

The *Celebrating 60+ Years* Trainmaster

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QUITE A MOVE OF THE STEAMBOAT *KLAMATH*

by Martin E. Hansen



Martin E. Hansen Collection

The Steamboat *Klamath* being moved by a Southern Pacific Steam Locomotive in 1910 (Photo provided by Martin E. Hansen)

Railroads in the days of steam were called on occasionally to move some very interesting loads. Here is definitely one of those moves.

Built in Portland in 1905 and then knocked down for shipment, the steamboat "*Klamath*" was designed to operate on the Lower Klamath Lake that straddled the state line between California and Oregon. She was delivered to Klamath Falls, Oregon by way of the railroad then ending at Pokegma, Oregon. Then she was taken by freight wagons to Lower Klamath Lake where she was reassembled and launched into the lake.

The *Klamath* was taken by Link River from Lower Klamath Lake to Lake Ewauna. That was the closest water way near Upper Klamath Lake. From there she was loaded on flatcars as we see here and taken by Southern Pacific (SP) train. She started her new career at Upper Klamath Lake in July 1910.

Soon the *Klamath* was purchased by the Pelican Bay Lumber Company and eventually converted into a tugboat for that company. She was used hauling rafts of logs from the north end of the lake to the Pelican Bay mill on the lake's south end.

By 1925 the once proud *Klamath* was laying partially submerged in the old Pelican Bay Lumber log pond on the north end of Upper Klamath Lake. Her remains could be seen there into the 1950s until they slowly disappeared for good.

1909 O&C Caboose On Display

by Arlen L. Sheldrake

The Willamette Heritage Center brings rare caboose home. Caboose No. 507 was built in 1909 for the Oregon & California Railroad and transferred in 1915 to Southern Pacific Railroad as part of a merger. It may be the only caboose in existence confirmed to have belonged to Oregon & Californian Railroad per Ed Austin.



Caboose No. 507 being lifted into position
(Photo by Jenna Wyatt)

delivery was completed on July 28th. The Willamette Heritage Center is located at 1313 Mill Street SE, Salem (just north of Salem's Amtrak station and the Ram Restaurant & Brewery); www.willametteheritage.org.

It is anticipated that the caboose restoration, subject to funding, will take up to two years. The exhibit project will include a ADA accessible ramp and decking to allow all visitors the ability to experience the interior. Research indicates that the area where the caboose now resides was the location of section housing for Southern Pacific railroad workers back in the 1920s.

The No. 507 resides just inside the Willamette Heritage Center fence next to the walking path that parallels the Union Pacific Railroad mainline.



No. 507 now resides near the Union Pacific Mainline
(Photo by Arlen L. Sheldrake)

The wooden exterior is in rough shape but the interior still has the original cabinetry, bunks and desk along with the coal stove and seat cushions. The caboose maintenance card shows continued use of the No. 507 in Oregon through at least 1954; it was retired from service in 1962 and sold to a private owner in Eugene. It sat next to another caboose, which will find a home at Powerland Heritage Park in Brooks as an annex to the Brooks Historical Society Depot Museum.

The No. 507 resides on an Albany & Eastern Railroad donated and installed 42-foot section of track where it will be restored and preserved. Noted rail historian Ed Austin was instrumental in this two-year project to acquire and move the caboose;



Interior of Caboose No. 507
(Photo by Jenna Wyatt)

Information for this article was extracted from the *Statesman Journal* 7/29/2017 and the Willamette Heritage Center web site. The interior and delivery photos were supplied by Jenna Wyatt, Communications & Events Specialist, Willamette Heritage Center. Regular updates on the restoration of the No. 507 will be posted: www.willametteheritage.org/caboose-507/. The in-place photos by Arlen Sheldrake.

As part of the U.S. government's desire to foster settlement and economic development in the western states, in July 1866, Congress passed the Oregon and California Railroad Act, which made 3,700,000 acres of land available for a company that built a railroad from Portland, Oregon to San Francisco, distributed by the state of Oregon in 12,800-acre land grants for each mile of track completed. Two companies, both of which named themselves the Oregon Central Railroad, began a competition to build the railroad, one on the west side of the Willamette River and one on the east side. The two lines would eventually merge and reorganize as the Oregon and California Railroad. The Oregon Central Railroad when it was the first to operate a 20-mile stretch south of Portland in 1869. This qualified the Railroad for land grants in California, whereupon the name of the railroad soon changed to Oregon & California Rail Road Company. In 1887, the line was completed over Siskiyou Summit, and the Southern Pacific Railroad assumed control of the railroad, although it was not officially sold to Southern Pacific until January 3, 1927. [Info from: en.wikipedia.org/wiki/Oregon_and_California_Railroad]

TACOMA AMTRAK STATION

Text and Photos by Gordon Russ

The construction of the new Tacoma Amtrak/Cascade Depot within historic Freighthouse Square is coming to its conclusion. The construction fences have been removed. Much of the work is now on the interior of the Station. Outside construction continues on the loading platform across the from the depot. Work on the second half of the Trestle is well under way as well. Things appear to be on schedule for the opening this fall. The previous Tacoma Amtrak station saw over 118,000 “Boardings and Alightings” in 2016.



Washington Park and Zoo Railway Route

May 12th Letter to PNWC Member from Bob Stacey - Metro Councilor District Six

Thank you for your interest in the Washington Park and Zoo Railway and for sharing your concerns. I want to be sure you have the most current information about the track situation and efforts underway to make decisions about investing in the repairs necessary to re-open the lower Washington Park route as well as other train funding needs.

Washington Park route

The trains have not been making the run from the zoo to the International Rose Test Garden station in lower Washington Park for several years. In 2014, we discovered that several sections of the wooden retaining walls along the route are at the end of their life spans and need to be replaced. Some problem culverts and drainage issues also need to be remedied. In addition, the record rainfall this winter destabilized several steep slopes along the lower park route and there are landslides of trees, debris and soil across the tracks in several locations. The safety of guests and staff is our highest priority and as such we have ceased operating on the route until the walls are repaired or replaced and the landslides removed and slopes stabilized.

For the retaining wall, we've taken a series of actions to assess the extent of needed repairs, determine options and define next steps. We brought in geotechnical engineers and consultants to assess conditions and propose repair options. We now have an overall assessment of the conditions of all of the retaining walls, a proposed plan for phasing repairs over ten years as walls reach the end of effectiveness and an estimated cost

While we are responsible for upkeep on the track, it runs through City of Portland park property on an easement, so we've informed Portland Parks & Recreation of the situation. We've obtained recommendations and estimates of fees and timeline to secure construction permits from Portland city bureaus. In addition, we have preliminary assessments of the integrity and condition of other infrastructure along that route, including the lower station. The zoo has responsibility for upkeep on these facilities and they are also in need of updates and repairs.

ZooLoop route

We started running the trains on their new on-grounds ZooLoop route just before ZooLights 2015.

We made enhancements to the ride on this new route including interpretation of sights along the way, train history and newly constructed zoo facilities such as Condors of the Columbia, the Veterinary Medical Center and Elephant Lands. As we anticipated, train passengers enjoy unique views of the elephants in their new habitat which provides opportunities for a novel way to learn more about the animals.

Recent Investments

We recognize that the trains are a treasured feature of the zoo and we've invested a lot in our miniature rail line in the past several years.

- A significant amount of the Elephant Lands project budget went toward realignment of the train route, including construction of the new trestle.
- In 2014, when we had the trains out of service while constructing Elephant Lands, we invested more than \$360,000 to refurbish the iconic steam and ZooLiner engines.
- In 2016, we completely rebuilt the original train station with a larger concrete platform, platform roof structure, station master and ticket sales booths, and new platform exit stairways. This infrastructure investment was more than \$500,000.
- In 2017, we replaced the last existing original rail and tie segment on the ZooLoop with new rail, new ties and new rock ballast. This investment was \$175,000.

For the Future

Our refurbished engines look amazing and have a lot of life ahead of them. The passenger cars were not updated or repaired as part of that project and are in need of attention in the coming years. We only have rough estimates of the range of costs to replace or refurbish the cars, but the costs could range between \$50,000 to more than \$100,000 for each car. We have nine cars for the two primary engines.

We also recently completed a facilities assessment of the train roundhouse (train storage, maintenance building and tunnel structure) and identified \$110,000 of infrastructure needs in that important asset

The cost estimate for the lower Washington Park route retaining walls and repairs is greater than \$1.5 million. We have yet to determine the cost of other infrastructure along that route, including the lower station upgrades and repairs.

The funding needs for these projects is more than \$2 million. We do not currently have that level of funding available to make the repairs. We have and will continue to explore creative funding options for these needs.

Additionally, there are some important conversations about the train taking place right now. The city is currently updating the park's master plan and considering some big changes, including relocating entry roads, moving parking outside the park and creating new ways for visitors to move through the park. We do not yet know what impact this might have on the train, but it is part of the conversation.

I hope this information helps clarify the train route situation and explains why trains are not running the Washington Park route. If you have additional questions, feel free to email or call Craig Stroud, Deputy Director — Zoo Operations, at craig.stroud@oregonzoo.org or 503.220-2451.



PNW RAIL NEWS

by Arlen L. Sheldrake



The Railway Association of Canada (RAC) today unveiled a new website (www.railcan.ca) highlighting the Canadian rail industry's role in safely and efficiently moving people, goods and the economy now and into the future. This resource is a one-stop shop for everything there is to know about Canada's railways in the 21st century. Through a user-friendly design, the website showcases Canada's railways – Class 1 and shortline freight carriers, and intercity, commuter and tourist passenger rail operators – as well as RAC's services, initiatives and more. Visitors can learn basic facts about every area of Canada's rail sector in a new section titled Railways 101, and browse helpful online resources such as the Canadian Rail Atlas all on a mobile-optimized platform. To mark RAC's 100th anniversary, the website features an interactive timeline documenting the critical role railways have played in Canada's history. Using this tool, visitors can explore historical events and innovations that have made Canada's railway industry what it is today. **RAC 7/25/2017 press release.**



At the July membership meeting, member Tom Steeves, gave me a book to forward to the PNWC library, *Riding the Rails* by Michael Mathers. This book was published by Houghton Mifflin in 1974 and it is signed by the author. The book is about “railroad tramps” hopping trains and the people he met along the way. What I also found interesting was Tom's relating that the book reminded him of his college years at Willamette University in Salem and his trips to Portland to visit a girl friend....yep, Tom didn't have a ticket either.

Scappoose Crown Zellerbach Walk, July 29, 2017. Once and a while a person's two primary hobbies (walking and railfanning) converge and you get to enjoy both at the same time. Volkswalking does three things for Rita and me, it gets us some together time, it gets us into communities and places we would never otherwise visit, and we get some 10 km walking exercise. I didn't expect this walk in Scappoose to have much more than crossing the Portland & Western Astoria line in the way of rail history.....*surprise*. Much of this walk was on part of the 27-mile historic railroad grade between Scappoose and Vernonia now owned by Columbia County. In 1906 Fred & Simcoe Chapman formed Portland and Southwestern



Fun, Fitness, Friendship

Railroad and began constructing a railroad from Chapman Landing up into the woods. In 1943 Crown Zellerbach acquired the rail line and converted it into a logging road. Chapman Landing (former log dump) is on the Multnomah Channel of the Columbia River and may be developed by the City of Scappoose as a future park.

Timber Times magazine fades into history. Phil Schnell who has worked tirelessly to keep this fine magazine going is calling it quits due to health issues. Started in 1993, Timber Times, the logging history magazine, has printed its last issue. **Martin E. Hansen 7/29/2017 Trainorders posting.**



The May 2017 issue of the Northwest Examiner has an interesting article in the series *F is for Flanders, the stories behind the alphabet district*, **The Captain of Flanders Street** by Harvey Kline. Some good information on Captain George Hall Flanders who came to Portland in 1849 and became wealthy in the shipping business. Seems he and John Couch donated the land on which Union Station was built and Flanders contributed the largest sum of money to build the station. Read the entire article: <http://nwexaminer.com>. The book *The ABCs of Portland's Alphabet and Pearl Districts* is available at multiple locations including Powell's City of Books.



The August 2017 issue of The Bee newspaper has a nice article about **Portland Train Day** on page 17. The “Portland's 'National Train Day' attracts record crowds” article includes four color pictures and, I think, is well written by editor David Ashton. The Bee is a Pamplin Media Group publication. With attendance exceeding 5,000, the Oregon Rail Heritage Foundation expects this second year success to now become a tradition. Mark your calendars now: PTD 2018: May 5, 2018.

Groups that are advocating for the revival of the E&N Railway [Vancouver Island] line have agreed to form a new umbrella organization, E&N Railway Roundtable, after a meeting in Duncan last weekend. The members of this new group committed to coordinate efforts throughout the island to help preserve and revive the deteriorating rail line for both trains and trails. It's the first time a group has been formed that represents both the advocates of the trail systems along the railway corridor and the railway itself. The federal and provincial governments have committed \$7.5 million each, on top of the funding from local governments to fix the railway line. But the Island Corridor Foundation, which owns the rail line, and Southern Railway, which runs the rail operations, have been facing delays from the senior levels of government as to when they plan to release the funding they've promised. This new



organization may help the process along. **Cowichan Valley Citizen 8/4/2017.**

City of Spokane voters will vote in November on an initiative to fine railroads \$261 per car carrying oil of a certain pressurization or uncovered coal on downtown rail lines. The measure would make it a civil infraction to transport uncovered coal or oil that has a vapor pressure higher than 8 pounds per square inch or a flashpoint less than 73 degrees Fahrenheit. **The Spokesman-Review 7/25/2017.**



A group of Mosier officials voted Monday to accept the terms of the latest \$2.4 million offer from Union Pacific Railroad, subject to further negotiations on the scope of the release provided to the railroad in return for their payment and in-kind donations. The group, Team Mosier, is an organization formed by intergovernmental agreement between the City of Mosier, Mosier Community School and the Mosier Fire District following the train derailment, oil spill and fire that took place in Mosier June 3, 2016. The railroad will donate 2.5 acres of land valued at \$245,000 between the railroad and Highway 30 for construction of a new combination city hall/fire hall/public building and will build a wrought iron fence between the fence and the donated property, valued at \$250,000. The railroad will also convert the private underpass at Rock Creek to a public access through an easement and move a two-inch pipeline and provide room in the new trench for an electrical conduit, those two in-kind services totaling some \$86,000. In cash, the railroad offers \$500,000 toward construction of the fire station/city hall/public building and \$250,000 for fire equipment, \$350,000 for a dry hydrant, \$350,000 to Mosier Community School and \$400,000 for miscellaneous community needs. The next step is for the boards of the school, fire district and city to vote their approval of the package. **Hood River News 8/1/2017.**



New pulp mill planned for southeast Washington will turn straw into commercial product. Columbia Pulp LLC will begin construction on the \$184 million project on the Snake River in August, with production expected by late 2018. The pulp mill has been more than a dozen years in the making. Columbia Pulp is buying 449 acres at Lyons Ferry on the Snake river for the pulp mill. The company needs about 40 acres for the mill and will manage the rest of the land as a buffer. Wheat farms within a 100-mile radius of the mill produce about 4 million tons of straw annually that is usually burned. Mill operators expect to buy about 240,000 tons each year. The pulp could eventually end up in tissue products and molded fiber products, such as paper plates and take-out food containers. Financing for the project comes from the Washington Economic Development Finance Authority's issuance of \$133.6 million in tax-exempt bonds that Columbia Pulp will pay off using the mill's earnings and \$54 million for the new mill through a private placement. The mill will employ about 90 people with a \$9 million annual payroll including benefits; hiring begins next summer. [The mill site is on the Union Pacific's Riparia subdivision.] **The Spokesman-Review 7/3/2017.**



The Port of Moses Lake was awarded a \$9.9 million federal grant allowing the port to complete a railroad project that will increase the ability to ship freight into and out of the port. The plan would construct 5 miles of track at a cost of about \$30 million from Wheeler to Port of Moses Lake. The grant comes from a special \$9.8 billion federal Department of Transportation fund to help state and local governments pay for infrastructure projects. The project will extend rail service to 1,500 acres of industrial lands along the Wheeler Industrial Corridor. In addition to the \$9.9 million federal grant, the Port of Moses Lake has also received \$21.9 in state funding for the railroad project as well. **The Spokesman-Review 8/7/2017.**



After reading about wig wags in *The Trainmaster* [August issue] this morning I recalled there is a wig wag at Toledo that is coin-operated and includes a recording of an approaching train whistling for the crossing. The coin-op feature was devised by the Yaquina group as a mechanism to at least raise funds for maintenance of the device. There is an operable wig wag at Woodburn inside the No. 1785 compound. There is an operable wig wag in Salem ODOT's Region 2 maintenance yard across State Street from the penitentiary. There is an old building next to the abandoned right of way of the Geer Branch (there used to be a spur there for the State Highway Department) that ODOT has converted into a museum of sorts and the wig way is outside this building. There is a switch (inside if I remember right) that turns the wig wag on. Of course the building and wig wag are inside the fence of the ODOT facility. And there is at least one wig wag at Antique Powerland. I also recall another wig way went to Astoria but I'm not sure where it is located. **Robert I. Melbo 8/8/2017 email.** [My brother John W., ODOT 1956-1994, always wished that all the wonderful history and artifacts of the Oregon Department of Transportation would be preserved and available for public viewing.]



The sister to PNWC's SP&S 600 Mount Hood sleeper/lounge, the SP&S 601 Mount St. Helens, is now located at the Inland Northwest Rail Museum in Reardan, WA (25 miles west of Spokane). Dale Swant, President of Inland NW, says they expect to have the car on public display in the near future after they complete the cleanup. The 601 was formerly owned by Mike Gelhaus. More information: <http://inlandnwrailmuseum.com> **Dale Swant 8/12/2017 email.**



September 9th is Great Northern Day in Skykomish, Washington. The Skykomish Historical Society and the Great

Northern Railway Historical Society are co-sponsoring this event being held in the Masonic Hall in Skykomish from 9:30 AM to 4:00 PM. The program will consist of short presentations and GN displays by people attending. There will also be a Saturday Market along Railroad Avenue, the Sky Society museum will be open, and the GN&C Railway will be operating at the depot. The GN caboose X228 is just a short walk away. The museum also has a new display on constructing the 8-Mile Cascade Tunnel. Copies of the new book *Remembering When – Memories of the Great Northern Cascade Division and More* will be available. Lunch can be purchased from the Sky Deli or bring your own. The event is free and open to the public. Presentations this year will include Surveying GN's 8-Mile Cascade Tunnel and Craig Thorpe will describe his approach to creating railroad art and show prints from some of the 350 paintings he has completed. More info: <http://skyhistory.org>.



With an assist from Microsoft, Washington's state's Department of Transportation has launched a feasibility study of bullet train service in Cascadia. Late this spring, the Washington Legislature budgeted \$300,000 for a study of what it would take to connect the region's biggest cities by bullet train, a train that would whisk you along at 250 miles per hour or more. The Legislature requested an analysis of a bullet train alignment between Vancouver, British Columbia, and Portland with intermediate stops in Bellingham, Everett, Seattle, SeaTac, Tacoma, Olympia, and Vancouver, Washington. Lawmakers also asked for an evaluation of a possible east-west extension across the Cascade Range to Eastern Washington. Microsoft will chip in an additional \$50,000 to validate the idea. The feasibility study is due for completion in mid-December. CH2M got the contract to perform the high-speed rail study. **Northwest News Network 7/27/2017.**



CP launches direct rail transportation service from Vancouver to Detroit. On August 14th CP announced the launch of the most direct rail transportation service between Vancouver and Detroit, a service that extends CP's reach and increases optionality and access to key markets for shippers. Leveraging CP's newest transload facility in Vancouver and its innovative live-lift operation at Portal, North Dakota to accelerate cross-border shipments, this new service can cut transit times from the West Coast to Detroit by as much as 48 hours compared with our nearest competitors. The new up-an-running Vancouver, British Columbia transload operation is in an optimal location, co-located at CP's carload and intermodal facility. It allows CP to utilize rail for movements between terminals and ports where other must rely on trucks. CP successfully started live lift operations at the Portal border crossing in the second quarter. This new service allows CP to lift single containers off of trains for inspection by customs authorities rather than having entire intermodal railcars – which can carry up to 15 containers – held up. This eliminates delays to containers not flagged for inspection. **Canadian Pacific 8/14/2017 news release.**



CP's Dedicated Train Program (DTP) will be more important than ever in the 2017-18 crop-year, as more than 75 percent of CP's grain service will use the innovated program. DTP provides customers with greater clarity and control of car supply to manage their supply chain. In 2017-18 crop year CP will look to expand the DTP's power-on component, improving cycle times and efficiency by ensuring locomotive power is available as soon as loaded grain cars are ready to be moved. CP is driving towards a supply chain model capable of loading, transporting, and unloading 8,500-foot long, power-on, unit trains with a minimum of 134 hopper cars of export grain in Canada. CP's investment in longer siding and upgrades to its track network enable these longer trains to move seamlessly between elevators and ports. The 8,500-foot train model will carry a minimum of 134 grain hopper cars based on industry-average car lengths, 20 percent more grain than 112 car grain trains. As CP and the industry move towards shorter, higher-capacity cars, CP will be able to fit more cars and more grain on each 8,500-foot train. **CP 8/21/2017 news release.**

Taxpayers may end up paying for the derailment last month that was caused by an Amtrak employee's operating error. An Amtrak Cascades train carrying 267 holiday weekend travelers derailed on July 2 near Steilacoom. The Amtrak engineer was operating the train too quickly to stop for a red light that signaled a drawbridge ahead was not ready for crossing. The train then traveled over a failsafe switch that intentionally derails a train to prevent a more serious accident. Amtrak says that insurance will cover the cost of damages to the passenger cars, but there's a \$100,000 deductible. They say that Oregon Department of Transportation, as the legal owner of the equipment, will be responsible for paying the deductible. Furthermore, Amtrak says that when the passenger cars are out for repair, the states may need to pay to rent other train cars. The leadership of WSDOT and ODOT will be meeting with Amtrak to discuss the costs. **KING-TV 8/15/2017.**



The Association of American Railroads and advocacy organization GoRail have honored Representative Peter Defazio (D-Ore.) with the Railroad Achievement Award. Recognized for his longstanding, bipartisan leadership on issues affecting both freight and passenger railroads. Defazio is the ranking member of the



House Transportation & Infrastructure Committee. **Railway Age 8/16/2017.**

Sound Transit has picked STV and Mott MacDonald to oversee the construction of two major light-rail extensions. The two firms will work as part of the Northwest Transit Systems Partners (NTSP) joint venture. The joint venture will perform systems construction management services for the \$3.7 billion East Link extension, as well as the \$1.9 billion Northgate Link extension. By 2030, the 14-mile East Link line is expected to serve 50,000 daily riders. The 4.3-mile Northgate Extension is projected to serve more than 60,000 weekday riders by 2030. **Progressive Railroading 8/16/2017.**



The Vancouver Fraser Port Authority will receive CA\$250,000 in federal funds toward a project that will assess real-time information on the supply-chain performance of rail cargo moving to and from the Port of Vancouver. The port authority launched the Supply Chain Visibility Project in 2015. The federal contribution will fund a part of the project that will measure performance of the grain and fertilizer sectors, as well as address data quality. By analyzing rail-car activity data in the lower mainland, the project will contribute to three objectives of the Asia-Pacific Gateway and Corridor Transportation Infrastructure Fund: improve the national multimodal transportation network's efficiency; enhance transportation infrastructure safety, security and quality of life; and improve the connectivity of intermodal interfaces. **Progressive Railroading 8/18/2017.**



With funds from Visit Tillamook Coast and the Tillamook County Economic Development Council, the Oregon Coast Scenic Railroad has a brand new and very attractive web site. www.oregoncoastscenic.org



WSDOT Secretary Roger Millar and Rail Division Operations Manager Jason Biggs publicly unveiled the new Amtrak schedules at the AAWA picnic meeting in Lacey, Washington August 12th. WSDOT and Amtrak are looking at early December to implement the new service with 3:20 running times. Nineteen of the 20 infrastructure projects are complete. Only the new Tacoma Dome Amtrak station and the Tacoma trestle remain to be finished. Two new Amtrak Cascades trains are being added to the schedule, 501 (6:00 am) and 509 (7:45 pm) are southbound from Seattle to Portland with 500 (6:20 am) and 506 (5:40 pm) from Portland to Seattle. [Note: this implementation moves Amtrak trains to the new Point Defiance by-pass route.] **All Aboard Washington Facebook 8/12/2017.**



All Aboard Washington Facebook 8/12/2017.

Stampede Pass Rail Study. With funding from *All Aboard Washington*, a study is underway to gauge public interest in returning passenger service to the Stampede Pass corridor linking communities like Pasco, Prosser, Toppenish, Yakima, Ellensburg, Cle Elum and Auburn with passengers going north or south at Auburn on existing Amtrak services. The survey is available: www.stampedePASSrailstudy.com **All Aboard Washington Facebook 8/15/2017.**

STEAM UP 2017



Milan Interurban Car No. 96. Built in 1930 in Italy. One of only 4 cars built. Seats 36. Owned by the Oregon Electric Railway Historical Society. Moved onsite in late 2016.

Dave Larsen and Kent Hutchins staffing the Chapter Concessions Booth



View of Steam Tractors being Reviewed by an Antique Car at Steam Up



Bruce Strange manages the archival photos at the Chapter Concessions Booth at Steam Up

Photos by T. Trent Stetz

EASTERN OREGON RAIL EXPLORATION

Text and Photos by Dave Larsen

On July 20th, the PNWC Library-Archives group left on its annual railroad field trip for 2017 to eastern Oregon to sample the railroad attractions in our state. The trip this year was organized by Stuart and Roger Adams with car help from Merrill Hugo. Bill Hyde and Dave Larsen completed this year's group. Of the five of us only Merrill had ever been to the upper reaches of the Wallowa Lake area near Joseph. So, this was a perfect opportunity to visit both the rail operations and the scenic beauty of the area. No description of our trip would be complete without mention of our vehicle. Through circumstance, we ended up with a 2017 Black Lincoln Navigator, a truly massive, impressive and intimidating vehicle. We had hours of laughs as we watched people watch us and move over. Were we five VIPs or maybe federal agents? Instead it was just five rail fans on a weekend jaunt in a vehicle that had every bell and whistle available and a gas appetite to match.

Two of our three stops involved the Joseph Branch from La Grande to Joseph. The line was begun as a branch of the Oregon Railway and Navigation Company and the first twenty-three miles of the line were completed by 1890. The branch was extended over the years, but the tracks to Joseph were not completed until 1927. The line was built to haul primarily lumber and agricultural products. The line hosted regular passenger service until 1948 when a mixed train was substituted which lasted until 1960. The branch is now the property of the Idaho Northern and Pacific. They provide regular freight service only between Elgin and La Grande. They tie up their locomotives in La Grande. The rest of the line is almost dormant except for the Joseph Branch Railriders and the Wallowa Union Railway also known as the Eagle Cap Excursion Train.

Our first stop was the **Joseph Branch Railriders**, a pedal it yourself rail trip from Joseph eastward. There are two trips offered. The shorter trip is a two hour round trip journey between Joseph and Enterprise. They also offer a seven hour journey between Minam and Wallowa City. We opted for the two hour version. The country is beautiful with numerous mountain vistas and farming scenes unspoiled by highways. There is ample evidence along the route of sidings that once served lumber producers and agricultural businesses. We only saw one elevator and that was in Joseph.

There is always a downside and an upside to any pedal-it-yourself expedition. The line from Joseph to Enterprise was all downhill and we coasted comfortably most of the time taking pictures with occasional stops at farm roads for safety reasons. The return trip, naturally, was all uphill and you got a workout. The guide followed behind and was prepared to give an electric motored uphill lift particularly on the last long steep hill. One of our machines ended up needing it. No names mentioned.

We finished day one with a trip to the Chief Joseph Monument and cemetery. We then drove along Wallowa Lake taking pictures and ended on the beautiful terrace at the Wallowa Lake Lodge enjoying the ambience.

On Saturday we headed back to Elgin to ride the **Eagle Cap Excursion Train** which runs eastward as far as Vincent with a locomotive on each end. The cars are all air conditioned except for an open baggage car and very comfortable. The staff is all volunteer and fantastic. All of us remarked on how good they were. They talked to everyone, but did not let announcements or stories interfere with enjoying the scenery. Lunch is part of your fare and it is a somewhat expensive trip, but beautifully handled. We had seats on both sides of the car, so we traded seats regularly.



Eagle Cap Train

the Palmer Lumber Company logging railroad for the sharp eyed observer.

After the completion of our excursion, it was off to Baker City. The Baker City area has a lot to offer the history buff, rail or otherwise. The Geyser Grand Hotel is a magnificent old building filled with history and charm. The National Oregon Trail Interpretive Center is located just above the actual ruts made by the wagons on their westward migration and is worth a visit. The Baker Museum also beckons the history lover.

Sunday morning we were off to the McEwen depot to ride the three foot gauge **Sumpter Valley Railroad** to and from Sumpter, a total of twelve miles. The locomotive that was used that day was a 1920 Alco 2-8-2, No.19, (an original SV locomotive rescued from a WP & Y scrapyard) and the cars date back to the 1800's, including one beautifully restored coach on our train. The railroad has enough equipment for a photo freight



View of the tracks for the Joseph Branch Railriders



View of Wallowa Lake



Sumpter Valley No. 19 at the Water Tank

including a four wheel bobber. The railroad also rosters the only operable wood-fired Heisler, No. 3. The cost of the ride is very reasonable and if you purchase a cab ride for \$45, you get a one year membership.

The railroad was originally built to haul lumber, in the form of rail ties, to a connection with what is now the UP at Baker City. The discovery of gold changed the complexion of the operation somewhat and the reconstructed "Gold rush extension" from McEwen to Sumpter is what remains of what was once an eighty mile railroad which extended from



The Archives Crew at Wallowa Lake Lodge

Baker City west as far as Prairie City. The gold mining was done by dredges of which there were three in the Sumpter area. One has been preserved in Sumpter at the Dredge State Heritage Area. It is massive and well worth a visit. Unfortunately, mining by dredge tears up the landscape and much of the route from McEwen to Sumpter still has not recovered since the dredge mining ceased in 1954. So, in terms of scenery, much of it isn't a natural landscape. But, it is a steam operated three foot gauge railway with a gold rush connection. Visitors can easily get ample photographic opportunities and for a relatively small price, a cab ride. It is well worth a visit.

The chapter library contains two titles specifically about the Sumpter Valley which are available for checkout, **Sumpter Valley Railway** by chapter member Alfred Mullett and **Rail, Sagebrush and Pine** by Farrell.



Gold Dredge at Sumpter

August Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on August 18, 2017

The August membership meeting was called to order at 7:33pm by President Keith Fleschner. The July meeting minutes were called, Doug Auburg made a motion to approve the minutes, Rick Banton seconded and the membership voted to accept the minutes.

George Hickok made the monthly treasurers report that all accounts balance. He reported the chapter has received a matching grant from Intel for volunteer hours worked. He also reported that the Friends of the 4449 have repaid the line of credit loan used for the Bend excursion. He reported that money has been spent for paper to be used for Trainmaster and other printings. He said the printer will soon need major maintenance. Bryan Ackler made a motion to accept the report, Doug Auburg seconded and the membership voted to accept the report.

President Fleschner reported that there has been an active metal thief hitting the No. 55 car and we are working with Beaverton Police to have the thief apprehended.

Ron McCoy donated several books for the enjoyment of the members.

Jan Zweerts reported that the Oregon Electric Historical Society trolley will run out of Lake Oswego until Labor day when the track shuts down for maintenance. He said the trolley is running at Brooks on Saturdays and Sundays.

The Smithsonian Channel will air a trains series, "Mighty Trains", starting September 3, at 9:00pm.

Ron McCoy reported that WES has received new RDC cars.

David Cautley reported that on October 7, 2017 there will be a volunteer appreciation event for the Bend Excursion volunteers.

The meeting was adjourned at 8:25pm.

Lila Stephens and Bryan Ackler provided the evening snack time. Thank you!

The program for the evening was a video on the B&O railroad.

Respectfully submitted by Jim Hokinson



Lila getting the snacks ready

Oregon Department of Transportation
Fact Sheet

Connect Oregon
What's next for Oregon's Multimodal Investment Program?
August 2017

The Oregon Legislature has passed HB 2017, a comprehensive transportation funding package to keep Oregon moving. It includes funding for the multimodal Connect Oregon program, which will go into effect Oct. 6, 2017. Here's an overview:

Eligible modes for the revised Connect Oregon program include air, marine, rail and bicycle/pedestrian transportation. *Public transit projects are no longer included.*

The Connect Oregon Fund adds two new funding sources beyond lottery-backed bonds:

- A portion of a new vehicle dealer privilege fee will now contribute to the fund.
- The new \$15 bicycle excise tax will support bicycle/pedestrian projects.

HB 2017 directs the Oregon Transportation Commission to distribute Connect Oregon funds to four specific projects with funding timeline expectations listed for each project (which may vary depending on scope of project, funding availability, etc.):

- Mid-Willamette Valley Intermodal Facility, 2020 (\$25 million).
- Treasure Valley Intermodal Facility, 2019 (\$26 million).
- Rail expansion in East Beach Industrial Park at the Port of Morrow, 2019 (\$6.55 million).
- Brooks rail siding extension, 2019 (\$2.6 million).

No competitive process this time around

Because all non-bike/ped funds must first go to the projects listed above, we do not anticipate that there will be funding available in the 2017-2019 biennium for a competitive Connect Oregon program like the ones we've had in the previous six versions of the program.

After the four projects listed above have been funded, and if funding is available, we will announce next steps, such as for a competitive grant process that may occur in 2019-2021 or 2021-2023 biennia.

Next up: The Oregon Transportation Commission will consider temporary administrative rule changes in September to address some of the legislative changes to Connect Oregon.

Contact: Scott Turnoy, Freight Program Manager
(503) 986-3703

scott.turnoy@odot.state.or.us

For more information, [visit the website.](#)

LENDING LIBRARY will be open Saturday, September 16th afternoon. The Library is also open every Monday morning from 10:00 AM to noon. A wealth of material is available for PNWC member check-out.

Bill of Lading

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PACIFIC NORTHWEST CHAPTER TIMETABLE No. 662

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

September 15: *Super Steam* (Video). Surveys the application of steam power for locomotives, automobiles, marine and stationary uses. A very interesting presentation. (A Modern Marvels / History Channel Production)

October 20: We would like to hear your special topic!

November 17: What topic would Like to Hear?

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

Board of Director's Meetings: **Sep. 07,** Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
Oct. 12, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
(Open to all Chapter Members. Note **New Location** for Chapter Board meetings)

NOTABLE NON-CHAPTER EVENTS:

Apr 1 – Oct 29 *Northwest Railway Museum train trips* (weekends), Snoqualmie WA, www.trainmuseum.org

Sept 4 *Oregon Rail Heritage Center, Special Holiday Opening*, www.orhf.org

Sept 9 *Northwest Railroading History Forum*, Washington State History Museum, Tacoma, WA, www.railheritage.org

10:30 to 4pm With the following planned presentations:

- Milwaukee Road's original route over the top of Snoqualmie Pass
- The Highland Park & Lake Burien Railroad, an electric interurban that served the Burien/Highline area.
- The Northern Pacific Railway's operations in Everett
- Northwest Logging Railroads

Sept. 16-20 *GN Railway Historical Society 2017 Convention*, Sioux Falls SD, www.gnrhs.org

Sept. 24-30 *Rail Safety Week, Operation Lifesaver*, <http://bit.ly/USRSW17>

Oct. 14-15 *Photographers' Fall Foliage Weekend*, Sumpter Valley RR, McEwen, www.sumptervalleyrailroad.org

Oct. 28-29 *Halloween Express*, Sumpter Valley RR, McEwen, www.sumptervalleyrailroad.org

Oct 28-29 *Pumpkin Trains*, Chehalis-Centralia Railroad, www.steamtrainrides.com

Nov. 8-11 *SP Historical & Technical Society Convention*, Santa Rosa CA, www.sphts.org

Nov 17 – Dec 31 *Polar Express*, Mount Rainier Scenic Railroad, www.mtrainierrailroad.com

Nov 23 *Oregon Rail Heritage Center*, closed, Thanksgiving, www.orhf.org

Dec 24 *Oregon Rail Heritage Center*, closed, Christmas Eve, www.orhf.org

☆ ☆ ☆ ☆ ☆ ☆ ☆ **2018** ☆ ☆ ☆ ☆ ☆ ☆ ☆

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

Sept 14-19 *GN Railway Historical Society 2018 Convention*, Bellingham, WA, www.gnrhs.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.