

The Trainmaster

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Central California Excursion



The 1891 4-6-0 steam locomotive Sierra Railway No. 3

Text and Photos by Ken Vannice

In October a group of members from the Archive and Library Committees and friends organized by Dave Larsen went on an excursion to central California. We traveled on the Coast Starlight to Sacramento where we rented a van. We traveled east into the Sierra Nevada Mountains to Railtown 1897 State Historic Park in Jamestown, CA. The main goal was to ride behind the 4-6-0 steam locomotive Sierra Railway No. 3 built in 1891 by the Rogers Locomotive & Machine Works of Patterson, NJ, probably best known as the Hooterville Cannonball on Petticoat Junction. Note the spacing of the drivers on the locomotive. Railtown 1897 is an operating historic rail operation of the locale and era. There is a roundhouse, turntable, station and several other buildings as well as the steam locomotive, consist and track owned by the State of California and operated by volunteers. This operation has appeared in numerous movies and television shows. One building includes a time line mural showing these appearances starting in 1929 along with several artifacts such as blown apart smoke stacks that were substituted for the real ones. After riding the train and roaming the yard we ate lunch at the jail, outside it, not in it. [Continued on Page 2]

Central California Excursion (Cont.)

The next day we traveled to Sunol, CA to ride the Niles Canyon Railway. We waited for the Clover Valley Lumber Co. No. 4 a 2-6-6-2T steam locomotive built by Baldwin Locomotive Works in 1924 to bring our train from the yard. Following the train was the Western Pacific No. 713 EMD GP7 diesel locomotive which took our consist to Niles. The steam locomotive followed us to Niles and pulled our consist back to Sunol. After lunch at the Sunol Railroad Café we drove to the Niles Canyon Railway yard and shops at Brightside. A volunteer gave us a tour of the restoration shops and the many pieces of rolling stock, both operational and ready to be restored. They have 21 locomotives and 95 pieces of rolling stock in their collection. Niles Canyon is one of the main ways to get rails from Sacramento and the central valley to the coast and the San Francisco peninsula.

On the fourth day we took Amtrak to Oakland and the ferry to San Francisco where we rode trolley cars on Market St. and had a great lunch on the wharf. We returned to Sacramento to wait for our midnight Coast Starlight to Portland. Because the train hit a tractor trailer near Santa Barbara we got to stay up all night waiting for the train that was 8 hours late. The upside of this was we were able to see parts of the route in daylight that are usually traversed at night. This included Redding, Shasta lake (puddle), Dunsmuir, the Cantara Loop and Mt. Shasta up close.

Upon returning home I checked out the Petticoat Junction tape from our library. At the end of each episode it proudly proclaimed in big bold letters that the appearance of the train, the Sierra No. 3 I we just rode in California, was compliments of the Barbary Coast at the Hoyt Hotel in Portland, Oregon. With the assistance of the Wikimedia Foundation I found out that the Petticoat Junction title sequences were of the actual Sierra No. 3 but the bulk of the show was done with a studio replica. Furthermore, Harvey Dick, who owned the Hoyt Hotel, now an empty lot across from the bus station, acquired the replica to embellish his décor. The agreement to use this replica included credit on the show. Check out the Wikipedia entry for the Hoyt Hotel. The description of the men's room competes with the one in the Madonna Inn near San Luis Obispo.



Clover Valley Lumber Co. No. 4 a 2-6-6-2T



Photo of Tacoma Trestle by Dan Simmering

Tacoma Timber Trestle

Sound Transit will be replacing a 100 year old railroad trestle east of Freighthouse Square. The old creosoted timber trestle, 30 feet high and about one third of a mile long, has been in continuous service since the Milwaukee Railroad built it early in the 20th century. The wooden structure now carries Sounder commuter trains and Tacoma Rail freight trains across an industrial area between the Thea Foss Waterway and the Puyallup River. Replacing the old, singletrack trestle with a concrete, doubletrack structure was part of the Sound Transit 2 ballot measure that voters passed in 2008. The replacement project is budgeted at \$59 million and is to be completed in 2017. The project includes upgrading railroad signals, reinforcing embankment, making minor street repairs and relocating some utilities. Planning

and engineering are continuing. The trestle project will enable Sound Transit to handle planned increases in passenger rail traffic. Amtrak intends to begin using the tracks for seven round trips a day in 2017. The main technical challenge in construction will be keeping the rail line open while the new trestle is built. Another challenge is that the soil beneath the trestle — fill material deposited on the Puyallup River delta — is unstable. The new structure probably will need to be supported on columns that extend to solid soil 80 or 90 feet beneath the surface. The project will accommodate three additional Sounder south line round trips by 2017 and completion of the Washington State Department of Transportation Point Defiance Bypass Project.

[see www.soundtransit.org/tacomatrestle]

50 YEARS AGO IN THE TRAINMASTER

FEBRUARY 1966 - YVT Co.

The February 1966 cover was of No.298, of the Yakima Valley Transportation (YVT) Company of Yakima, Washington.

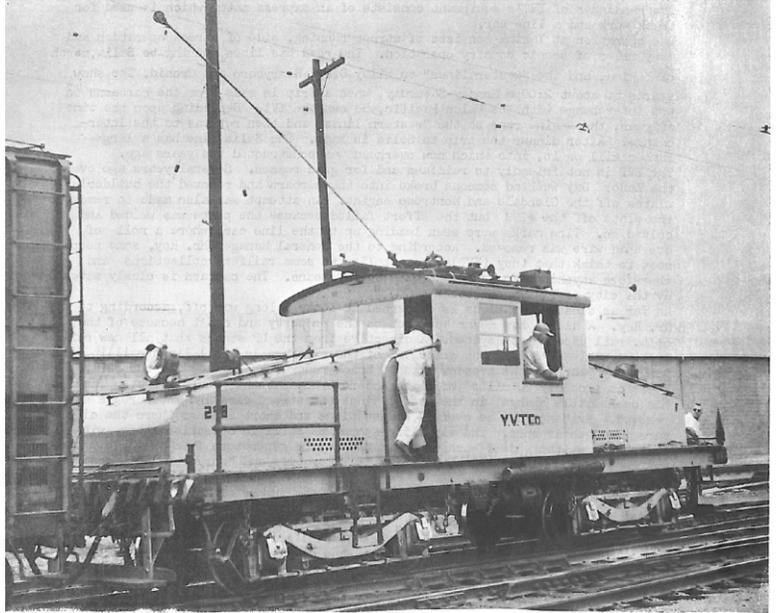
The YVT is probably the last interurban electric operation west of the Rockies. With No. 298, bought new by the YVT, and No. 297, ex. Glendale and Montrose electric, the YVT maintains switching operations in the Yakima area. The remainder of YVT's equipment consists of an express motor which is used for track work and a line car.

The operation at Yakima consists of street running, side of street operation and many miles of scenic country operation. The road has lines running to Selia, north of Yakima, and the "westernlines" to Wiley City, Henryboro and Orchid. The show starts at about 2:00pm Monday-Saturday, when a trip is made from the carbarns to the interchange with the Union Pacific, who own the YVT. Depending upon the time of year, the engine runs to the "western lines" and then returns to the interchange. After dinner the trip to Selia is made.

The Selia line has a large lumber mill on it, into which new overhead was constructed two years ago. The YVT is not friendly to railfans and for good reason. Several years ago over the Labor Day weekend someone broke into the carbarn and removed the builder's plates off the Glendale and Montrose engine. An attempt was also made to remove the plate off the No. 298 but the effort failed because the plate was welded and bolted on. Tire marks were seen leading up to the line car, where a roll of overhead wire was removed. According to the General Manager, Mr. Roy, some people seem to think that they (YVT) are a supplier to some railfans collections and therefore anything can be "preserved" by any means. The carbarn is closely watched by the city of Yakima police.

As far as diesel operations is concerned it looks a long way off, according to Mr. Roy. A diesel has never set foot on the property and can't because of the 65lb. rail used on the system. A directive from the UP states that all new rail must be at least 80lb. But since 98% of the trackage is still light rail it will take many years at the present rate of track renewal to replace all the rail. There is probably 20 miles of track under overhead and the present time. There has been little change in the system since the street cars and interurbans were removed. Evidence can be seen of old stations and short sidings where the city cars ended their runs. The signaling system is still in operation along with telephones at the end of each branch. One of the generators from the powerhouse was removed and placed at the junction of Wiley City and Henryboro lines as an automatic substation.

[from the 1966 February Issue, No. 95, of the Trainmaster]



The February 1966 cover was taken by Bob Murphy in the summer of 1965.

Epilogue: In 1974 the City of Yakima purchased two streetcars from Portugal to revive passenger service as a tourist operation. The project also served as Yakima's Bicentennial project in 1976.

The Union Pacific Railroad decided to abandon the Yakima Valley Transportation Company freight operations in 1985. Almost all of the system was donated to the City of Yakima in the process, and has been open as a museum since that time.

The Yakima Valley Trolleys organization was incorporated in 2001 to operate the railroad for the City of Yakima. Present and future generations are able to experience an early-American street railway almost exactly as it was 100 years ago and come to understand the important role transit held in developing the City of Yakima as well as the rest of the industrialized world.

The 1922 GE Steeplecab locomotive No. 298 is still part of the collection of the Museum.

For more Information, see: www.yakimavalleytrolleys.org/history.html

Greek Railroaders Exhibit Opens at ORHC

A new exhibit has opened at the Oregon Rail Heritage Center. This exhibit chronicles the contributions of the Greek immigrant community to the development of the railroads in the Pacific Northwest.

The first job for many Greek immigrants who came west was working on the railroad. While for some it remained their permanent job, others eventually moved into town and cities throughout the Northwest and became shopkeepers and entrepreneurs. As early as 1907, it was estimated that there were between 30,000 and 40,000 Greek laborers hired to work on the railroads, mines, mills and forests of the American West. In this new exhibit we honor the rich history and the memory of those workers who helped build the railroads of America.



Another view of the Exhibit

The 1910 United States Census for Oregon listed 3,448 Greeks with 2,116 of those working on the railroads. Many Greek immigrants worked for the Spokane, Portland and Seattle Railroad (SP&S).

Today the legacy of the Greek Railroad worker of the early 1900's is found in town and cities throughout the Northwest. In the years before World War I, many of these immigrants left the railroads and moved to cities where they became United States citizens.



The Greek Railroaders Exhibit at ORHC

Wig-Wag Signal Arrives

On January 27th, the Oregon Rail Heritage Center received one of the two last remaining wig-wag crossing signals that were still in service at public road crossings of an Oregon railroad. The Oregon Department of Transportation has loaned this signal to ORHC to be part of an upcoming Signal Farm Display exhibit being developed by Ed Bohm and Arlen Sheldrake working with the ORHC Exhibits Committee.

This wig-wag signal was removed from the Central Oregon & Pacific Railroad crossing at Oak Street in Ashland. New flashing lights and gates have replaced the wig-wag as part of a general upgrade of the intersection.

Installation of the Automatic Flagman (wig-wag) at Oak Street in Ashland was authorized by Southern Pacific Co. AFE (Authority for Expenditure) 55514 dated August 11, 1923. The wig-wag replaced a bell previously in use at the crossing. If one assumes that the wig-wag was installed before the end of 1923, it was in operation for 92 years, 1923-2015.



Wig-Wag in operation in Ashland

There is also an operating wig-way signal on the Willamette Shore Trolley line just north of the Sellwood Bridge in SW Portland. ODOT plans to loan the second wig-way signal, currently guarding 11th Street in Medford that is slated to be closed later this year, to the Southern Oregon Railway Historical Society for display at Medford Railroad Park.

Many thanks to ODOT's Rail & Public Transit Division for ensuring that these two important historical artifacts are preserved.

The Oregon Electric Railway Historical Society also has a wig-wag signal, made by the Magnetic Signal Company of Los Angeles, California, at Antique Powerland in Brooks, Oregon on their trolley line. This wig-wag was removed from another location in Oregon, donated to the OERHS and installed in 2002 when the trolley line extension to the Brooks depot was added.

[Article and Ashland May 19, 2013 photo by Arlen L. Sheldrake with assistance from Bob Melbo.]



PNW RAIL NEWS

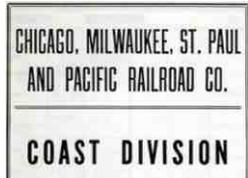
by Arlen L. Sheldrake



This issue is a bit abbreviated due to some travel. This time Rita and I got to spend 6 days in Cuba. While our trip was pretty structured, we got in one steam pulled train ride and a visit to a wonderful sugar mill museum that included an extensive collection of steam locomotives; plus lots of steam locomotives on display in various locations....and of course all those classic 1950s era automobiles. We traveled with Insight Cuba with no difficulties and great accommodations. One of our many conversations on this people to people tour (yes, this was a legal trip) was with a Cuban economist that was very interesting. I would strongly suggest a visit to Cuba be on your "bucket list".



The Cascade Rail Foundation is pleased to partner with the Milwaukee Road Historical Association to sponsor the Coast Division of MRHS. The new division will allow MRHS to better serve its members and provide Cascade Rail Foundation the opportunity to expand its efforts to promote the history of the Milwaukee Road in Washington. By working closely together, this alliance will ensure that the work of both organizations is well-coordinated. The geographic territory of the division will include Washington, Oregon, and Idaho. The MRHA Coast Division borrows its name from the historical Milwaukee Road operation designation for its routes through much (and sometimes all) of



Washington State. **Cascade Rail Foundation news 11/26/2015.**

In 1953 the Oregon State Library acquired for \$4.89 the Carleton Watkins Photo Album containing 35 mammoth (18 x 22" glass plate negatives) prints of photographs of the Columbia River Gorge taken in 1867 by Watkins. The album was presented by the Oregon Steam Navigation Company to railroad magnate Jay Cooke in 1872. The album contains the first large scale photographs ever taken of the Columbia River Gorge. mindyourtreasures.org/treasures/careton-watkins-photo-album/ This book was preserved by a collaborative effort in the 2000's by the Portland Art Museum and the Oregon State Library.

More news from Hermiston and the Maxwell Siding Railroad Museum:

- The minutes of the November 16th Community Livability Meeting included a report on the community survey completed by 80% of the residents and 78 business owners that included developing arts and culture facilities with an expanded library and museum, to include the Maxwell Siding Train Museum. (www.hermiston.or.us).
- The East Oregonian newspaper developed a nice YouTube video *6 Generations of Railroad* featuring the Spinden family. John Spinden is one of the two remaining founders of the Maxwell Siding Railroad Museum in Hermiston. [m.youtube.com/watch?v=fA56xGNcQz0](https://www.youtube.com/watch?v=fA56xGNcQz0).

Reminder: The Maxwell Siding Railroad Museum is open every Saturday from 10 to 3 except January in downtown Hermiston. Donations are most welcome.

And another history segment: "...Above the fray, James J. Hill, builder of the Great Northern and Harriman's arch rival, dreamed of California, and saw Oregon as a stepping stone along that route. In 1905, at Portland's Lewis & Clark Centennial Exhibition, Hill announced his intentions to build a railroad on the north bank, revealing that a company owned jointly by the GN and NP called Portland & Seattle - - later renamed the Spokane, Portland & Seattle, to placate the residents of Spokane - - had been incorporated for that purpose." Extracted from the SP&S Railway Historical Society web site (www.spsrhs.org) was written by Alex Craghead. Graphic from Mark Moore's collection, see pdxhistory.com.



Collection of Mark Moore / pdxhistory.com

The February Trains magazine on page 60 has an article 'New' Steam in 2016 with a picture of Santa Maria Valley No. 205 and the caption says it is in Hoskins, Ore. Martin E. Hansen provided the picture of the 205 and notes that Trains did not ask him to proof the caption. So if you are wondering if George Lavacot is trucking his 205 to Hoskins from Independence, the answer is no. **Martin E Hansen email 1/2/2016.** [Look for a *Trainmaster* article on the Valley & Siletz Railroad and its headquarters in Hoskins.]

Not a railroad only video but the **Yesterday's Tomorrow – A Portland Journey** from *Uncage the Soul Productions* presents 5 minutes of very interesting video showing locations around Portland with past and present motion video. Some 5000 historic photos were reviewed to select the before and current shots. This is worth viewing: vimeo.com/127954097. **Susan Pearce email 1/3/2016.**



The Willamette Shore Trolley will resume regular services out of Lake Oswego in May. More information: oerhs.org. As the Sellwood bridge replacement project gets closer to completion, watch for the rebuilding of the rail line to the South Waterfront which will return trolley runs to that population center. The line was severed to provide a haul road for the construction project.



New York
Public
Library

The New York Public Library has 672,002 items digitized from their New York Public Library collections. Access = digitalcollections.nypl.org. This collection is searchable and can be filtered. Doing a simple search on the word "railroad" resulted in 11,898 images. **Oregon Heritage News 1/7/2016.**

The Mount Rainier Scenic Railroad could have a new owner by the end of the month. The Washington-based tourist railroad is currently in negotiations with American Heritage Railways and the sale could be completed as early as this month. If the deal goes through, the railroad would be turned into a for-profit tourist railroad. The logging museum the railroad is associated with would remain a non-profit organization. The American Heritage Railways operates Colorado's Durango & Silverton narrow gauge railroad and North Carolina's Great Smoky Mountains Railroad. **Trains New Wire 1/6/2016.**



The January issue of Railfan & Railroad magazine has an article on the Chris McLarney Memorial Special. A nice picture of the SP&S 700 outside the Oregon Rail Heritage Center as the train headed south on the Oregon Pacific Railroad was included with the text. A nice tribute to our departed friend.

After 11 years, Tacoma Rail's lease will expire March 15th on the Belmore Line and the Quadlock Line and they will not renew the lease with BNSF. The Belmore Line runs from East Olympia into the Port of Olympia and from Olympia to the end of the line at 66th Avenue Southwest in Tumwater. The shorter Quadlock Line runs about three miles between St. Clair and International paper on Union Mills Road in the east Lacey area. BNSF is searching for a new railroad to immediately take over. Tacoma Rail has been leasing the lines since 2004 with financial struggles to break even except in the years of 2005, 2013, and 2014. **The News Tribune 1/8/2016.**



The Lake Oswego Redevelopment Agency awarded a contract for the Willamette Shore Trolley station improvements to Keystone Contracting, Inc. of Ridgefield, Washington in the amount of \$287,000. Improvements to the downtown Lake Oswego station area include: pedestrian path, plaza previous paver parking lot, landscaping, water quality facility, art pad, sidewalks, lighting, and ramp to make the station ADA accessible; with construction to begin in February with substantial completion by the end of May. Thanks to Al Hall for the tip. **City of Lake Oswego 1/11/2016.**

The Joseph Branch Railriders will open their 2016 season on May 21st and end October 2nd. This year they will run five days a week from Thursday through Monday throughout the season. Two options again this year, the Joseph departure for 2 hours (13 mile roundtrip) of family fun or the Minam departure for nearly 6 hours (26 mile roundtrip) of family fun with a lunch break in Wallowa. All departures are accompanied by a guide and all must wear a helmet. On-line reservations will be available soon in addition to the current phone reservations. More information: www.jbrailriders.com. **Email message from Anita Metlen 1/11/2016.**



The Free Online Encyclopedia
of Washington State History

This week HistoryLink learned and was saddened to hear the news that three of Seattle's five George Benson streetcars have been sold to the city of St. Louis, and the fate of the remaining two remains uncertain after more than a decade in storage. The future of the vintage trolleys was unknown when they lost their maintenance barn during the construction of the Olympic Sculpture Park.

HistoryLink This Week Then 1/21/2016.

Thunder Mountain Line Excursion Railroad will suspend operations of its tourist train in Horseshoe Bend, Idaho, in 2016 due to falling ridership numbers. The Thunder Mountain Line began operations in 1998 under the ownership of Idaho Historical Railroads (IHR), a non-profit organization. IHR sold the attraction to the Idaho Northern and Pacific Railroad in 2001, a privately held company that continues to own and operate the freight railroad. Company officials will determine later this year whether to permanently close the tourist operation. **Progressive Railroading 1/22/2016.** [Note: this is the operation that acquired the former Lewis & Clark Excursion, then Wallowa Union Railroad RDC units.]



Cando Rail Services has purchased 89 acres in Kamloops, British Columbia, with the intent of constructing a new rail terminal that will have storage capacity for 1,000 rail cars. The long range plan is to build an extensive rail terminal at this location that includes 80,000 feet of track, transload areas, as well as engineering and mechanical servicing areas. The property was chosen for its ready access to mainline traffic from CN and Canadian Pacific lines running through Kamloops. The property is the former Weyerhaeuser Company sawmill site and will become Cando's headquarters in B.C. **Progressive Railroading and Cando press release 1/15/2016.**



The Polson Museum will have another \$3,500 to go toward the restoration of its No. 45 locomotive courtesy of a grant from Rayonier. According to a statement the company released January 21st the No. 45, a 45-ton Baldwin locomotive, was bought by the Polson Logging Company in 1906 and used throughout the 1950s after Rayonier bought the company in 1948. In 1961, the locomotive was moved to Hoquiam's Last Spur Park on Lincoln Street until 1998, when it was given to the Mount Rainier Scenic Railroad with the intention of being restored. In 2012, a California collector bought the engine and moved it to Tillamook, Oregon, before local businessman Tim Quigg donated \$100,000 to have the engine moved back to Hoquiam. It arrived on May 21st and now it's in the Polson Museum's Railroad Camp exhibit awaiting restoration. **The Daily World 1/23/2016.**



The First Hill Streetcar began a promotional service period on Saturday, January 23rd. The soft launch featured free rides to introduce the new service. The streetcar connects riders to the diverse neighborhoods of Capitol Hill, First Hill, the Central District, Little Saigon, Chinatown, Japantown, and Pioneer Square. The Seattle Streetcar is operated by King County Metro. seattlestreetcar.org 1/25/2016.



The University Link light rail extension will open to passenger service on Saturday, March 19, six months ahead of schedule and more than \$150 million under budget. On January 26th Sound transit launched a new online clearinghouse at www.ulink2016.org for information about the extension and what riders can do to prepare for opening day including how to enter a "golden ticket" drawing to be among the first passengers on opening day. In the coming weeks the new website will also host detailed information about opening weekend activities. **Sound Transit press release 1/16/2016.**

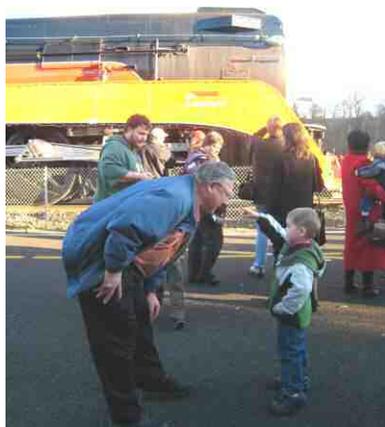


Travels with Our Grandson

by Sheila Fagan

We had a great trip to Sumpter Valley Railroad in Sumpter, Oregon this past year! Grandson Paul Consani hung around the train on Friday during the "Engineer for a Day" runs. Saturday morning we got to the yard just after the engineer, Scott McCloskey was firing up the locomotive. He

recognized Paul: "Aren't you that kid that was hanging around here? Would you like to help? Here's a grease gun." So he showed Paul what to do and Paul was his for 2 days! Riding in the cab and helping with the greasing and the water. Paul had his gloves and rags with him. He was ready! Paul also got to help with the speeder, and was put on the official paper. And they gave him an engineers cap and shirt!



Paul in his "younger" years at Holiday Express

Grandson Paul at the Sumpter Valley Railroad

“STEAM TRAINS IN THE PARK”

By Ken Shattock

The Story of the Community Partnership between the Golden Gate Live Steamers, the Southern Pacific Railroad Company and the East Bay Regional Park District.

The Golden Gate Live Steamers (GGLS) started in the basement of the late Victor Shattock's home in Oakland, California in 1936. You might wonder **why** in the basement? Well, going further back, like all boys Victor was fascinated by steam railroads so much that he was determined to build a railroad of his own. After World War I, he came down from Canada and went to work for the Southern Pacific (SP) in 1923 in the “Water Service Department”.

Every time he moved he looked around the house for a place to establish a railroad. Finally, in 1934, he found a nice house with a large basement some 32 x 45 feet in size. Ideal, as there was nothing else in the basement except for the furnace and laundry tubs. For the next five years he was requested so many times to display his Live Steam trains or put them where people could ride them.

From all this publicity Victor got many visitors, and the most frequently asked question was: “How do you get started?”, “Where do you get your kits?” Two or three of them, along with Victor, then and there decided to start a club and get the information to everyone on a more or less mass-production basis.

In the mid-to-late 1940's the search was on for a suitable piece of land on which a permanent outdoor track could be laid. Eventually, the club got word of an area in Redwood Regional Park in Oakland that might be available for constructing a miniature steam railroad facility. It was located at 7861-A Redwood Road, a couple of miles East of the intersection with Skyline Blvd. Upon inspection, it was found that a lot of vegetation had to be cleared before a real survey could be done, and stakes driven. But it was a suitable site and it was available for use by the club, under the auspices of the East Bay Regional Park District (EBRPD) of the Park Department, whose intent was apparently to provide an entertaining spectacle for the public at large. The late club member Frank Dee was chiefly responsible for negotiating with the Board of Directors of the Park District.

But where was the money going to come from for all of the necessary materials to build a track at the Redwood Park site? After a visit by a local scout troop, the lady in charge sent the club a check for \$120.00; quite a sum in those days! Fortunately too, the club still had good connections with people at Southern Pacific (SP), some twenty-six managers, whom were made Honorary members of GGLS. This connection was to stand the club in good stead later on.

Within the club there were many discussions as to the type of facilities that should be built at the new site. Most members favored having an elevated track so that they could ride behind their engines sitting “side saddle” on a flat car behind the locomotive. Remember, in those days there were far fewer large engines than there are today. So the need arose for a good supply of lumber for the high track construction.

We felt that we were advertising railroads anyway and if we could get their help, our troubles were over. Regarding those meetings, a lot of them took place during the War; not only various officials visited the basement, but also the police. Vic didn't know why, but maybe the number of cars parked in front of the house aroused suspicion. “Wonder what all those cars are doing there?” Maybe subversive activities! Anyway, they were there. One early arriver introduced himself and said he wanted to know what we were doing there. Vic invited him in and to stay for the meeting. He said he'd like that and it was not until then that he told Vic he was with the police department. Vic didn't recall if he left a donation or not, but it didn't make any difference.

Most of the fellows wanted an elevated track so you could sit on a car and drive your engine. And where would we get the lumber? How about the Southern Pacific?

So one day Vic went to the Roadmaster at Oakland Pier and asked if he could let the club have about 150 ties. Good ones, not new, but usable ones. He said, “You've got your nerve”. “There's dozens of customers who want them badly and we won't even give or sell to them.....” Vic told him he wasn't interested in their customers, that the club were only interested in getting 150 ties. Then the Roadmaster said, “Where are we going to get 150 ties?” Vic told him GGLS has spies out and they have a lot of friends. “SP is tearing up a 'ballast deck trestle' at Cordelia, California and there is a boxcar in the West Oakland yard with over 200”. “Where did you get that?” said the Roadmaster. “It makes no difference—” Vic replied.. “You have the ties and we want them”. “Are you going to need that many?” asked the Roadmaster... “Yes, we will”, replied Vic!

The Roadmaster didn't ask how the club was going to get them to Redwood Park, but Vic was a foreman with two trucks at his disposal so he had them back a truck to the door of the boxcar and roll off the ties. Vic thought, too, that the Live Steamers would be surprised when they arrived at Redwood Park the following Sunday and saw what had been done. The ties had been delivered and nicely stacked at certain locations around the new site by SP employees. The club now needed some kind of lumber to construct support piers to put the ties on.

Lots of lumber was kicking around the SP in various places that was 7 ½” x 17' and 24' ... SP employees took the lumber to SP's woodworking mill in West Oakland who wore out five band saw blades because of the sand and grit in the lumber. So the club got plenty of piers and one day sent a truck with a gang to place them around the site at Redwood Park as the club had already laid out a 60' circle, so it looked like they were going to have to be satisfied with that. Meanwhile, the “brain trust”, Harry Dixon as Secretary, Tim Reardon, Vice-President and Vic Shattock as President, not being satisfied with the layout the way it was and realizing that there were some members who were content with only that 60-foot circle, started working on other options and one day, went to the Park and tore up the whole circle. The club realized that the Park District folks were not as sympathetic as they would be in later years. They thought the club was just a bunch of crazy nuts anyway.

The club figured that if it doesn't work out, the land can be used for baseball or something.

As such, the ties were only suitable for use as high track beams when stretched end to end, so more 'spare' lumber was acquired from SP's various facilities and sawn into desired shapes at the Mill. The lumber which the triangular piers or bases were constructed of came from the large bridge timbers that became available upon the dismantling of the overhead trestle approaches to 16th Street Station in Oakland, which formerly hosted the SP Red Electric trains of the 'IER' system. Some of these massive timbers were rather bent or twisted and contained a lot of grit in the wood. They had to be planed and then cut to size.

After building toward the upper end, the fellows were getting sort of tired, but there was another thing about the ties. They were not exactly square! They had a twist in them, so it was necessary to get them flattened out. After using all sorts of tools, planes and adzes, etc., an SP man came along and said the club could have a "planer" if we'd like. So they arranged for the electrical power! They had all sorts of electric tools. Very little pick and shovel work was done. The ground there was hard as concrete. SP furnished the supplies and the club got them all the way around. Next was ties for the rails. It was determined that over 7000 scale cross ties would be needed but an order was placed for 7500.

The club got the Bridge & Building people at SP in West Oakland, under Supervisor Ernie Haase to cut them from pure Redwood. Band them, package them and deliver them to Redwood Park. So then there was the question of being in debt because most of the club's money had gone for purchasing rail some 6000 feet. They needed nails to bind it all together. Good old SP had a kind heart! When the club opened the track officially on Labor Day weekend in 1950, one fellow told the SP Asst. General Manager (Mr. E.D. Moody) that "there's more SP stuff here than you'd expect to find here, isn't there?"

"Oh no", he said. "We knew the club was getting it!" But the club used to take most everything they wanted. They put in a Transfer Table, water tank, angle iron and all kinds of other stuff all made in the SP shops at West Oakland.

Construction at the Redwood Park site had originally got started in mid-1948. Once all of the heavy vegetation was cleared away by the Park District, club member Scotty Gordon of the SP's engineering department went to work and did a complete survey of the site. He then drew up contour maps of the site and then the Park District performed all of the required grading according to these maps at no cost to the club. YES, this is the same Scotty Gordon who was the SP civil engineer who laid out the construction of the "Elk Rock Tunnel" on the old SP Newberg Branch. [See "The Trainmaster" Issue No. 640 November 2015 Pages 2 and 3] How about that? In fact, besides joining GGLS as a member, Scotty went on to be on of its Presidents during the early 1950's. The first track built at Redwood Park was the High Track, used for the smaller gauge engines. It was all that was necessary in those early days. This was a multi-gauge 2 1/2", 3 1/2" and 4 3/4" gauge setup that used scale railroad ties, for the roadbed. These scale cross ties were fastened across the top width of the prototype supporting ties. Originally, the aluminum rails were fastened to the ties by drilling holes in the bottom flanges of the rails and driving in screw nails, a system later abandoned. However, the screw nail system kept the original track in perfect alignment for many years.



Scotty Gordon, standing, third from Left In Rear



Redwood Park Committee Right Side of Pillar: (Left to Right) Paul Erbacher, Harry L. Dixon, John Mac Donald, Thad Dickes, Left Side, Rear Pillar: (Right to Left) Carl Nordberg, Scotty Gordon, Walter Brown, Dick Walpole (tall guy) Vic Shattock (directly in front of Dick Walpole): Julian B. Watts, (short guy to right of Vic): Frank Dee, O.M. Barlow (right of Frank Dee/between Walter & Scotty): Loris McKenney, Ernie Haase, Tim Reardon, E.D. Moody, SP Asst. General Manager, Wes Adams (?) (to right of Mr. Moody), Larry Duggan (at far left of photo):

Throughout all of this construction activity the people at SP were amazingly supportive and cooperative. The track was 1,330 feet long and had a transfer table, about six-foot six-inches long that was used to move the engines from the firing up tracks to the operating track. The track was officially opened on September 2, 1950, at which time the Golden Spike Ceremony was performed. A miniature golden spike was jointly driven by Mr. E.D. Moody, Assistant General Manager of the Southern Pacific Company and Mr. John MacDonald, President of the park district Board of Directors. A red ribbon, stretched across the track, was then cut by Mrs. Irene Evans, one of Vic's daughters who was employed in S.P.'s West Oakland Signal Office. Following the ribbon cutting portion of the

ceremony, a parade of locomotives took place, led by Jim Keith's 4-6-4 Hudson locomotive driven by his son, Sid. Jim and Sid were from the Southern California Live Steamers organization.

The years went on and after being located in Redwood Regional Park from 1948 to 1971, the Park District offered the use of a larger piece of land on which to expand in Tilden Regional Park-Berkeley. The golden spike celebrating the completion of that new facility was driven in 1975, exactly twenty-five years after the completion of the old Redwood Park facility.

In July 2011, the club celebrated their 75th Anniversary since being started in Vic Shattock's basement in 1936. They've come a long way! It's hard to say what would have happened if the mighty Southern Pacific railroad had not stepped forward to help, so many years ago. They evidently were very civic minded at the time. I know that my grandfather, Vic Shattock, and other members of the club were grateful for what the SP did for them in those early days. I would like to acknowledge those SP employees as I personally recall, who were directly involved in making the club's dream come true. With their help and backing, a wonderful facility was built in the East Bay hills of Oakland, Calif for operating "Steam Trains in the Park", for generations of families yet to come. Thank you Southern Pacific!!!

January Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on January 16, 2016

The January meeting was called to order by President Keith Fleschner at 7:31pm.

The December meeting minutes were called, Don Klopfenstein made a motion to approve the minutes, Doug Auburg seconded and membership voted to approve the minutes.

George Hickok gave the monthly Treasurers report that all accounts have balanced. He reported that the chapter 2016 dues bills will be sent out soon. He reported that a number of the board members are going to the annual non-profit board members training seminar and the board has approved that a request be made to the membership for a motion for a budget amendment to pay for the training. Doug Auburg made a motion to amend the budget for the amount to pay for the training, Lila Stephens seconded and the members voted to approve the motion.



David Cautley reviews Holiday Express 2015

David Cautley reported that the Holiday Express was a success with 14,700 tickets sold.

Trent Stetz reported that plans are being made for the 40th anniversary exhibit of the American Freedom Train at the Oregon Rail Heritage Center. He also told the members that the Greek railroad workers exhibit is up at the Heritage Center and the formal opening will be in March.

Al Hall reported that the car museum at Antique Powerland has started their expansion of the building, which will include a second floor and elevator. Also the truck museum is expanding which will include a meeting room and rest room. He said there will be a big addition to the truck museum with the addition of trucks from the Hays Truck Museum. He then added that Charlie Philpot, APMA President has had a stroke but is doing well.

Mark Reynolds reported that Antique Powerland is in the planning stages of a new welcoming center/entrance and there will be a forthcoming fundraising effort.

Ron McCoy then made the January Unsung Hero Award to Al Hall.

Ken Vannice reported on the archive and library committees and said he brought a book tonight from the SP&S Railroad showing that they recorded every consist that they ran. Very interesting.

Al Hall reminded everyone of the SP&S swap meet on January 23.

Bruce Strange offered the idea that the 3300 car be made ADA compatible. President Fleschner said the idea had been considered but it would be a very major project.

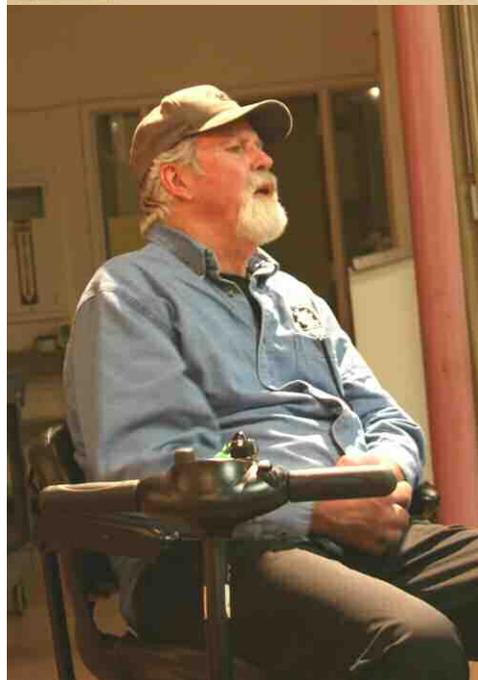
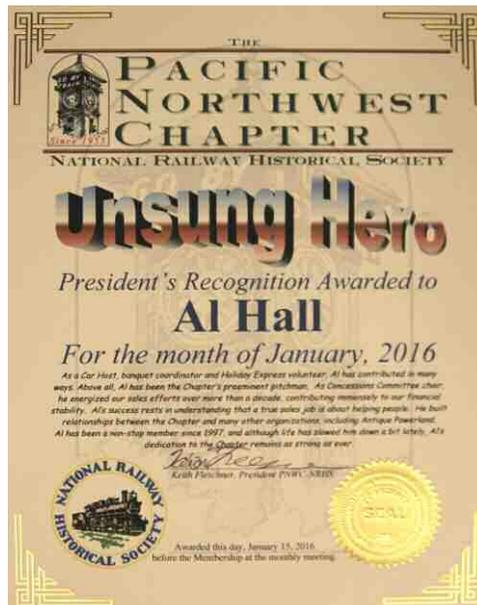
Al Baker requested input from members who tried to use the new national association database, *Amelia*, to pay the national dues. The response was that the system was not working well. Mr. Baker reported that the February meeting program would be on Japan for the Real Rail Fan.

The meeting was adjourned at 8:55pm

A very nice snack time was provided by Lila Stephens.

The evenings program was a video on the Last Train To Pittsfield.

Respectfully submitted by Jim Hokinson, Secretary.



Al Hall thanks the Chapter on his receipt of the Unsung Hero Award

Renew Your Chapter Membership for 2016

Remember that Local Chapter PNWC-NRHS Dues are being collected separately from National dues again for 2016! You should have already received a mailing with Chapter renewal information.

To renew your Chapter dues you have two different options:

Option 1: You mail a check in the included SASE with the invoice form included in the recent mailing.

Option 2: You may go online and renew with your member M-Number and Zip+4 code via www.pnwc-nrhs.org/renew/ via PayPal or your credit card.

REMEMBER to return your Member Survey & Questionnaire in the self addressed stamped envelope!

ARTICLES FOR THE TRAINMASTER

Do you have ideas for stories and articles for the *Trainmaster*? Do you have a favorite Pacific Northwest rail related photo and caption? Please let us know at trainmaster@pnwc-nrhs.org. We are always looking for great content! Thank You!

LENDING LIBRARY will be open Saturday, February 20th afternoon. It is open every Monday morning from 10:00 AM to noon. A wealth of material is available for PNWC member check-out.

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Secretary	Jim Hokinson	503.635.4826
National Rep.	Al Baker	503.645.9079

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Ken Vannice	2016-2018	503.244.8732
Bryan Ackler	2015-2017	503.246.2165
David Cautley	2015-2017	503.631.7516
Jean Hickok	2014-2016	503.649.5762
Trent Stetz	2014-2016	503.643.1494

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	Keith Fleschner	503.516.9272
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Flanger Restoration	Phil Barney	503.706.0498
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PACIFIC NORTHWEST CHAPTER TIMETABLE N^o. 643

Membership Meetings: St. Mark's Lutheran Church, 5415 SE Powell Blvd. 7:30 pm
(Guests Most Welcome!)

February 19: *Japan for the Real Rail Fan* presented by Dick Raub. A presentation about Japan's railroads and the JR Railway Museum in Tokyo.

March 18: *A Visit to Gyermekvasut Railway (Children's Railway) and Hungarian Railway Museum*, a railfan's reason to visit Budapest; a slideshow by Arlen Sheldrake from a 2015 trip.

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

Board of Director's Meetings: February 11, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm
March 10, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm

(Open to all Chapter Members. Note address for Board meetings; Follow instructions posted on the door for entry.)

NOTABLE NON-CHAPTER EVENTS:

Every Saturday *Portland Train Rides*, OPR Saturday train runs from ORHC, www.portlandtrainrides.com
Feb. 13 *Arts & Crafts Ride*, Lebanon OR, Albany & Eastern RR, santiamexcursiontrains.com
Feb. 14 *Cupid Arrow Express*, Lebanon OR, Albany & Eastern RR, santiamexcursiontrains.com
Mar. 5 *Milwaukee Meet*, 10am to 5pm, Pacific NW Railroad Archive, Burien WA, milwelectric.org
Mar. 19 *WINTERAIL 2016*, Corvallis High School, Corvallis OR, winterail.com
Mar. 20 *1st Annual Post Winterail Steam Excursion*, Oregon Coast Scenic Railroad, www.oregoncoastscenic.org
Mar. 26 *Hippity Hop Express*, Lebanon OR, Albany & Eastern RR, santiamexcursiontrains.com
Apr. 9 *PB&J Getaway*, Lebanon OR, Albany & Eastern RR, santiamexcursiontrains.com
May 8 *Mothers Day Brunch*, Lebanon OR, Albany & Eastern RR, santiamexcursiontrains.com
May 21 *Joseph Branch RailRiders* season opens, Joseph or Minam OR, www.jbrailriders.com
June 19 *Fathers Day*, Lebanon OR, Albany & Eastern RR, santiamexcursiontrains.com
July 4 *Cheadle Lake Fireworks*, Lebanon OR, Albany & Eastern RR, santiamexcursiontrains.com
July 16-17 *Clamshell Railroad Days*, Ilwaco WA, columbiapacificheritagemuseum.com
July 19-24 *NRHS 2016 Convention*, Denver, Colorado, www.nrhs.com
July 24-30 *Union Pacific Historical Society 2016 Convention*, Sacramento CA, www.uphs.org
July 30-31 *Great Oregon Steam-Up*, Brooks OR, antiquepowerland.com
July 31 – Aug. 7 *RailCamp Northwest*, NRHS, Tacoma WA, www.nrhs.com
Aug. 6-7 *Great Oregon Steam-Up*, Brooks OR, antiquepowerland.com
Aug. 6-7 *Nampa Depotfest*, Nampa ID, www.canyoncountyhistory.com
Sept. 10 *GN Day*, GNRHS & Skykomish Historical Society, Skykomish WA, www.gnhs.org
Sept. 13-17 *Northern Pacific Railway Historical Assn. 2016 Convention*, Wallace ID, www.nprha.org
Sept. 15-18 *40th Anniversary American Freedom Train Staff Reunion*, Portland OR, www.freedomtrain.org
Sept. 17-21 *Great Northern Railway Historical Society Convention*, Spokane WA, www.gnrhs.org
Sept. 21-24 *Southern Pacific Historical & Technical Society Conference*, Palm Springs CA, www.sphts.org
Oct. 15 & 22 *Autumn Splendor*, Lebanon OR, Albany & Eastern RR, santiamexcursiontrains.com
Oct. 29 *Boo-zy Express*, Lebanon OR, Albany & Eastern RR, santiamexcursiontrains.com

PNWC – NRHS MISSION

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



First Annual Post Winterail Steam Excursion

Sunday, March 20, 2016

Join us for a four hour roundtrip steam excursion with former McCloud River Railroad #25 from Garibaldi to Wheeler, Oregon. Enjoy views of Tillamook Bay, the Pacific Ocean and Nehalem Bay. The trip will include at least two photo runbys (more weather permitting.) The trip departs at 9:00 am and will return by 1:00 pm.



Tickets are \$50.00 per person. To order, please send a check or money order made out to the Oregon Coast Scenic Railroad at P.O. Box 669, Tillamook, OR 97141. If you have any questions, please contact us at Info@OregonCoastScenic.org.

www.oregoncoastscenic.org

www.facebook.com/OregonCoastScenicRR/?ref=hl

* The OCSR reserves the right to substitute equipment for operational or safety needs.