

# The *Celebrating 60+ Years* Trainmaster

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## OR&N 197 CELEBRATES THE HOLIDAYS



Why are the holidays associated with trains? I like to think it is because trains represented for over a century, to most people, the kinds of "comings and goings," "hustle and bustle," and even package shipments, that increased dramatically during the holiday season. Happy Holidays to all of you. Visit the OR&N 197 at Oregon Rail Heritage Center.

(Photo by T. Trent Stetz)

# CURIOUS PHOTO @ TILIKUM STATION

by Arlen L. Sheldrake

The opening of Tilikum Station on July 5th was greeted with enthusiasm by the community and the volunteers at the Oregon Rail Heritage Center. An inspection of the interior décor revealed a curious photo.

The curious photo, the only person photo in the Station, shows a man standing in front of a Mt. Hood Railroad green painted locomotive. The photo has, as of yet, no caption or explanation. This prompted my curiosity and led me on a road of discovery.

RLK and Company is the organization that is the concessionaire for Timberline Lodge and also owns Mount Hood Brewing (2013) with a  location in Government Camp and now one in SE Portland. RLK are the initials of the company founder/owner Richard L. Kohnstamm. This is the man that in 1955 founded the company and rescued a deteriorating Timberline Lodge from a grim fate. There was even talk at the time of burning the derelict down!



The Curious Photo: Richard L. Kohnstamm standing in front of a MHRR locomotive, provided by RLK & Company

All this background is fine but what about the picture? Timberline Lodge is on the other side of Mt. Hood from the Mount Hood Railroad and it is a good distance from end of track at Parkdale to Government Camp and Timberline Lodge.

Come to find out, Richard was a friend of Jack Mills and according to son John, Richard's banker at U.S. National Bank. Jack Mills and other investors purchased the Mount Hood Railroad from Union Pacific in 1987 (Iowa Pacific acquired the line in 2008). Richard was one of those investors. Son Jeff Kohnstamm, current owner of RLK and Company, had the exterior of the building on top of the former Valley and Siletz Railroad flat car painted in the same green that one sees in the photo of his father in front of the Mt. Hood Railroad locomotive. The photo of his father was placed in the car by Jeff to honor the memory of his father Richard L. Kohnstamm, 1926-2006.

According to the Clem L. Pope book, *Switchback to the Timber* (1992): "In the mid-80's the Union Pacific Railroad made a decision to concentrate its efforts on transcontinental shipments and offered its branch lines for sale. If buyers were not found the branches were to be phased out. Once more the Hood River Port Authority intervened and persuaded the Union Pacific to defer action on the Mount Hood branch until the Port had time to examine the possibility of making the railroad a tourist attraction. The study must have been favorable because it was not long before a group of local investors, headed by Jack Mills, a county commissioner and former vice president of U.S. National Bank began extended negotiations with the Union Pacific. After two years of meetings the Union Pacific agreed to accept \$650,000 for the Mount Hood properties and the former U.P. station at Hood River."



Detail of the large painting of Richard L. Kohnstamm that hangs in the entry way of Timberline Lodge

Fred Duckwall, a long time Port of Hood River Commissioner and classmate, tells me his research indicates the Port was never interested in purchasing the railroad but wanted it preserved and operational.

One can make the case that like the preservation of Timberline Lodge, this group of investors, including Richard Kohnstamm, saved the Mount Hood Railroad branch from the scrapper.

Son John also relates that his father was quite the rail fan including enjoying listening to locomotive sounds on his car tape recorder.

Visit the Tilikum Station, 401 SE Caruthers (immediately south of the Oregon Rail Heritage Center), for a good wood-fired pizza and draft beer and take a look at the picture and facility that honors the man whose vision, dedication and investment we continue to appreciate and enjoy today.



Note: While I like wood-fired pizza, the parmesan cheese is really special. They grate it daily from a large block of the cheese.

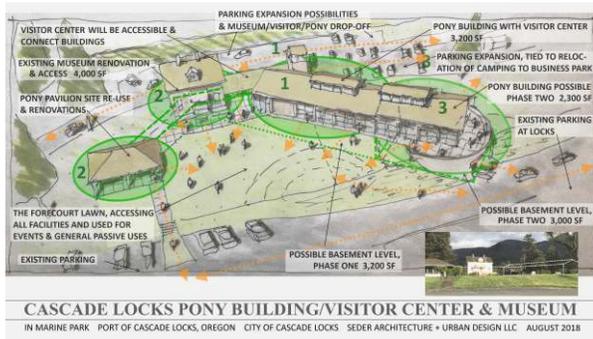
Sources: *Timberline Lodge, A Love Story, The 50th Anniversary Tribute*, 1986; *The Oregon Encyclopedia*: Richard L. Kohnstamm (1926-2006); John Kohnstamm; Jeff Kohnstamm, President, RLK and Company; John Burton, Director of Marketing & PR, Timberline Lodge & Ski Area; *Switchback to the Timber* by Clem L. Pope; Fred Duckwall. Photos by the Author.

# Welcome & History Center with Oregon Pony – Cascade Locks

by Arlen L. Sheldrake

On October 29<sup>th</sup> the Port of Cascade Locks Pony Advisory Committee rolled out to the community for input their proposed plan for changing the area in the Marine Park that now has the Locktender House No. 1 (Cascade Locks History Center) and the Oregon Pony display building along with an open-air Museum artifact shed. The first Committee's plan for the Marine Park area was to renovate the facility currently housing Thunder Island Brewing for the Museum and add a visitor center/Oregon Pony building at the far west end of Marine Park, that plan has been shelved by the new Pony Committee in favor of putting the facilities at the main entry point to Park.

Approximately 20 community members attended the 29<sup>th</sup> evening presentation by Mark Sedar, Sedar Architecture + Urban Design LLC. Mark reviewed the evolution of the planning that has taken place over the last 2+ years and the current proposal to locate it all adjacent to Locktender House No. 1 at vehicle entry to Marine Park. By combining a new year around visitor center, the Historical Museum and expanded space for the Oregon Pony, the Committee believes that visitors to Cascade Locks will have a better experience and boost the local economy. The proposed plan, as seen in this aerial graphic looking south with Portage Road at the top, would build a new visitor center and entrance to the Cascade Locks Historical Museum and display space for the Oregon Pony with hopefully a period correct replica flatcar. While the plan could be done in stages, the Committee is recommending it be done in one stage saving significant costs.



This planning is being moved forward by the Port and the City of Cascade Locks to solve their lack of a Visitors Center, to provide year-round access to the Historical museum, provide some community space and provide a better display for the oldest steam locomotive on the west coast. The recently renovated Oregon Pony building would be re-purposed. During 2018 the building received much needed renovations including new windows, air conditioning, lighting and dry rot removal. Copies of the Oregon Pony special issue of *The Trainmaster* are provided by PNWC-NRHS to the Cascade Locks Historical Museum; the Port has agreed to put an outdoor brochure holder on the exterior of the Pony building for visitor access to this handout when the Museum is closed.

## PNWC CONCESSIONS

By Dave Larsen

This past year the PNWC Concessions Committee staffed booths at eight events. This involved thirteen show working days.

A continuing goal for the group is to reduce the number of duplicate books acquired from donations to the chapter library. This past year we managed to sell a total of 113 used books. This was good news except that we received probably an equal number of duplicates in donations this year. Still 113 books would fill several shelves in an already overcrowded Library and Archives Room 1A at Union Station!

In addition we sold 29 new books. All of them except the Arcadia titles have a very high profit margin for the chapter. We do not count Sonrissa map books as new books. They are their own category.

We bought only two new books this year. We had the opportunity to acquire and then sell two new SP&S books. However, we will be ordering more pins and map books before next season.

We had one large increase to our new book inventory courtesy of a local author through the initiative of one of our Chapter members. The author donated a case of his books on local railroad history to the chapter. Thanks to both Chapter Member and Author.

Bruce Strange continued his excellent work in the making of photos for sale at our booths. This past year we sold 17 of large format photos and 18 of 8x10 photos.

We also sold numerous public and employee timetables and other paper through my ad in the *National Association of Timetable Collectors* (NAOTC) magazine and the *Winterail* show. The chapter's boxes of surplus timetables contain some gems that would interest collectors based on my experience with NAOTC and *Winterail*.

For 2019, we are looking at participating in a ninth event, opening in Kelso, WA. We have hopes that we will get a chapter E-bay account as another outlet to sell items. None of this would have been possible without the dedicated support of many chapter members. Following is a list of those key people who volunteered to make this year's success possible: Roger Adams, Stuart Adams, Al Hall, Judy Hall, Jim Hokinson, Merrill Hugo, Bill Hyde, Kent Hutchins, Don Klopfenstein, Dave Larsen, Barry Robertson, Trent Stetz, Bruce Strange, and Jeff Wells. The entire chapter owes you a debt of gratitude for your efforts.

THANKS!



Bruce Strange at a Concessions Event showcasing the Chapter's Photo Archives and Large Photos



# PNW RAIL NEWS

by Arlen L. Sheldrake



► The Oregon International Port of Coos Bay announced October 30<sup>th</sup> that its subsidiary, Coos Bay Rail Line, Inc. (CBRL) will start train operations on the Port owned rail line effective November 1, 2018. The Port was notified by the current third-party operator in December of 2017 of its intention to divest their relationship with the Port. To date the Port has purchased locomotives along with other materials valued at \$4 million. In addition, the Port has 15 new staff members that will manage the operations on a day to day basis. [The previous operator was ARG Transportation Services operating the Coos Bay Rail Link (CBR).] **Port of Coos Bay 10/30/2018 news release.**



On October 26<sup>th</sup> the Surface Transportation Board rejected the Port of Coos Bay's request seeking authority for an exempt intra-corporate family transaction (between the Port and its new railroad subsidiary Coos Bay Rail Line), and an exemption for a change in operators of the line (from ARG's Coos Bay Rail Link to the Port's Coos Bay Rail Line) because of conflicts and inconsistencies in the paperwork. However, the Board said the parties “may” submit new verified notices of exemptions requesting authority for the proposed transaction. This would appear to effectively postpone the Port's takeover of the line. **Bob Melbo 10/29/2018 email.**

Coos Bay Rail Line, Inc. is a subsidiary under the Oregon International Port of Coos Bay and has its own Board of Directors. The Board of Directors is made up of Port Commission members, Port staff and Port stakeholders. The primary duty and function of the Board of Directors is to establish policies and strategic decisions for Coos Bay Rail Line operations. [www.portofcoosbay.com](http://www.portofcoosbay.com). [The Port subsidiary, Coos Bay Rail Line, took over operations of the line as of 11/1/2018.]

► G3 announces new elevator near Carmangay, Alberta. G3 Canada will build a new primary elevator near Carmangay in southern Alberta. The state-of-the-art facility will feature the same high efficiency technology as G3's other new elevators on the Prairies, which can empty a Super-B truck in less than 5 minutes and load 134-car trains in a matter of hours on the loop track. Construction will begin shortly and is expected to be complete in 2020, when G3's new grain export terminal in [North] Vancouver [British Columbia] also becomes operational. G3 Carmangay is located southwest of Carmangay on the east side of Highway #23. It will be on CP rail line and have a capacity of 42,000 tonnes. **G3 10/26/2018 press release.**



► Representative Jamie Herrera Beutler, R-Battle Ground, introduced legislation to re-instate safety regulations for oil trains. The Obama-era rules were rolled back by the Trump administration in September. The 2015 regulations require railroads to ensure trains with either crude oil or flammable liquids onboard to be outfitted with electronic braking systems. Herrera Beutler's bill, the *Oil and Flammable Material Rail Transportation Safety Act*, would reinstate those rules. It was introduced in the House on October 19<sup>th</sup>. **The Columbian 10/22/2018.**

► On November 5, 1918, voters in Pierce County approved the formation of a public port. During 2018 the Port of Tacoma is celebrating their 100-year history. Starting out on 240 acres of land in the Tacoma Tideflats, the port now covers 2,700 acres creating more than 29,000 jobs and nearly \$3 billion in economic activity. More port history information: [www.portoftacoma.com/100](http://www.portoftacoma.com/100).



► The Washington Park & Zoo Railway is the lead article in the November issue of the monthly NW Examiner newspaper. Written by Allan Classen, Editor and Publisher, the *Historic zoo railway becoming a memory* article, gives a good overview of the issues and problems facing the return of operations to the Rose Garden. Many thanks to ORHF / PNWC-NRHS Zoo Railway Task Group member Dale Birkholz for attending the October 25<sup>th</sup> photo shoot and providing Allan with some much-needed background information. The NW Examiner newspaper is direct mailed to 34,000 residents of northwest and inter southwest Portland with another 3000 copies available at more than 100 newsstands in NW Portland. The newspaper is available at: [nwexaminer.com](http://nwexaminer.com). [Both PNWC and ORHF have charged the Zoo Railway Task Group with working with Metro to return the Zoo Railway operations to the Rose Garden.]



► The Honolulu City Council has approved a measure to use city-backed bond proceeds to help fund the Honolulu Authority for Rapid Transportation's (HART) \$8 billion passenger-rail project, the Honolulu Star-Advertiser reported

earlier this week. Under the measure, the city will be able to spend up to \$214 million – no more than \$26 million per year – to help finance administrative costs for the rail project's construction. Passage of the measure marks the first time Honolulu will use city-backed bond money to pay for the construction of the project. **Progressive Railroading 11/2/2018.**

► On September 26<sup>th</sup> some 110 people attended what organizers called a *Town Hall Forum on Diesel Pollution*. The forum was hosted by the Brooklyn Action Corps (neighborhood association) to raise the awareness of the dangers of diesel pollution. Organizers indicated that the forum was the beginning of the conversation. It was noted that both Washington and California have made significant moves to reduce pollution caused by “heavy duty vehicles”. [The Brooklyn Action Corps has joined a citywide coalition of neighborhoods, *Portland Neighbors Addressing Diesel Pollution*, to address Portland's longstanding and worsening diesel pollution problem. For more information, go to: <http://brooklyn-neighborhood.org/stopping-diesel-pollution/> **The Bee News 11/2018.**

► The Oregon International Port of Coos Bay will be conducting shoring and pile driving on the Coos Bay Railroad Bridge at Coos Bay River mile 9.0 beginning November 5, 2018. Work will be conducted from two work barges located along the north side of the bridge center fender pier and will horizontally restrict the navigation channel by approximately 60' on that side of the bridge. **Port of Coos Bay**



**11/5/2018 update.**

► We are reminded that the Oregon Rail Heritage Center is built on the former site of the large Poulsen-Inman Lumber Company as plans are developed for the designing the supports for installing the turntable in a sawdust pile. The Homes & Gardens section of the November 10<sup>th</sup> Oregonian had a nice article describing the Johan Inman house located at 3040 SE McLoughlin Blvd. (eastern end of the Ross Island Bridge) built in 1892. Johan was co-owner of the large mill in the area where ORHC is located. The restored 3-story Queen Anne-style mansion has eight bedrooms, 2.5 bathrooms and 5,340 square feet of living space and is for sale at \$1.295 million. The house is on the National Register of Historic Places. **The Oregonian 11/10/2018.**

► Nissan vehicles will be loaded on autoracks in the six-track yard. The yard will have a 72-car capacity with a 60-car train being built every 2 days and delivered by Tacoma Rail to Union Pacific. Three trains a week are expected to leave the facility. Roll-on roll-off ships will dock in the Blair Waterway at the newest terminal in Tacoma, East Blair 1. The facility, owned by the Port of Tacoma and leased to Wallenius Wilhelmsen, is scheduled to be complete December 2, 2018 with the first ship due to arrive in mid-December. **Train Industry Newsletter 11/2/2018.**



The 90-acre Wallenius Wilhelmsen lease is the former Kaiser Aluminum smelter site. The Port of Tacoma bought the mothballed aluminum smelter in 2003 and cleaned it up including polycyclic aromatic hydrocarbons (PAHs) and polychlorinated biphenyl (PCB). **Port of Tacoma 2/14/2018 news release.**

► One of the ways Rita and I get some much-needed exercise is by our weekly (or almost) weekly Volkswalks. The mapped walks are mostly 10K and located in many communities across the states (and world for that matter), a good view of the many walks at: [www.ava.org](http://www.ava.org). One of the new items from the Evergreen State Volkswalk Association is the Historic Train Station Challenge. The program begins January 1, 2019 and ends December 31, 2021 with completion requiring the volkswalker to complete 15 American Volkswalk Association sanctioned events where the route goes by a train station that was built 1930 or earlier and retains most of the original design; it may be used for another purpose or vacant. The growing list of walks include these Washington stations: Centralia, Duvall, Hoquiam, Issaquah, North Bend, Renton, Snoqualmie, Cashmere, Ellensburg, Leavenworth, Prosser,



Ritzville, and Walla Walla. I expect to see more walks added. [www.esva.online](http://www.esva.online). Stay tuned as I do some of these and search out others to complete my 15-event Historic Train Station Challenge book.

► Congratulations to Doyle McCormack for his much-deserved Lifetime Achievement award from the Heritage Rail Alliance that he received at their annual convention November 7-11 in Santa Fe, NM. Doyle was nominated for the award for his 50+ years of steam locomotive preservation by long-time friend and fellow steam locomotive staffer Jack Wheelihan. The Oregon Rail Heritage Foundation has recently joined this organization whose membership includes a lot of the heavy hitter organizations in the “business” of rail museums. More information: [www.atrrm.org](http://www.atrrm.org). [More than 230+ attended this convention according to Jim Wrinn; from his Train of Thought blog: “The meeting provided an opportunity to recognize true heroes to the railway preservation cause: Southern Pacific Daylight 4-8-4 No. 4449's long-time master and personal restorer of an Alco PA, Doyle McCormack, was honored for his lifetime of work as was Strasburg Rail

Road's Linn Moedinger, who is retiring next month, with a lifetime of efforts for his own railroad as well as the industry. I salute these two gentlemen as well as a beneficiary of much of their good works, for their high standards, and their leadership. Because of them, we are all better off for the experiences they've given us and for the future they've ensured. Thank you.”



► As previously announced, the Oregon Spruce Division Railroads exhibit at the Oregon Rail Heritage Center will be heading to storage in January. Under development now with the *Gunderson 100* group is an exhibit in celebration of the 100<sup>th</sup> anniversary of Gunderson Manufacturing, established February 23, 1919 on the Northwest Portland waterfront. Gunderson is now a part of the Greenbrier Company, an international company headquartered in Lake Oswego. Of the many, many interesting items of corporation history is that the 1984 Louisiana World's Fair Daylight consist was painted at this facility for PNWC.



► Union Pacific now has two regions (Northern and Southern) and 12 service units. The Portland Service Unit was renamed Pacific Northwest Service Unit, and now extends to Dunsmuir but no longer goes eastward beyond Dietrich, Idaho. **Bob Melbo 11/13/2018 email.**



**BUILDING AMERICA®**

► The November issue of the Webfooter Extra published by the Webfooters Post Card Club (Mark Moore) included a Bayocean, Ore. July 4, 1910 postcard by H.R. Gregg Photo, Bay City, Ore. The caption: “On weekends, the narrow gauge railroad carried in hundreds of “potential buyers or investors” who were basically just there for a fun time. This view shows the many passengers that arrived on Potter's train.” It is hard to imagine today that this 600-lot resort community including some very substantial buildings was devoured by the ocean and fires.



► Sound Transit contractor crews are constructing the East Link rail guideway over I-90 in south Bellevue using a sophisticated balanced cantilever construction method. From a large column that has been constructed near Bellevue Way Southeast, two movable forms for concrete known as “travelers” will move outward as crews use them to construct bridge segments. The travelers will move outward at an equal pace, keeping the structure balanced as concrete segments are added on each side. After the bridge extends partially over the eastbound lanes of I-90, the travelers will be moved to the north side of the freeway to repeat the process. The two structures will meet above the freeway, with crews using specialized surveying equipment throughout the construction to ensure the structures are properly aligned for the connection. The structure is expected to be complete in early 2019. **Sound Transit news release 11/13/2018.**



► Sound Transit breaks ground on 2.4-mile Hilltop Tacoma Link Extension which extends the current rail line from the Theatre District in downtown Tacoma to the Stadium District and Hilltop neighborhoods. The project includes relocating the Theatre District station and building six new stations along the new line. Walsh Construction Company is building the \$217 million project that is scheduled to begin operation in 2022. **Sound Transit 11/19/2018 news release.**

► About 13 vintage passenger coaches and engines were unloaded November 14<sup>th</sup> from a barge on the Whatcom Creek Waterway to The Landings at Colony Wharf in Bellingham. The rail equipment is from the White Pass & Yukon Railway. The rail equipment will be loaded onto trucks and taken to Sedro-Wooley, where Hamilton Construction will retrofit and refurbish them. **The Bellingham Herald 11/15/2018.**



► More than 6.6 million riders rode Sound Transit's popular Link light rail trains during the third quarter 2018, an increase of 6.9 percent compared to the same period last year. On an average weekday, more than 81,000 people ride Link, up from 74,900 last year. Overall, more than 12.6 million riders took advantage of Sound Transit trains and buses, a 2.8 percent system-wide increase from third quarter last year. **Sound Transit 11/16/2018 news release**

► The Federal Transit Administration (FTA) has submitted a Full funding Grant Agreement for Sound Transit's \$3.2 billion Lynnwood Link light-rail extension. The agreement will provide a \$1.2 billion commitment from the federal government to fund the project. It also will allow Sound Transit to begin using \$200 million of federal funding that Congress already allocated. With the federal funding commitment in place, Sound Transit is set to launch construction on the 8.5-mile project early next year. Sound Transit in July chose Walsh Construction Company to build the project.

**Progressive Railroading 11/20/2018,**

► The trustees of the M.J. Murdock Charitable Trust awarded the Oregon Rail Heritage Foundation \$500,000 for the Turntable Installation Project. The details of the award are unknown as of this writing. **Greg Fitzgerald 11/16/2018 email.**

The M.J. Murdock Charitable Trust was established by the last will and testament of the late Melvin Jack Murdock, co-founder of Tektronix, lifelong resident of the Northwest and dedicated philanthropist. Since the founding in 1975, the

Trust has made grants with special attention to the five Pacific Northwest states (Alaska, Idaho, Montana, Oregon and Washington). Beginning with assets of \$91 million, the Trust's endowment has grown to approximately \$1.2 billion – with over \$960 million given out in grant awards and programs to date. This places the Murdock Trust within the top five largest private foundations in the Pacific Northwest and among the top 100 in the country. **Extracted 11/17/2018 from [murdocktrust.org](http://murdocktrust.org).**



▶ The Red Electric Trail Project will construct a critical segment of the Red Electric Trail system, a pedestrian and bicycle bridge between Beaverton-Hillsdale Highway and SW Capitol Highway. This trail segment will include a 10-foot wide trail from the intersection of SW Bertha Boulevard and Beaverton-Hillsdale Highway, traveling south over a ravine on a 14-foot wide bridge, where it will intersect with SW Capitol Highway. Work on the bridge is expected to start early next year. The bridge is a key part of the trail system, a series of safe urban trails that trace the route that an interurban electric passenger train system called the Red Electric traveled through the southwest area of Portland in the early 20<sup>th</sup> century. The \$3.9 million cost in design and build the bridge will be paid for with a grant from *ConnectOregon* and money from park and transportation system development charges. **The Portland Tribune 11/15/2018.**

▶ Spokane County, city and airport officials are building a \$2 million short-line rail on the West Plains with hopes it can help attract more aerospace and manufacturing companies. The 1-mile-long track will link with the Geiger Spur and run east across Craig road onto Spokane International property. Newman Lake-based contractor Wm. Winkler Company is building the rail line, which is funded through a state legislature grant awarded to the airport. Construction is expected to be completed next year. Washington Eastern Railroad, LLC, a subsidiary of Utah-based Western Group entered a 10-year lease agreement with Spokane County last month to operate the more than 5-mile-long Geiger Spur. The spur connects to the Palouse River and Coulee City Railroad's CW Branch and connects Cheney to Coulee City. **The Spokesman-Review 11/20/2018.**

▶ The November issue of the BNSF Inside Track news included an entry, *Happy Birthday to Washington State – 130 years of statehood in 2019* and an early map of the Northern Pacific Railroad. BNSF also noted that BNSF's roots pre-date statehood. The map in the article is very similar to the map now hanging in the Port of Kalama museum. A note from Mark Wilson, Executive Director of the Port: “Yes, that map does look familiar! The Port will be celebrating our 100<sup>th</sup> anniversary in 2020. As I recall, the NP started building the City of Kalama in 1870, 150 years ago. I think we will have an opportunity for some very interesting events!” If you haven't yet stopped in Kalama, do it during business hours and visit the Port of Kalama office next to the new McMenamins Kalama Harbor Lodge and take a look at their very interesting museum. The Port is still looking for a NP steam locomotive to add to their museum.

▶ If you didn't attend one of the five open house/public hearing events around the state of Oregon on the Oregon Department of Transportation Draft Environmental Impact Statement to improve the frequency, convenience, speed and reliability of intercity passenger rail service between the Portland urban area and the Eugene-Springfield urban area, on line comments can still be made until December 18<sup>th</sup> at: [www.oregonpassengerrail.org](http://www.oregonpassengerrail.org). Thanks to Bob Melbo who got ODOT to provide a CD of the almost 600-page document for the PNWC library/archives.

▶ Many community leaders in the Pacific Northwest want to strengthen connections between the three largest cities in the Cascadia megaregion – Seattle, Portland, and Vancouver, British Columbia. One of the key components of that vision is an ultra-high-speed transportation system that might reduce travel between the three cities from more than eight hours to less than two hours.

The Washington State Department of Transportation would like survey input: [bit.ly/ultra-high-speed-study](http://bit.ly/ultra-high-speed-study) (estimated time = 15 minutes). To sign up for email updates and/or to submit comments, do a search on WSDOT Ultra High-Speed Study. **WSDOT 11/19/2018 email.**

▶ Metro is going with the status quo in awarding new contracts to dispose of the Portland's area's garbage. Walsh Trucking Company will receive a 10-year contract for the 150-mile daily trek to the Columbia Ridge Landfill near Arlington in eastern Oregon. About 60 long-haul trucks per day are needed to haul the garbage. The new contract renewal will begin January 2020. Walsh won over proposals from three other bidders, including another trucking company, Tidewater Barge Lines and Union Pacific Railroad. **The Portland Tribune 11/22/2018.**



- ▶ The Northwest Railway Museum letter of November 17, 2018 reports:
  - Locomotive 924, former Northern Pacific built in 1899, restoration continues with boiler work and replacement of 48 stay bolts. Next is finishing up a dozen items on the boiler and then doing a pressure test with water to find and fix any leaks.
  - The Snoqualmie Wine Train was introduced this year and has turned out to be a spectacular success! A total of five events were held, including one in September and two in October. In all, more than 700 guests were able to experience locally-sourced food, a wonderful train excursion, and wine from the Snoqualmie Valley's very own wineries.
  - Chapel car 5 Messenger of Peace – five rows – ten pews in all – have been completed for the chapel car and they are now staged inside the sanctuary of this rare surviving artifact.
- ▶ With great sadness I learned on November 24<sup>th</sup> of Laurel Lyon's death. I will remember Laurel as a friend and vibrant, intelligent and energetic lady who as the first President welcomed PNWC into the recently established Oregon Steam Heritage Foundation (now Oregon Rail Heritage Foundation) back in 2001. Laurel was the wife of PNWC Board member Phil Barney; my condolences to a great friend.
- ▶▶ On Thanksgiving Day as I am wrapping up this December's article, I am also giving thanks for being able these past years to work with some great editors, Steve Hauff and Trent Stetz. I have very much appreciated their support, encouragement and their abilities to make my “*stuff*” look good. Also much appreciated are you the readers who have waded through the seemingly never ending text to find something of interest. Steve and now Trent, each and every month, put out a 12-page newsletter that goes out to some 400 readers in both electronic and printed form. For those that have done similar, you know this is a **big** job. And there are the many tipsters who give me leads on possible stories along with Martin E. Hansen who is always, and I mean always, very willing to share his amazing collection and information. Yes, even in these turbulent times I can easily find somethings to be thankful for. To all, **Thank You!** Now to the turkey.....



Laurel Lyon

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## UPDATE ON WSDOT'S ULTRA HIGH-SPEED TRANSPORTATION STUDY

Many community leaders in the Pacific Northwest want to strengthen connections between the three largest cities in the Cascadia megaregion — Seattle, Portland, and Vancouver, British Columbia. One of the key components of that vision is an ultra-high-speed transportation system that might reduce travel between the three cities from more than eight hours to less than two hours. They believe such a transportation alignment could help create an international hub for innovative partnerships, significant job creation, and enhanced entertainment activities.

We'd like your feedback to help evaluate this type of ultra high-speed travel. We're interested in learning about your own travel patterns and how you think they might change in the future. Please take 15 minutes and share your ideas with the project team.

To participate in the survey, follow the link found on the WSDOT website at: [bit.ly/ultra-high-speed-study](http://bit.ly/ultra-high-speed-study)

The information gathered from the survey will contribute to the business case study currently underway. Washington, Oregon, British Columbia and Microsoft all contributed funding to study a system with a dozen daily roundtrips making multi-modal connections to existing trains and transit at speeds up to 250 mph. Over the next several months, the study will examine possible routes, station stops, ridership and revenue projections, construction costs, technologies, governance structures, and funding options.

You can sign up to receive ongoing email updates related to the study and also submit additional comments and questions at the bottom of the WSDOT ultra-high-speed study web page. Plus, find out what issues the Advisory Group is discussing and learn more about the study by following the links on the left-hand side of the page.

Please feel free to forward this message to others who you think might be interested in participating in the survey and learning more about the study.

# RIDING THE SAN FRANCISCO MUNI STREETCARS AND LIGHT RAIL

By Dave Larsen

This September, I had the opportunity to ride a number of transit systems mostly in the bay area. In San Francisco, I decided to forgo the cable cars and concentrate on the streetcars and light rail. If you have never ridden the cable cars, I would highly recommend the experience. My goal on this trip was to ride the electric heritage streetcars and some of the light rail. The city has two streetcar lines served by heritage cars, the F and E lines, and the rest of the surface and subway lines utilize light rail vehicles.

The key to riding any transit system in the bay area is the Clipper Card. It works on Muni, BART and SMART. The card costs three dollars unless you are a senior and it is free if you make an application. You have to add value to the card beyond the purchase price. The advantage of getting the senior card is that when you use it by tapping a sensor, you pay a senior rate. You can purchase regular Clipper Cards in many places including on board Amtrak Capitol Corridor trains.

The F line, or Market Street line, is the most famous of the heritage streetcar lines. It runs between Mission Delores Park and North Beach although many cars turn at Fishermen's Wharf. Most of the route is on Market Street. This line uses mostly single ended PCC cars. Most of the cars are post war PCC's with upper standee windows. Each is painted with the paint job of a different United States city which used PCC's. The F line also sees cars from Lisbon, Australia and Belgium.

I rode an Australian wooden semi-open car of classic vintage with wooden seats and I was surprised at how well it rode. The San Francisco Muni shop people do an excellent job keeping every piece of equipment in great shape.

The E line, or Embarcadero line, runs in an arc along the waterfront from North Beach to Mission Bay with stops at such diverse places as Fisherman's wharf, the Ferry Building and the ball park. It regularly uses double ended PCC's which are much rarer and other double ended heritage cars. The E line has no turning loop at Mission Bay, so each car must be bi-directional.

All other street lines use light rail equipment. Most, if not all, of the other lines use the



PCC Car



Cars at the Muni Shop

walk along it with impunity. There is a park that the line runs through with not only great track views, but also a beautiful view of downtown. Ride the J line.

You have to get to Balboa Park. You can ride the J line in the subway and Balboa Park is the end of the line. On a previous visit, the operator forgot to tell us to get off at the Balboa Park station and we ended up in Green Yard. He forgot we were there.

Green Yard is where the newer LRV's are serviced. Depending on the time of day the facility can be packed with units ready for service. Kitty corner from Green Yard and almost across the street from the start of the J line is Cameron Beach Yard. This where almost all of the heritage cars are kept and serviced. The Muni historical collection is also kept there. They have some wonderful old San Francisco cars dating back to the early 1900's, fully restored, that usually only come out when they have a streetcar parade. They also have such oddities as a double ended Blackpool open sightseeing car. The only other one I know of is on the east coast near Washington. I was lucky enough to see it running, sans passengers, as it was being moved to Muni's third facility.

Muni Metro East is reachable by the T line. It is one block from the line at Illinois and 25th. All of new Siemens cars are delivered here for testing and acceptance. So, you should see both Breda and Siemens cars at this shop facility. They also do some heritage work. I saw an original 1920's San Francisco Muni streetcar undergoing restoration work and the Blackpool car was on its way to this shop when I saw it running.

San Francisco is a fascinating city to visit for many reasons. For the transit fan, I think the combination of Muni, with its cable cars, heritage cars and LRV's combined with BART and SMART plus the ferry system make San Francisco a must to see and ride. Go get your Clipper Card.



Light Rail Equipment

# November Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on November 16, 2018

For the November, 2018 membership meeting the program for the evening was presented first as the presenter had a long distance to travel. Jeff Schultz presented photos and video of his trip in Ecuador on the Guayaquil and Quinto Railway. Very informative and entertaining. Much thanks to Jeff for the presentation.

The snack time was again hosted by Bryan Ackler. Thank you Bryan. Remember that a three dollar fee is requested to cover the cost of the snack.

The general meeting was called to order at 8:45pm by President Fleschner.

The minutes of the October meeting were called. Roger Mattson made a motion to approve the minutes, Mark Reynolds seconded and the membership voted to approve the minutes.

The monthly Treasurers report was given by George Hickok. He reported that all accounts balance. He then reported that the 2017 taxes are done after some difficulty. He reported that two hundred twenty eight people have renewed the 2018 dues and fifty nine have not. He said that in the next month the dues bill for the 2019 dues will be sent out. Seven people have already paid for 2019. Al Baker made a motion to accept the report, Phil Marceau seconded and the membership voted to accept the report.

Jean Hickok reported that Ron McCoy has the new, members name badges and they will be at the next meeting. She reminded everyone of the December potluck and Train Toys for Tots.

Mark Reynolds said more car hosts are needed for Holiday Express. He said the passenger cars are spectacularly lit.

George Hickok reported work is going on in the passenger cars, seats repaired, steam heat tested, no leaks found, and some floor repair in the Mt Hood being done.

Trent Stetz, as Secretary of ORHF, presented President Keith Fleschner a token of appreciation from Oregon Rail Heritage Foundation for all of his hard work over the many years for the annual Holiday Express.

The meeting was adjourned at 9:10pm.

*Respectfully submitted by Jim  
Hokinson, Secretary*



Jeff Schultz Provided the Presentation



Keith Fleschner Receives an Award from ORHF

*Annual Holiday Potluck*  
**PROVIDED: Ham main dish & potatoes**  
**BRING: Hot Dishes, Side Dishes, Salads, Pies, Cakes, etc.**

**DECEMBER 21<sup>st</sup>** **6:30PM**

St. Mark's Lutheran Church  
Toys must be  
New & unwrapped  
Membership meeting &  
Annual Elections to follow  
immediately thereafter.

**TRAIN  
TOY  
DRIVE**

## History of Railroading in the Columbia River Gorge

featuring Bill Burgel



Please join the Columbia Gorge Discovery Center on Friday, January 25th, 2019 for their first dinner/program series of the new year.

The 6 pm dinner (\$16.00) menu is Chicken Marsala, pear salad and couscous pilaf with dessert included. Beer and wine are available. The program only (\$5.00) starts at 7 pm. Tickets are available online or calling 541.296.8600 ext 215. Please purchase tickets by January 23.

The Columbia Gorge is the lowest and arguably the easiest path through the Cascades mountain range. As such it has been a preferred transportation route for millennia. Despite significant engineering challenges the railroads have used this path for well over a century. US Railroading began near Baltimore in 1830 and in the Columbia River Gorge in 1865. Both were modest efforts only to expand greatly in subsequent years. Transcontinental railroads connected the Pacific Northwest with the rest of the nation as they passed through the Gorge on the Oregon side in 1882 and on the Washington side in 1911.

Today, more than 80 trains daily transverse the Gorge. Hear about the history of Railroading in the Gorge from Bill Burgel, former Chief Train Dispatcher for Union Pacific. Bill is also a geologist and will combine Gorge Geology and Rail Engineering and Operations together.

## Bill of Lading

OR&N 197 Celebrates the Holidays.....	Page 1
Curious Photo at Tillikum Crossing.....	Page 2
President's Dispatch.....	Page 3
PNWC Concessions.....	Page 3
PNW Rail News.....	Page 4
Washington High Speed Rail.....	Page 8
SF Muni Cars.....	Page 9
Chapter Meeting Minutes.....	Page 10
Annual Holiday Potluck.....	Page 10
Railroads of the Columbia Gorge.....	Page 11
Officers, Committees & Contacts.....	Page 11
Calendar .....	Page 12
Mission Statement.....	Page 12

### Chapter Officers

President	Keith Fleschner	503.516.9272
Vice President	Mark Reynolds	503.638.7411
Treasurer	George Hickok	503.649.5762
Secretary	Jim Hokinson	503.635.4826
National Rep.	Al Baker	503.645.9079

### Chapter Directors-at-Large

Phil Barney (2nd Term)	2016-2018	503.706.0498
Chuck Fagan (1st Term)	2016-2018	
Bryan Ackler (2nd Term)	2018-2020	503.246.2165
David Cautley (2nd Term)	2018-2020	503.631.7516
Rolf Schuler (1st Term)	2017-2019	503.285.7941
Bruce Strange (1st Term)	2017-2019	503.901.7815

### Committee Chairs

Activities	Ron McCoy	503.310.4811
Archives	William Hyde	503.666.5530
Auditor	Bob McCoy	360.459.3251
Car Host	Mark Reynolds	503.638.7411
Concessions	Dave Larsen (Acting)	
Chapter Rep., Oregon Rail Heritage Foundation		
	Keith Fleschner	503.516.9272
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Excursions	Vacant	
Flanger Restoration	Phil Barney	503.706.0498
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Meeting Programs	Al Baker	503.645.9079
Membership	Lila Stephens	503.246.2165
Rolling Stock	George Hickok	503.649.5762
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Chief Mech. Officer	Peter Rodabaugh	503.701.7040
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Safety Officer	Keith Fleschner	503.516.9272
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# PACIFIC NORTHWEST CHAPTER TIMETABLE No. 677

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

**December 21:** Holiday Potluck starts at **6:30pm**  
Annual Meeting starts at 7:30pm and includes:  
Election of Officers, Toy Drive, and 2019 Budget Review

**Vote on Chapter Bylaws Change Proposal**

**January 18:** *Atchison, Topeka & Santa Fe* (video) This video shows how this transcontinental railroad brought thousands of settlers west, enticed travelers to visit national wonders like the Grand Canyon, Monument Valley, and the beaches of the Pacific Coast. It turned Kansas into the leading wheat producer in the United States. It also covers the meals and service of Fred Harvey and his establishments.

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

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

**Mondays\*:** 10 am - 1 pm and **by Appointment**  
Researchers Welcome! \*Not open on major holidays.  
Books and DVDs/VHS are available for member check-out.

See thousands of books, periodicals, timetables, maps,  
photographs, and documents about railroads.  
Catalog on chapter website at:

[www.pnwc-nrhs.org/library\\_main.html](http://www.pnwc-nrhs.org/library_main.html)

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**Board of Director's Meetings:** **Dec. 13**, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm  
**Jan. 10**, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm  
(Open to all Chapter Members. Note **Location** for Chapter Board meetings)

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

Nov. 23 & 24, Dec. 1 & 2, 8 & 9, 15 & 16 *ORHF's Holiday Express* at Oaks Park,  
[www.orhf.org/the-holiday-express/](http://www.orhf.org/the-holiday-express/)  
Dec. 1-2, 8-9, 14-16 *Santa Train*, Northwest Railway Museum, Snoqualmie WA,  
[www.trainmuseum.org](http://www.trainmuseum.org),  
Dec. 15 & 16 *Steam Winter Finale*, Chelatchie Prairie RR, Yaoclt WA, [tickets.bycx.org](http://tickets.bycx.org)



★ ★ ★ ★ ★ ★ ★ 2019 ★ ★ ★ ★ ★ ★ ★

Jan. 25 *History Of Railroadng In The Columbia River Gorge* by Bill Burgel, Columbia Gorge Discovery Center, 7pm  
Feb. 7-9 *Portland Winter Light Festival*, ORHC & Portland waterfront, [www.pdxwlf.com](http://www.pdxwlf.com)  
Feb. 16 *SP&S Historical Society Railroad Swap Meet*, WareHouse '23, Vancouver, WA, 9:30am to 2:30pm  
Mar. 16 *Winterail*, Corvallis High School, Corvallis OR, [www.winterail.com](http://www.winterail.com)  
Mar. 17-18 *Trains Skookum Charter*. Garibaldi OR, 503-842-7972  
Apr. 25-27 *HeritageRail Conference*, California State RR Museum & Foundation, Sacramento, [www.atrrm.org](http://www.atrrm.org)  
May 5-11 *UP Historical Society Convention*, (joint with SP) Ogden Utah, [www.uphs.org](http://www.uphs.org)  
May 5-11 *Southern Pacific Historical & Technical Society Convention*, Ogden Utah, [sphts.org](http://sphts.org)  
May 7-12 *NRHS National Convention*, Salt Lake City, [www.nrhs.com](http://www.nrhs.com)  
Jul. 20-24 *GN Railway Historical Society Convention*, Fargo ND, [www.gnrhs.org](http://www.gnrhs.org)  
Sept 18-21 *HeritageRail Conference*, West Coast Railway Heritage Park, Squamish BC, [www.atrrm.org](http://www.atrrm.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.