitalize and complete the necessary repairs to the swing span bridge that has halted rail traffic since breaking down in April. Metal fabrication for the project is going to be done by Thompson Metal Fab. The repairs are expected to cost \$2.5 million and the Port plans to pay for it by utilizing funds from the Oregon State Lottery Backed Bond [Connect Oregon]. Construction on the swing span is scheduled to begin sometime in September with reopening to rail service in the fall of 2018. Work will be conducted from a work barge located along one side of the bridge center fender pier. During construction, shoring and jacking will be used to preserve the surrounding components of the bridge during repairs. Jacking will provide temporary support structures under the existing bridge to adjust the bridge position during construction. Shoring will shore up the bridge with temporary supports to the center of the swing span while damaged components are removed and replaced with new components. The shippers south of the Coos Bay Swing Span Bridge employ nearly 600 people in Coos County. In 2017, over 3,000 rail cars moved to and from these businesses, representing approximately 40 percent of all rail traffic transported along the line. Currently products shipped out are being trucked to an intermodal site that was set up shortly after problems with the bridge occurred. The intermodal site was funded by Jordan Cove [the proposed LNG site on the North Spit of Coos Bay]. **The World 8/17/2018.**



The first issue with the bridge was noticed in March by an Oregon Department of Transportation track inspector who noticed that a previously identified misalignment in Bent three at milepost 740.84 has worsened. Over the next couple of weeks tests were conducted. An underwater inspection that occurred on April 16 determined that there was significant corrosion on one support pile and a failed support pile on Bent three. It was then that the port declared emergency repairs necessary and shut down the line in the interest of safety. On April 13, around the same time structural testing was happening, the bridge failed to complete its rotation to its open state for sea traffic. The rotation maneuver failed due to a structural failure in the center columns in the bridge's east and west trusses. **The World 6/20/2018.**

◆ The Washington Utilities and Transportation Commission approved a \$19,084 Grade Crossing Protective Fund grant for the Walnut Street crossing at the request of the City of Bingen. BNSF Railway Company, which owns the track, agreed to the request and will complete the upgrades. The grant will help fund the installation of constant-warning train detection, crossing gates, new batteries and chargers, and a new, relocated bungalow. The city also received \$430,000

from the state's 2017-2019 Transportation Budget to upgrade the Walnut Street crossing, bringing total funding for these safety improvements to nearly \$449,100. The crossing was identified by UTC rail safety staff as a priority under-protected crossing along an oil route. Up to 30 freight trains and two passenger trains traveling 45 miles per hour use this crossing each day. The upgrades must be completed by June 30, 2019. **Washington UTC docket number TR-180682.**



◆ On August 18<sup>th</sup>, 1918 the U.S. Navy's first naval railway gun, a 14-inch, 50 caliber, Mark IV Navy gun mounted on a railway carriage, became operational in St. Nazaire, France during World War I. The guns were taken from spares created when the Navy altered the design of its battle cruiser class. The mobility came from mounting the guns on specially-constructed railway carriages created to carry the gun and its slide and hauling them where they needed to go using special locomotives manufactured by the Baldwin Railroad Works at Eddystone, PA. Five of these trains were readied and shipped unassembled to France where they were reassembled by their crews. A total of five railway guns were built and were active on 25 separate days on the Western Front firing a total of 782 shells. The last shot was fired by Battery 4 at 10:57 a.m. on 11 November 1918, timed to land just before the scheduled Armistice at 11 a.m. [www.worldwar1centennial.org](http://www.worldwar1centennial.org).



◆ Congratulations to the **Inland NW Rail Museum** for their first anniversary celebration on August 28<sup>th</sup>. More than 300 people visited the museum and enjoyed hot dogs, soda, cake, coffee and the trains. The Great Northern Railway Historical Society, River City Modelers, and the Inland Northwest Garden Railway Society helped with the celebration at the Reardan, WA facility. [inlandnwrailmuseum.com](http://inlandnwrailmuseum.com).



◆ Stadler's second double deck-dome car is on its way to Canada. While the first car is completing track testing in Canada, the second vehicle has just started its journey across the Atlantic. Transportation of the 27-meter-long and 5.5-meter-high railcar is one of the major milestones of the project. The journey takes the impressive dome car from Berlin through inland water routes to the North Sea, where it is shipped onto an ocean vessel and through the Panama Canal.

**STADLER** After arrival at the US-west coast, the railcar will continue its journey on rails to the Rocky Mountaineer site in Kamloops, Canada. The Goldleaf dome cars are scheduled for regular service with the beginning of the next season. Each of the ten cars has the capacity to host up to 72 passengers on its luxurious upper deck. The upper deck seating area includes electronically adjustable and rotatable seats, which are equipped with a leg rest and hearing system as well. The big dimmable panoramic windows provide an unobstructed view and can be adjusted in its according to the outside ambient lighting conditions. The lower deck includes a fully equipped kitchen area in which on-board chefs prepare the al la carte-dishes that can be ordered in the restaurant area. Two flights of stairs connect the upper with the lower deck, complemented by a spacious lift which enables travelers with impaired mobility to enjoy the benefits of a Rocky Mountaineer-journey. **Stadler US Inc 8/30/2018.**

◆ For some interesting history and pictures of the PNWC's former SP Davenport locomotive, take a look at the **Oregon Pacific Railroad** web site, [www.oregonpacificrr.com](http://www.oregonpacificrr.com), describing Southern Pacific "Leroi" that was the first full size, standard gauge, locomotive owned by Richard Samuels. The Davenport has been destined for display at the Oregon Rail Heritage Center but the move seems to be stymied.



◆ Progressive Rail Inc.'s new 1.6-mile short line, Clackamas Valley Railway, LLC, has been assigned initials CVLY by the Association of American Railroads for use as reporting marks, and AAR accounting code 238. These will take effect on September 15, the same date as CVLF's operating authority granted by the Surface Transportation Board. **Bob Melbo 9/5/2018 email.**



◆ Canadian Prime Minister Justin Trudeau and British Columbia Premier John Horgan yesterday announced more than CA\$3 billion in federal and provincial funding for two major passenger-rail projects in Vancouver. The money will fund construction of the Surrey-Newton-Guildford light-rail project and the Broadway Subway extension of TransLink's Millennium SkyTrain line. The Broadway Subway project calls for building 3.5 miles of rail and six stations, while the Surrey-Newton-Guildford project calls for building a 6.5-mile light-rail line. Both projects are part of TransLink's 10-year plan to boost transit options in the Vancouver area. The federal government is contributing CA\$1.37 billion to the projects, while British Columbia will provide CA\$1.82 billion. TransLink and the cities of Vancouver and Surrey will contribute another CA\$1.23 billion toward the projects. **Progressive Railroading 9/5/2018.**



◆ The October issue of *Trains* magazine has an excellent article by Martin E. Hansen, **SKOOKUM LIVES**. This 8-page spread has some excellent pictures and tells the most interesting story about the efforts to preserve and restore this 2-4-4-2

logging Mallet. Martin notes in a 9/6 email that he had nothing to do with the graphic on page 41 of his article and that the Skookum is heading to California without a "Next Life in Astoria, Ore." that is noted in the graphic.



On March 17-18, 2019 the Oregon Coast Scenic Railroad will host special photographers train runs sponsored by Trains Magazine. This event is hyped as the Skookum's return to steam before heading to California. The 43 tickets, currently sold out, are being sold by OCSR via phone, 503-842-7972. This will be a rare opportunity to ride and photograph this 1909 Baldwin built 2-4-4-2 Mallet in operation following it's 15-year overhaul. With the March 17-18 trip being sold out, a second on March 14-15 is now taking wait list names. Call OCSR, 503-842-7972, to get on the list. **Trains Newswire 9/13/2018.**



◆ The September issue of *The Bee* has an interesting article *Amusement rides, new and old, along the boardwalk of Oaks Park* that tells the history of this still running 1905 built amusement park. The park was developed by Fred Morris, the president of the Oregon Water Power and Railway, to encourage people to ride his interurban cars. Written by historian Dana Beck, the two-page article includes some historic pictures. (The Bee, [www.thebeenews.com](http://www.thebeenews.com), is published monthly by Community Newspapers and distributed to and in the Sellwood community of SE Portland.)



◆ Due to a fire [Delta Fire] near milepost 297 on the Valley Subdivision, the rail line between Redding and Dunsmuir, California, is currently out of service. UP has activated water trains to protect rail structures in this area and will await guidance from fire officials before reopening the line. Customers with shipments traveling in this corridor can expect an additional 24 hours of transit time. **UP Announcement Number: CN2018-31, 9/6/2018.**



◆ One of the many benefits of volunteering at the Oregon Rail Heritage Center is the variety of visitors one has the opportunity to engage. As an example, on September 7<sup>th</sup>, I had the opportunity to talk to a teenage young lady originally from Ukraine, a fellow from Erie, PA who worked with Doyle McCormack on the restoration of the Nickel Plate No. 759 back in the late 1960s and Jim Larson, former President of the Great Northern Railway Historical Society. Jim and his wife were visiting from Minnesota and I assume were attending the GN Historical Society convention in Bellingham. Jim, an avid reader of our *Trainmaster* newsletter, was very complimentary.

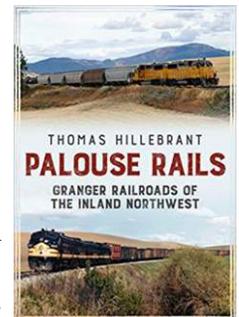


◆ Federal Transit Administration allocates \$100 million in FY 2018 funding for Lynnwood Link light rail extension. The \$100 million in FY 2018 funding for Lynnwood Link follows \$100 million in FY 2017 that was appropriated by Congress. The FTA and Sound Transit must finalize the full funding grant agreement (FFGA) before the agency can access these first two installments of the \$1.17 billion grant. **Sound Transit 9/7/2018 news release.**

◆ The Hawaiian Railway Society's locomotive 302, a 45-ton Whitcomb diesel-electric built in the 1940s, is headed to Wasatch Railroad Contractors for some major rehabilitation and upgrades. Motors will be swapped out and/or rebuilt, wheels turned and reconditioned, traction motors serviced, gear boxes serviced, electrical system updated and replaced as much as possible, new paint job, and air system updated and rebuilt. The 302 left Hawaii in late August for Cheyenne, Wyoming. **AKAHELE I KE KA'AAHI, July/August 2018, Hawaiian Railway Society.**



◆ New book: *Palouse Rails: Granger Railroads of the Inland Northwest* by Thomas Hillebrant, published 10/1/2018 by America Through Time. Palouse Rails tells the stories of seven major railroads serving these regions, from their origins to the present day, through the eyes of contemporary railroad photographers. The Palouse region is in Eastern Washington and North Idaho. 192 pages, paperback, \$28.99, available through [www.amazon.com](http://www.amazon.com).



◆ The Western Group (TWG) has been chosen by the Washington State Department of Transportation and Spokane County as the preferred bidder for operation of rail lines between Cheney and Coulee City. The Utah-based consortium, which responded to WSDOT's request for proposals, will work with the department, the county and other regional stakeholders to finalize agreement that would add the Washington Eastern Railroad to its other short lines and rail-related entities. TWG affiliates include Western Railroad Builders Inc., Wyoming Colorado Railroad Inc., Clarkdale Arizona Central Railroad LC, Verde Canyon Railroad LC, Southwestern Railroad Inc., Texas & Eastern Railroad LC, Texas State Railroad and Cimarron Valley Railroad LC. **Progressive Railroading 9/10/2018.**



◆ This Request for Qualifications (RFQ) is issued by South Coast British Columbia Transportation Authority (also

known as TransLink). The purpose of this RFQ is to invite interested parties to submit their qualifications for the Surrey-Newton-Guildford-Light Rail Transit Project. Through the process described in this RFQ, TransLink anticipates identifying up to three Respondents to be invited to participate in the next phase of the Competitive Selection Process, the Request for Proposals (RFP) phase. Closing date/time: 2018/10/31 11:00. **TransLink Solicitation Number SNGLRT-RFQ-2018.** (insert

◆ Addressing attendees at a transportation workshop during the Idaho Grower Shipper Association's 90<sup>th</sup> annual convention in Sun Valley, ID, August 29, Brad Thrasher, vice president and general manager Agricultural Products Marketing for Union Pacific Railroad, announced that Union Pacific will be acquiring 1,000 new high-tech refrigerated boxcars and has authorization to increase that number to 1,600 if needed. At a cost of \$250,000 each, the purchase will constitute the largest equipment acquisition in company history. Union Pacific's existing fleet of reefers is aging, antiquated, in decline and woefully inadequate to meet existing demand, a situation that has caused deep concern for shippers in Idaho. Existing cars are all at least 40 years old, and Idaho potato production has increased dramatically since they were placed in service. **The Produce News 9/6/2018.**

◆ Testing of Amtrak Cascades trains will occur on Saturday, September 15, and Sunday, September 16, on railroad tracks between Tacoma, Lakewood, Joint Base Lewis-McCord and DuPont. Trains will be tested at speeds up to 79 mph between the hours of 8 a.m. and 6 p.m. throughout the weekend. In addition, other trains continue to be active on this corridor during day and nighttime hours. Testing of the PTC systems is being conducted in preparation for the return of Amtrak service to the Point Defiance Bypass in spring 2019. **WSDOT Traffic Advisory 9/12/2018.**



◆ As part of the 100<sup>th</sup> commemoration of World War 1, a group calling themselves *Trains and Traction*, a group of railway enthusiasts, spent countless hours restoring original American Army World 1-era railroad boxcars. These cars were all part of the 37,800 train cars that America brought over to France during the war. Only 65 of those cars exist today. Their original project of one boxcar turned into an incredible restoration of five World War 1-era boxcars, as well as a flat car. This past summer, those five restored boxcars became a rolling display across a scenic railway short-line in south-west France, where they were used as the centerpiece for a series of WW1 commemorations, as well as a Fourth of July celebration. All vehicles of this special train are classified as historical monuments by the French Ministry of Culture. The US railcars were restored during 2017 and 2018 through a project initialized in 2016 by two associations, Cercle Historique du Rail Francais, which brought historical expertise and defined final liveries and colors and Train des Mouettes, which undertook the restoration work with volunteers. [www.worldwar1centennial.org](http://www.worldwar1centennial.org)



◆ Citing Sound Transit's impressive work building the 3.5-mile tunnel from the University of Washington to Roosevelt, *Tunnel Business Magazine*, in partnership with the 11<sup>th</sup> annual Breakthroughs in Tunneling conference, awarded Sound Transit the 2018 "Tunnel Achievement Award for Project Excellence." The winning project is part of Sound Transit's \$1.9 billion, 4.3-mile regional light rail Northgate Link extension, scheduled to open in 2021. **Sound Transit 9/12/2018 news release.**



◆ On September 25, 1902, the Seattle-Tacoma Interurban Railway inaugurates electric rail service between Seattle (from a Pioneer Square terminal at Yesler Way and Occidental Street) and downtown Tacoma, with a branch line to Renton. Wooden cars manufactured by Brill Co. depart approximately once every hour with typical run taking 100 minutes. Later named the Puget Sound Electric Railway, the line was part of a system that also owned the Tacoma City Railway. The line ran on tracks along city streets in Seattle and Tacoma receiving its power from overhead wires, but most of the line ran on private, fenced right of way with an electrified third rail providing power. The carbarns and base of operations were in Kent. The lines were abandoned in 1928. **HistoryLink.org Essay 5340.**



◆ On September 10<sup>th</sup>, workers were busy preparing the 1909 Oregon & California caboose No. 507 for winter weather at the Willamette Heritage Center in Salem. The caboose is located just north of the Salem Amtrak station and adjacent to the Union Pacific mainline on the Heritage Center grounds.

◆ The Port of Benton, Washington (POB) has filed Docket No. AB-1270 with the Surface Transportation Board for the adverse



1909 Oregon & California Caboose No. 507

discontinuance of railroad operations currently conducted by Tri-City Railroad Company, LLC (TCR). The rail line that will be subject of this adverse discontinuance application extends nearly 11 miles of main track, approximately 16 miles including sidings and connecting spur tracks, from MP 18.84 at Richland Junction to MP 29.73 at Horn Rapids Road at Richland, Washington. The line was originally constructed around 1947 to provide rail service to the Hanford Nuclear Reservation. POB contends that TCR is in default of its lease obligations. Specifically, TCR has not maintained the line and its bridges as required under the terms of the lease. Moreover, TCR has attempted to impose a maintenance surcharge on the line or its customers without obtaining prior POB consent as the lease required. Accordingly, POB wishes to terminate TCR's lease and to evict TCR from the entire line. Service to customers will not be affected because both BNSF Railway and Union Pacific Railroad hold operating rights to serve all customers and have stated their willingness to provide all service once TCR service ceases. **STB Docket No. AB-1270 8/28/2018.**



The Port hired inspectors to X-ray all 43,437 ties. The results were alarming: 2,443 had failed, 10,000 were near failure and 19,000 would fail within seven years. According to the port, the track was in Class 3 condition (45 mph limit) at the time of the lease, it has deteriorated to the lowest standard allowed with a 10-mph limit, with some stretches restricted to 5 mph. **Tri-City Herald 9/16/2018.**

◆ Union Pacific awards \$5.9 million to build safe, vibrant and prosperous communities. \$320,000 was awarded to Oregon organizations including the Oregon Rail Heritage Foundation [\$20,000]. **Union Pacific 9/12/2018 news release.**

◆ The first meeting of the Connect Oregon Rules Advisory Committee was held September 17<sup>th</sup> in Salem. The Oregon Department of Transportation committee is charged with updating rules for the program in light of the legislative changes approved in **Keep Oregon Moving** (HB 2017), the transportation funding package approved last year. This was the first of an expected four meetings. **Connect Oregon Update 9/17/2018.**



◆ On Tuesday, September 25<sup>th</sup>, the Oregon Department of Transportation hosted a Salem Railroad Station Centennial celebration from 10 AM to noon at the Salem Station. Refreshments and history information was provided to the attendees.

◆ Extensive Hillsboro MAX improvements begin Monday, September 17, with Blue Line service disruption Saturday, October 13 through Saturday October 27. During the next seven weeks, crews will revitalize the MAX system through Downtown Hillsboro, replacing rail, upgrading track materials, installing new switch machines and sprucing up stations. The improvements will stretch across an area about one mile long. The Westside Light Rail Project was completed in 1998. A large portion of the track being replaced is a complex network of rail called a 'double crossover' that allows trains to change from one set of tracks to another. It's embedded in concrete so crews will have to dig two feet down into the trackway for removal. The five electrical switches near the station will be replaced with newer versions that also have improved heating technology to keep them operating smoothly in cold weather. From October 13 through October 27, the MAX Blue Line will end at the Fair Complex/Hillsboro Airport station with shuttle buses running to downtown Hillsboro. **TriMet News 9/17/2018.**



◆ Word from Arizona is that **Larry Miller** passed away unexpectedly the weekend of September 15<sup>th</sup>. Larry was a long-time volunteer with the Friends of SP4449, worked on the Port of Tillamook Bay Railroad and retired from Oregon Department of Transportation as a rail signal inspector. For multiple retirement years, Larry split his time between Oregon and Arizona but recently had been living full-time in Arizona.

◆ The Willamette Shore Trolley operators want to restore the trolleys to their fully electric glory with modern batteries. The long-term project will require replacing the current DC motors with AC to effectively use battery power. The DC motors would require battery recharging after each run. The No. 514 would be the first trolley to be converted once funding is in place with the No. 513 providing regular service. The batteries with a capacity of 750-volts that provide 80 kilowatt-hours would be provided by EVDrive of Hillsboro. It is estimated that the batteries would provide at least 50 miles of service allowing overnight re-charging. **The Portland Tribune 9/18/2018.**



◆ The September 2018 *Trainmaster* issue featured on the cover an article about the Ozzette Timber Company Shay locomotive currently on display in a Forks, Washington park. On the chance it was of interest to the Mayor of Forks, I sent a copy to him. The following is the September 19<sup>th</sup> response:

“Your newsletter was forwarded to me from the city of Forks. It was of great interest to me as I have written several stories about it and my grandfather was the Engineer and worked for the Ozette Timber Company and then Rayonier. I

have a few family photos if you are ever interested in them. I am so happy the city of Forks has treasured this bit of history and the community takes such great care of it. As a child I spent many hours playing “train” and my grandfather would share with me what each lever and part of the train did. My aunt can remember when she was a child and my grandfather was first employed as a “fireman” and he would get the boiler going in the morning at Sappho Camp near Forks. Thanks for keeping this history alive!” **Christi Baron, Editor, Forks Forum.**

♦ A pointed letter from the Port of Chehalis to leaders of the Chehalis-Centralia Railroad & Museum (CCR&M) alleging a pattern of organizational malpractice figures to further strain the relationship between the two sides as the port continues to look at offloading ownership of the rail line used by the CCR&M for its steam train excursions. The letter, dated September 6 and signed by Port of Chehalis CEO Randy Mueller, cites a recent incident which CCR&M missed filing deadlines with the state Department of Revenue and Department of Labor and Industries as the latest in what Mueller does not consider to be one-time mistakes. Mueller closes the letter by writing, “For the port, we can only say that something needs to change with the management of CCR&M for us to continue working with the group. The current situation is simply unacceptable. While we would rather have a community asset generating tourism dollars and entertaining families, the option of simply shutting down the rail line for good will be the one taken by the port if we don't have complete confidence in your operation.” Last week, CCR&M paid about \$7,000 in state fines according to president Bill Thompson. The issue of CCR&M falling months behind on its obligations with state agencies is at least in part due to Wanda Thompson having suffered a medical emergency earlier this year that she is still recovering from. Mueller acknowledges that hardship in his letter but dings the non-profit, which relies mostly on the efforts of volunteers, for not having bookkeeping procedures in place for when Wanda Thompson is unable to work. **The Daily Chronicle 9/18/2018.**



## TIMBERLINE LODGE & SHOSHONE DEPOT, WHAT DO THEY HAVE IN COMMON?

By Arlen L. Sheldrake

On July 27<sup>th</sup>, Duncan Watry posted on Trainorders.com some pictures of the Union Pacific railroad former depot in Shoshone, Idaho. Watry, who lives in California, was doing a road trip in Idaho and had stopped in Shoshone.

Shoshone was once a railroad town with a large depot, roundhouse and rail yard. Shoshone was a stopping point either to go to Twin Falls and Shoshone Falls or north to the famous Union Pacific developed Sun Valley Resort. The depot built in 1929 still exists and is owned by Union Pacific and used by their maintenance crews. A train observation platform is located next to City Hall for viewing some 40 trains per day as they pass through Shoshone. The Amtrak Pioneer used to stop at a still existent “AmShack” station next door. Shoshone is a UP designated Train Town USA.

OK, so what is the connection between Timberline Lodge and the Depot? The connection is the architect, Gilbert Stanley Underwood (1890 – 1960). Underwood was Timberline Lodge's chief architect and he designed the Shoshone depot and many other depots including Omaha's Union Station (1931).

Some of Underwood's other notable buildings that still exist:

- Old Faithful Lodge, Yellowstone National Park (1923)
- Bryce Canyon Lodge, Bryce Canyon National Park (1925)
- UP Railroad depot, South Torrington, Wyoming (1926)
- UP Railroad Great Overland Station, Topeka, Kansas (1927)
- Wilshire Tower, Los Angeles, California (1929)
- Lodge at Sun Valley, Idaho (1936)

I think you will agree, Underwood designed some beautiful buildings that still grace our landscape today. The city of Shoshone and the county of Lincoln are very lucky to have such a distinctive and historic building.

Photos provided by Duncan Watry who kindly provided permission to publish.

Sources: Wikipedia: Lincoln County & Union Pacific.



Depot Entryway



Depot and Westbound Intermodal



# September Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on September 21, 2018

The September, 2018 PNWC-NRHS membership meeting was called to order at 7:36pm by President Keith Fleschner. The minutes of the August meeting were called. Bruce Strange made a motion to approve the minutes, Doug Auburg seconded and the membership voted in favor.

George Hickok reported that 278 dues renewal notices had been sent out and 78 had not responded. A second renewal reminder will be sent out. In answer to a question from the floor, Mr. Hickok reported that it costs \$386 dollars to print and mail the Trainmaster each month. Doug Auburg made a motion to accept the report and Rolf Schuler seconded. The membership voted to accept the report.

Mark Reynolds reminded members that the Hops and Vines celebration will be held at Powerland Heritage Park tomorrow (Sept. 22nd). He then reported that Holiday Express will be stationed from Oaks Park again this year. He said the cars need to be decorated and volunteers are needed. The Volgistics system is set up for Holiday Express volunteer sign-up.

Ron McCoy reminded members of the December potluck. He said he is starting planning for a members tour of the Bull Run powerhouse, and, a Willamette Shore Trolley trip. He requests suggestions for the Unsung Hero award.

President Fleschner reminded members of the Train Toys For Tots program at the December meeting. Also blue plastic bags are available for cans and bottles recycling. He then reported that the annual chapter elections will be held at the Annual Meeting in December, and next month, we will take nominations from the floor, including for an open Director-at-Large position.

Al Baker noted he had provided NRHS membership brochures for anyone to take and distribute. He said that in October he is going to Scranton, Penn. for the NRHS Fall Conference. He then reminded members that per the current NRHS and Chapter Bylaws, a person must be a member of both NRHS and the Chapter to be considered in good standing. Mr. Baker then reported that the program tonight is a video on the ATSF and the October program will be Jeff Schultz.

The meeting was adjourned at 8:15pm.

Snack time was hosted by Bryan Ackler. Thank You Bryan.

The video on ATSF was very informative.



Mark Reynolds addressing the Membership

*Respectfully submitted by Jim Hokinson, Secretary*

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## THOUGHTS ON THE NRHS.....

by Al Baker

Today I am pleased to report that NRHS is a healthy organization. In recent times NRHS has made some significant changes and is still making changes. It is well past the troubles of a few years ago. And, it is not the same organization of years past. It is true it no longer has 10,000 or 15,000 members like it once did. But decreasing membership is exactly in line with that being experienced by many, many other organizations nationwide. It is now a slimmer and trimmer organization. NRHS is now financially sound. It is not rich, but doing well.

There have been some really big changes in recent times, some of which may have caused you some difficulty, like the new membership database system. NRHS has gone from an old clumsy inefficient system, to a modern new system. It is still in the final stages of getting this all set up right, but the outlook is very good that this will help make things work much better. And then of course there is the on-line renewal system. There are organizational changes being discussed also, like allowing two classes of chapter membership and possible changes at the national Board of Directors level. All of these changes are being done with the goal of having NRHS set up to have a more efficient and modern way of doing business.

Programs like Rail Camp strive to draw in new young people, and the Grants Program works to directly help with preservation projects. Archives attempt to provide for the preservation of artifacts, pictures, and printed material. NRHS leaders communicate with other railroad preservation organizations and work to influence decisions about railroad preservation.

NRHS is still a leader in and still has a great reputation in railroad preservation movements. That is why the support of members and chapters is so important to NRHS. The value of NRHS is not so much about what NRHS is giving you and benefiting you, but more about how your support (members and chapters) help NRHS be influential in and able to do things for railroad preservation at a higher level. It is a way that members and chapters can be part of something much bigger than themselves.

NRHS needs the support of members AND chapters in order to be effective in doing all of these things. I sincerely hope that you will continue to support NRHS and the work that they do.

Al Baker National Representative, National Railway Historical Society (nrhs.com)

The logo for the National Railway Historical Society (NRHS), consisting of the letters "NRHS" in a bold, blue, sans-serif font.



**2018  
COLUMBIA GORGE  
MODEL RAILROAD SHOW**

**NOVEMBER WEEKENDS**

**3 – 4, 10 – 11, 17 – 18, 24 – 25**

**2505 N Vancouver -Portland**

[www.columbiagorgemodelrailroadclub.com](http://www.columbiagorgemodelrailroadclub.com)



**NRHS** Reminder: You can join or renew your membership for the National Railway Historical Society online at: [www.nrhs.com/membership](http://www.nrhs.com/membership)

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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
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# **PACIFIC NORTHWEST CHAPTER TIMETABLE No. 675**

**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.

**October 19:** *The Caboose:* This video documents the 150-year history of how the caboose helped the railroads become a successful industry and in the process became an American icon. You will get to see how the "Money Wagon", "Brain Box", and "Crummy" terms evolved from a small wooden box to an office-warehouse-home for conductors and brakeman. This program depicts the occupational hazards crews faced every day and shows how technology ended a wonderful era.

**November 16:** Jeff Schultz presents: *Tren Crucero, Part 2 (or why you need to ride the Guayaquil & Quito Railway)* The Guayaquil and Quito Railway (G&O) is one of the most unique and scenic narrow gauge railroads ever constructed, and one of the best train rides in the world, with torturous five percent grades, tight curves and the famous "Devil's Nose". Almost abandoned, due to significant and widespread destruction from Mother Nature, the G&O is back and better than ever. Ecuador's G&O Railway has been reborn into a first class railway travel experience that serious railfans, steam aficionados, and leisure travelers will find exceptional. One of South America's smallest countries Ecuador is roughly the size of Wyoming and has some of the most unique forests and animal life anywhere on earth due to its location astride the Equator and the towering Andes mountains slicing through the countries' middle. Ecuador has nine climatic zones ranging from tropical rainforests to alpine meadows and glaciers as well as the famous "Avenue of the Volcanoes". Jeff wrote about his experience riding the first class Tren Crucero (Cruise Train) service over the G&O in the May 2015 issue of Trains magazine (Part 1). His presentation will include several videos and many photos that did not make it into the article. Furthermore, Jeff will provide an update on the current train operations and travel tips for those who are interested in traveling to one of South America's best travel destinations to ride this amazing railway.

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

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**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:** (Oct. 20<sup>th</sup>) 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:** **Oct. 11,** Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm  
**Nov. 08,** 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:**

Oct. 6 & 13 *Autumn Train Robbery*, Eagle Cap Excursion, Elgin OR, [www.eaglecaptrainrides.com](http://www.eaglecaptrainrides.com)

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. 13 *Steam Fall Leaves Dinner & Wine Train*, Chelatchie Prairie RR, Yacolt WA, [tickets.bycx.org](http://tickets.bycx.org)

Oct. 13 & 14 *Steam Fall Leaves Special*, Chelatchie Prairie RR, Yacolt WA, [tickets.bycx.org](http://tickets.bycx.org)

Oct. 20 *End of Season Bounty*, Eagle Cap Excursion, Elgin OR, [www.eaglecaptrainrides.com](http://www.eaglecaptrainrides.com)

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

Oct. 27 & 28 *Steam Headless Horseman Halloween Train*, Chelatchie Prairie RR, [tickets.bycx.org](http://tickets.bycx.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)

Nov. 24 & 25 *Christmas Tree Special Trains*, Chelatchie Prairie RR, Yacolt WA, [tickets.bycx.org](http://tickets.bycx.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.