

The *Celebrating 60+ Years* Trainmaster

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BROOKLYN YARD TURNTABLE



This May 23, 1954 photo is by John T. Labbe, showing No. 208 on the 1925 Brooklyn Yard Turntable

The Southern Pacific (SP) had a number of specialized steam switchers for moving locos around engine terminals and backshops. They were the 'shop switchers'; they were usually retired locomotives whose original usefulness had come to an end.

They were rebuilt and converted by each shop as required, and so show marked differences. Each one would have been unique in one respect or another. Originally carried on the main roster, they were later listed under the Maintenance of Way Roster, so explaining the MW prefix. Some numbers were used on more than one shop switcher and all were renumbered from their original numbers and most renumbered as shop switchers several times.

Circa 1908, SP renumbered all shop switchers to 4 digit Maintenance-of-Way (MW) numbers. Circa 1915 they went back to 3 digit numbers, as the 4 digit numbers conflicted with existing road engines.

No. 208, an 0-6-0, was originally built by Baldwin as a class S-5, with a tender, in 1901; its original number was No. 1079. It was converted to shop switcher in 1903. It is shown above in the 1954 photo on the Brooklyn Yard turntable. Both of the SP roundhouses can be seen in the photo above; including the "old" brick 1912 built (left) with 90 foot long stalls and "new" metal sided 1948 built (right) with 125 foot long stalls.

The pictured 102 foot long turntable was built in 1924 by the American Bridge Company and installed in 1925 at Brooklyn Yard. Brooklyn was the Southern Pacific Railroad's northern most terminus. The end of the line. The turntable operated there for more than 75 years. This turntable was taken apart in 2012 and stored by ORHF volunteers, for future installation at the Oregon Rail Heritage Center.

Reference: espee.railfan.net/sp_steam_shop-switchers.html.



PNW RAIL NEWS

by Arlen L. Sheldrake



► Work progresses on the Coos Bay Swing Span Bridge repair project. After a break due to the Holidays, Port contractors have made progress in rehabilitation to the bridge structure. The tender house on the bridge was removed along with the equipment. The Oregon Coast Historical Railway Museum was the recipient of the 100-year-old motor which turned the bridge in the past. The Port is doing additional repairs to the current turning mechanism to ensure continuity of the bridge infrastructure. The shoring to both ends of the bridge are completed and shoring has also commenced to the center of the bridge. During this process, new steel will replace the old steel in the center. Mechanical and electrical engineering work has been done to help optimize performance of the turning mechanism. At this point, the project completion date is first quarter of 2019 and rail traffic south of the Coos Bay Swing Span bridge will start again once the bridge is functioning. **Oregon International Port of Coos Bay 1/25/2019 news.**



► USDOT awards 2018 BUILD grants. In December the U.S. Department of Transportation announced the award of \$1.5 billion in 2018 grants through the Better Utilizing Investments to Leverage Development (BUILD) program. The BUILD program replaced the Transportation Investment Generating Economic Recovery (TIGER) grant program. Three rail related grants in the Pacific Northwest:



- Columbia River Barge Terminal Rail Access, Port of Morrow, Grant Award = \$19,414,975, Project Cost = \$25,964,875. Project Description: The project will establish rail-to-barge transloading capability within the Port's barge terminals on the Columbia River. Improvements include a mainline switch, approximately construction of 11,140 feet of rail line, three rail switches, a Terminal 1 crane and improvements, upgrades to Ullman Bridge, and construction of Marine Drive Bridges and corresponding road realignment, resurfacing, and earthwork.
- Washington State Rural Rail Rehabilitation, Washington State Department of Transportation, Grant Award = \$5,666,982, Project Cost = \$11,333,963. Project Description: The project will make improvements to three branch lines of the Palouse River and Coulee City Shortline Rail System to support 286,000 lbs. rail cars, including replacing or rehabilitating approximately 10 bridges, replacing about 4.6 miles of rail and rehabilitating nearly 16.3 miles of track structure.
- Coos Bay Rail Line Bridge Rehabilitation, Oregon International Port of Coos Bay, Grant Award = \$20,000,000, Project Cost = \$25,000,000. Project Description: This project will construct improvements or replacements of approximately 15 bridges along the Coos Bay Rail Line to enhance capacity, meet FRA-mandated Bridge Safety Standard requirements, and extend the useful life on the structures.

U.S. Department of Transportation (www.transportation.gov/buildgrants)

► The product of 400 different railroads, BNSF is one of the largest landholding companies in the U.S., which also makes them keeper of more than 1 million contracts, deeds, photographs and maps collected over nearly 170 years. In 2013 BNSF began converting paper maps into Geographic Information Systems (GIS), a computer system using a digital mapping technology. GIS involves the integration of maps with databases, making it easier to look up information about the BNSF property. The project has taken the records from pallets full of unorganized boxes to a digitized collection. Some 200-plus locations and tens of thousands of boxes are now centralized in a climate-controlled center where they are scanned and protected. **BNSF Rail Talk 1/8/2019.**



► BNSF plans to invest about \$175 million in Washington this year as part of the railroad's capital expenditure program. This year, the maintenance program in Washington includes approximately 820 miles of track surfacing and/or undercutting work as well as the replacement of about 50 miles of rail and close to 130,000 ties. In addition to maintenance projects, BNSF plans to install approximately two miles of new double-track along the Fallbridge Subdivision near Wishram.

► The Lacey Museum's newest addition, the *Lacey Museum at the Depot*, will take guests back to the late 19th century with a replica of the Lacey Train Depot. Built in 1891 by the Northern Pacific Railroad Company, the Lacey Depot served as a link to nearby communities around southern Puget Sound. A \$5,000 donation from the BNSF Railway Foundation to the PARC Foundation of Thurston County allows for the installment of interpretive signage and materials for the depot replica. Both preceding items: **BNSF News Update 2/2019.**

► For the fourth time since 2007, Representative Mitch Greenlick, D-Portland, has submitted a bill to the Oregon Legislature designed to kick-start serious talks about extending TriMet's commuter rail line to Salem. Greenlick wants to extend the Westside Express Service (WES), TriMet's beleaguered commuter rail line between Wilsonville and Beaverton, an

estimated 29 miles south to Salem. His bill would create a 17-person task force of local leaders to study expanding the commuter rail to the state's capital. He introduced identical legislation in 2007, 2013, and 2015. WES ridership continues to plummet. According to TriMet's latest figures, the 15-mile line averaged 1,250 daily boardings last month, down 19 percent from the same period in 2017. Greenlick will not seek a 10th term in 2020. **The Oregonian 1/30/2019.**

► Five new United States stamp issues for 2019 announced January 29th. Among the five nondominated forever stamps are three Transcontinental Railroad stamps that will be issued as a set of three in a pane of 18, with a May 10 first-day ceremony in Promontory Summit, Utah. The two train stamps (Jupiter and No. 19) appear to be horizontal commemorative size, the third stamp is smaller and depicts the golden spike that was a prominent part of the ceremony. **Linn's Stamp News 1/29/2019.**



► In late January, I witnessed an interesting event. Al Baker, our PNWC-NRHS National Director and ORHC Visitor Services Administrator was in the Oregon Rail Heritage Center giving a friend a one-on-one tour. This isn't unusual, many of the ORHC volunteers do this. Al's friend was in a wheel chair...this too is not unusual as ORHC is ADA compliant and can easily accommodate visitors who are mobility impaired and we have many visitors in wheel chairs. What was, I think unusual was Al's friend was also blind. It was absolutely amazing to watch as this fellow enjoyed Al's tour learning about our locomotives by Al's voice and touch. I took away two thoughts:



- 1) It is very special to be a friend of Al Baker's.
- 2) Having a facility that can accommodate such a tour is absolutely golden.

◆ The numbers are in, the Oregon Rail Heritage Center visitor count for 2018 = **44,499**....a **WOW** number thanks to all the volunteers who made it happen!

► The TriMet Southwest Corridor Light Rail Project now has a web site: trimet.org/swcorridor/. The proposed new light rail line will create a 30-minute travel time between Downtown Portland and Tualatin, connecting regional centers including West Portland Town Center, Tigard Triangle, Downtown Tigard and Bridgeport Village. The current timeline projects a September 2027 operational date.



► The Train Sheet January issue published by the Tacoma Chapter NRHS reports that the recent Washington State History Museum Train Festival attracted 7,497 to the 10-day event, a 35% increase over last year, and the highest attendance ever recorded. The Tacoma Chapter shared table space with Operation Lifesaver and the Morse Telegraph Club and gave away lots of Rail Camp and Tacoma chapter brochures.

► The night of Sunday, November 4, the Iron Horse B&B (ironhorseinnbb.com) in the former 1909 Milwaukee Road bunkhouse at South Cle Elum Rail Yard caught fire. Fire damage is extensive. The fire destroyed the roof, attic, and the interior of the second floor. The rest of the building experienced smoke and water damage. An electric utility pole and transformer fell on the building during a wind storm. The Iron Horse B&B was like a small Milwaukee Road museum with all the photos and artifacts displayed throughout the building. The upstairs displays are expected to be a total loss, but some of the artifacts on the main floor may be salvageable. A GoFundMe account has been set up to help the Martinson family, owners, recover from this fire. They plan to rebuild and reopen as soon as they can. **Cascade Rail Foundation 11/6/2018 news.**



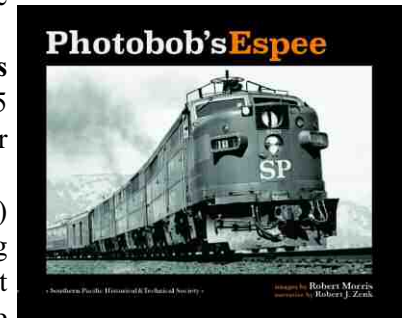
► Vintage Trains and Planes Converted Into Novel Restaurants and Bars. From a 1900s caboose in Portland, Ore., to a 737 in central China, five vintage trains and planes transformed into unique restaurants and bars. Wuhan, China = Lily Airways Restaurant in a Boeing 737; Manuel Antonio, Costa Rica = El Avion kitschy bar in a C-123 cargo plane; San Antonio, Texas = Mixtli restaurant in an early-1900s boxcar; Colorado Springs, Colorado = The Airplane Restaurant in a Boeing KC97L and Portland, Ore. = Mt. Hood Brewing Co. Tilikum Station. "Several new brewpubs open each year in Portland, nick-named "Beervana" for its reputation as a craft-beer capital. But his one, which joined the scene last July, was the first be housed in a modified flatcar and early-1900s caboose. Found in the city's trendy Central Eastside, it's one block from busy Amtrak tracks and steps from the Oregon Rail Heritage Center's vintage train cars as well as the Tilikum Crossing light-rail station. To satisfy Portlanders' discerning (read: demanding) expectations, the pub serves smoked porters brewed with glacial water and pizzas word-fired with 24-hour-fermented dough. mthoodbrewing.com" **Wall Street Journal 1/31/2019.** [Thanks to Bill Chapman for spotting this article and sending the clipping.]



► After 15 years as President of the Oregon Rail Heritage Foundation, Doyle McCormack told the Board at the January 14th Board meeting that he was ready to retire and did not want to be nominated for another term. The Board and meeting attendees all thanked Doyle for his dedication and many years of service. Expect to hear more...ORHF officers for 2019 are: Roy Hemingway, President; Ed Immel, Vice-President; T.Trent Stetz, Secretary; and Dale Birkholz, Treasurer. Doyle will remain on the Board as the Friends of SP4449 organization representative. Mark Reynolds was welcomed to the ORHF Board as the representative from the PNWC-NRHS. Authors note: 2019 sees the retirement of three key rail history organization presidents: Charles Harrison (7 years) PRPA; Keith Fleschner (10 years) PNWC-NRHS; and Doyle McCormack, (15 years) ORHF. I will relate again that one of my life long appreciations was when in 2001 Doyle and group welcomed PNWC into the already formed ORHF consortium....this was not easy for him after the wars of the 1980s but, in my opinion essential for PNWC. And I would say the same for his support of the PNWC hosted NRHS 2005 convention *Go By Train* as he put together the double-header, 4449/700, excursion to Wishram and the Brooklyn Roundhouse night photo session events.



► The Southern Pacific Historical & Technical Society is selling a new book, **Photobob's Espee**, for \$49.95. Images by Robert Morris, text by Robert J. Jenk. The book covers 35 years of SP, 1960s to 1990s, with over 170 black/white photographs, 40 full color photographs in a 10.5 b 8.5-inch landscape form. www.sphts.org



► Late the week of January 7th U.S. Representative Earl Blumenauer (D-Oregon) introduced H.R. 510, which calls for permanently extending Section 45G tax credit for short lines and regionals that invest in track maintenance and other railroad infrastructure. The bill has been referred to the House Committee on Ways and Means, according to Congress.gov. First passed by Congress in 2004, the Section 45G tax credit has been extended numerous times over the years but has never been made permanent. It last expired December 31, 2016 and was extended through 2017.



Progressive Railroading 1/15/2019.

► The 2019 BNSF Railway calendar has 13 absolutely gorgeous employee submitted photos including the cover photo by Mike Repp, Vancouver, Washington Terminal Trainmaster showing a BNSF merchandise train crossing the scenic Deschutes River Canyon at Sherars Falls, Oregon. Thanks for the calendar John!

► The December 6, 2018 Pony Task Force report accepted and approved by the Port of Cascade Locks Commission and described by Mark Seder at the February membership meeting is available on-line at their web site: www.cascadelocks.org...click on Port Information, then Documents & Files.



► The Canadian Transportation Agency on January 4, 2019 announced that it has initiated an investigation into possible freight rail service issues in the Vancouver [B.C.] area. Under

provisions added to the Canada Transportation Act in May 2018, the CTA can, of its own motion, launch such an investigation, provided the Minister of Transport agrees. The matters covered by the investigation will include whether there is evidence of discriminatory treatment of certain commodities, how freight rail permits and/or embargoes are being used, and whether railway companies operating in the Vancouver area are fulfilling their service obligations. A public hearing will be held in Vancouver at the end of January to give railway companies and shipper groups an opportunity to provide evidence in response to questions from the Agency. **Canadian Transportation Agency 1/14/2019 press release.**



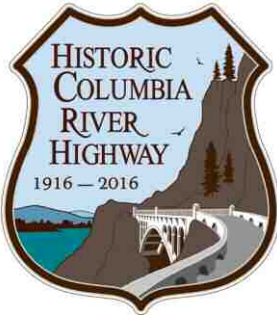
♦ Canada's two major railways are rationing space on trains traveling in the country's biggest port and recently prioritized some commodities over others to deal with congestion, the latest indication of their struggle to meet demand from new trade deals. Both railways last month rationed the volume of traffic around Vancouver by restricting movement of some commodities, such as peas, lentils, pulp and paper, according to shipper's notices. The restrictions, called embargoes, are usually a tool of last resort for railways to ease congestion by temporarily limiting traffic. But in December, shippers allege that CN and CP used them more often than normal, harming some commodity sellers more than others in an effort to push through the maximum overall volume. Embargoes also added costs for pulp and paper products, who are trying to bolster ties with Asian buyers amid ongoing tariff disputes with the United States. **Reuters 1/21/2019.**

► The Niles Canyon Railway is celebrating the 150th Anniversary of the Transcontinental Railroad throughout 2019. One of

their announcements is that the recently restored locomotive Deep River Logging Co. #7 (better known as 'Skookum') will be operating on the Niles Canyon Railway, arriving from Oregon in April 2019. It will be the primary motive power on Steam-Powered Operating days throughout the summer. On select operating days, Skookum will be double-headed with the recently overhauled Clover Valley #4, another 2-6-6-2T Mallet style Compound locomotive. (www.ncry.org) **Niles Canyon Railway 1/4/2019**. [The Skookum is operating on a Trains magazine charters on the Oregon Coast Scenic Railroad 3/14-15 & 3/17-18. A recent charter ticket holder message indicates: "we will have water and *pasties* on board in the morning".]



▶ As you read in the December 2018 *Trainmaster* article *Curious Photo @ Tilikum Station*, John "Jack" A. Mills was the lead in purchasing the Mount Hood Railroad from Union Pacific back in the 1980s. A bit more information is contained in the Oregon Department of Transportation publication **Historic Columbia River Highway Oral History**, Final Report, SR 500-261, published August 2009. One of the oral history interviewees was Jack, whose great-grandfather was Captain John C. Ainsworth of sternwheeler fame and founder of the Ainsworth Bank in Portland. In the interview Jack states: "The railroad was purchased in an effort to save the last miles of track from being removed. [The railroad company told me] well if you want to save that track, the top end of it, you're going to have to buy the whole...thing. Jack served as president of the Mt. Hood Railroad Company." This 85-page document is available at: <https://www.oregon.gov/odot/region/documents/hcrh/oral-history-hcrh.pdf>. Lots of interesting history in this well-done document including some other bits about issues with the railroad and long-ago abandoned railroad stations in this area of the Columbia River Gorge. And yes, I also have fond memories (now!) of the *puke* stops along the old highway on our rare trips from Hood River to Portland.



▶ The March 2019 issue of *Trains* magazine has a nice **Rocky Domes Ready to Ride** article. At least two of us Portland rail history types, Barry Robertson = Spring and me = Fall, will be reporting on our 2019 Rocky Mountaineer Grand Rail Circle trips.



▶ The January 2019 Webfooter Extra newsletter published by the **Webfooters Post Card Club** focused on the First Settlement in Washington – Vancouver, USA. The issue has some great postcards of early Vancouver including one showing the first 1917 highway (now one of the I-5 two bridges) bridge across the Columbia River with a streetcar. Mark Moore, newsletter editor, does a wonderful job with these monthly publications. [I am surprised that there wasn't any discussion that I saw about "returning" rail transit to Vancouver during the failed Columbia River Crossing project a couple of years ago or today with the project getting some new life.] www.thewebfooters.com



▶ Idaho Representative Clark Kauffman recently introduced a bill that would provide the state's regionals and short lines a tax credit for infrastructure improvements. House Bill 61 proposes a 40 percent income tax credit for the costs small railroads incur to reconstruct, replace, maintain or expand their infrastructure, including rail lines, bridges, and sidings. The tax credit would be capped at \$3,500 per mile of rail line owned or leased by the railroad. There are about a dozen regionals and short lines that operate in Idaho and control 885 miles of track. **Progressive Railroading 2/6/2019**.

On February 12th the House shot down Rep. Clark Kauffman's bill to create a new Idaho tax credit for shortline railroad infrastructure investment and maintenance today, killing it on a 28-42 vote. **Idaho Press 2/12/2019**.

▶ Eastern Idaho Railroad, L.L.C. (EIRR) has filed a verified notice of exemption under 49 CFR pt. 1152 subpart F – Exempt Abandonments to abandon a five-mile rail line located between milepost 28.80 at Egin and milepost 33.80 at Parker, in Fremont County, Idaho. EIRR has certified that no local freight traffic has moved over the line for at least two years.



Surface Transportation Board Docket No. AB 1252X.

▶ For the first time since the 2016 fiery train derailment near Mosier, Oregon lawmakers in Oregon are considering their first bill to regulate oil trains. HB 2209 would require contingency planning around oil trains and require training for first responders. **KGW 8 2/7/2019**

▶ The U.S. Coast Guard is releasing a draft environmental assessment on BNSF Railway's bridge proposals on **Lake Pend Oreille**. The 116-page document describes the proposed project, evaluates reasonable and feasible alternatives, and defines the natural, cultural and socioeconomic resources located in the project area. The document's release kicks off a 45-day public comment period and triggers a pair of public hearings as the Junction Connector project aims to reduce railroad delays that occur in Sandpoint due to the convergence of three rail lines that utilize an existing, single-track bridge across the lake. The

project proposes two bridges. One 4,874-foot-long bridge would parallel the existing bridge and another 505-foot-long bridge would span Sand Creek. The environmental assessment can be viewed or downloaded in a portable document format at navcen.uscg.gov/index.php (under the Current Operational/Safety information heading). **Bonner County Daily Bee 2/8/2019.**



► Union Pacific notifies its mechanical employees this month that 140 positions would be eliminated in early February but location-specific information is not being provided; Hinkle in eastern Oregon is one of the facilities affected. The workforce reduction is due to completion of Positive Train Control installation and a reduction in UP's locomotive fleet under Unified Plan 2020, a new operating plan that "streamlines operations". Located within the rail yard is the Hinkle Locomotive and Service Repair Facility. The 100,000-square-foot repair facility employs 235 people and provides repairs of locomotives, inspections, and fuels and readies nearly 90 locomotives a day. **East Oregonian 1/16/2019.**



► The 4th year of the Portland Winter Lights Festival (PWLf), February 7, 8, & 9 was a resounding success for the participating Oregon Rail Heritage Center. ORHC visitor counts: 2/7 = 1776, 2/8 = 1455, 2/9 = 2599; for a total of **5830** evening visitors. This was in spite of the return of winter from an unusual balmy January. Once again, the PWLF attracted a lot of families and others that had never either known about or visited ORHC. This volunteer is delighted that ORHC participates in this community event. And yes, it is a lot of work, most of the planning effort was done by our ORHF administrative assistant Renee Devereux. ORHC has been a participating site for all four years of the PWLF...a great group of people to work with. www.pdxpwl.com



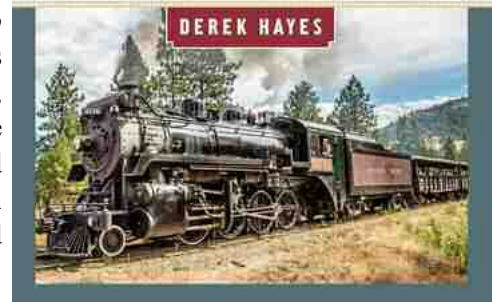
► The Portland Parks and Recreation Bureau is just weeks from breaking ground on a \$1.83 million project that will close a half-mile of the Sellwood Gap – the section between Umatilla and 13th [in Sellwood near Golf Junction.] Construction is due to start the first or second week of February and be completed by August of this year. Like other parts of the Springwater Corridor right-of-way, this section is adjacent to the railroad tracks owned by Oregon Pacific Railroad. Metro acquired easements to build this section of the path in 2010. **BikePortland.org 1/14/2019.**

► Iron Road West by Derek Hayes, an exciting visual account of how railways shaped the history of British Columbia published by Harbour Publishing, \$44.95, www.harbourpublishing.com. In **Iron Road West**, Derek charts the development of the province through its railway lines, using a wealth of photographs and other visuals to show how rails were laid through the wild terrain that characterized much of British Columbia. 240 pages; 500 colour, black and white photos and illustrations; hardback; 8.5 x 11.



IRON ROAD WEST
An Illustrated History of British Columbia's Railways

► Yet another example of the changing neighborhood around the Oregon Rail Heritage Center: *Ross Island Company to lay off at least two dozen workers.* Ross Island Sand & Gravel will close its concrete division and lay off at least two dozen employees, including truck drivers, mechanics and fuelers. The company is said to be continuing to operate on Ross Island and its marine work will continue. **The Oregonian 1/16/2019.** [The concrete plant is located at the southern end



DEREK HAYES

of SE Water Avenue and is next to the Springwater Corridor TrailHead. (2622 SE 4th; *Water Avenue becomes 4th*). The plant has extensive Willamette River frontage and received aggregate via barge.]



► The Oregon Pacific Railroad resumes Saturday afternoon *Spring-Summer-Fall* passenger operations between the Oregon Rail Heritage Center and Oaks Amusement Park on March 30. Brian McCamish, OPR Passenger Operations, reports that the Santa Rosa, a 1917 built Pullman Business Car, will no longer be in the consist as it has been sold to Kurt Bruun. In the place of the Santa Rosa will be a remodeled No. 33 caboose. More information: www.opr.com. **Brian McCamish 1/17/2019 email.**



► The Federal Transit Administration (FTA) announced December 18, 2018 a grant award of \$1,075,000 for land use and transportation planning along the proposed extension of the **Portland Streetcar** through Northwest Portland to Montgomery Park. The grant is part of FTA's Pilot Program for Transit-Oriented Development Planning, which funds land use and transportation planning along fixed-guideway transit investments. With the grant, Portland Streetcar, Inc. will work with the

Portland Bureau of Planning and Sustainability to study potential zoning changes, traffic impacts and development opportunities in the corridor – including an eventual east-side connection to Hollywood. The project is expected to extend from the existing streetcar line and run north along Northwest 18th and 19th Avenues, and then west on York and Wilson Streets, past the recently-sold ESCO property and terminating at Montgomery Park. **Portland Streetcar 12/20/2018 news release.**



► For those paying attention to the freight rail traffic on the Oregon Pacific Railroad East Portland Division, we wonder why the familiar white refrigerator box cars have disappeared. A January 28th conversation with Dick Samuels, OPR President/Owner, indicates that major changes in Union Pacific tariffs have moved this Milwaukie Business Industrial Park freight from rail car to truck. This was the last freight customer on the OPR East Portland Division. And while the UP No. 96 yard switcher is undergoing some minor repairs, Dick has loaned his historic OPR No. 100 locomotive to ORHC.

► The U.S. Department of Transportation's Federal Railroad Administration (FRA) announced \$56,93,567 in grant funding for 18 projects in 16 states. The two in Washington State and one in Oregon:

- Pacific Northwest Rail Corridor Reliability – Landslide Mitigation Phase II (Up to \$2,035,000): Construct landslide mitigation measures at two locations along the Pacific Northwest Rail Corridor in the city of Mukilteo, Washington. Specifically, the project will install fencing that will automatically trigger speed restrictions when a landslide is detected, as well as catchment walls and drainage improvements to help prevent landslides from reaching the tracks.
- Washington State Service Development Plan (Pre-NEPA) (Up to \$500,000): The proposed project will conduct service planning to develop an initial range of reasonable alternatives for potential infrastructure investments to improve the reliability, safety, and competitiveness of intercity passenger rail service along the Washington State segment of the Pacific Northwest Rail Corridor between Vancouver, B.C. and Portland, Oregon.
- Peninsula Junction Passenger and Freight Rail Improvements (Up to \$1,305,915): The proposed project is the final component of a multiphase project to increase speeds and alleviate congestion as trains merge onto and off the BNSF mainline at two junctions in Portland, Oregon. This project will replace and upgrade two switches and realign track curvature to allow trains to maintain a constant 30 miles per hour through both the North Portland and Peninsula junctions. Congestion on the Union Pacific and BNSF tracks currently causes over seven hours of delay per day to Amtrak and freight operations.



U.S. Department of Transportation 2/8/2019 news release.

► The February 3rd update to the Oregon Rail Heritage Foundation board of directors from Turntable Project lead Kim Knox noted some revised 2019 target dates:

- Mid-June = Design Review approval
- Mid-June – September = Final Design / Permitting
- October = Construction Start

Also of note at the February 11 Board meeting, Jan Schaeffer agreed to be the new Chair of the Outreach/Events Committee and May 18 is the date for Portland Train Day at ORHC.

► The Port of St. Helens has changed their name to the Port of Columbia County to more reflect the geographic area served.

Also....the Port is working with their tenant, Forest Energy of Oregon on two site improvements at the Columbia City Industrial Park, one is replacing the interior lighting for the interior of the 146,000 square foot structure and the other is to repair and improve a legacy rail spur to enable access with train cars to the interior of the building, thus allowing the loading of bulk product out of the weather, closer to the production site. This project is in the design phase with execution later in Winter/Spring 2019. [The Port is served by Portland & Western Railroad.]



Port of Columbia County 1/28/2019.

► Sound Transit and the Federal Transit Administration invite public and agency comment on route and station alternatives for the West Seattle and Ballard Link Extension project. Comments received will help inform which alternatives should be studied in the Environmental Impact Statement, the next phase of project development. Two open houses were held in February and a March 7 open house is being held in downtown

Seattle at Union Station. An online open house is available until March 18 at: <https://wsblink.participate.online>. Comments can be emailed to wsbscopingcomments@soundtransit.org. **Sound Transit 2/15/2019 news release.**

► Sound Transit has identified six potential sites in south King County, Washington, for a new operations and maintenance facility (OMF) that would accommodate light-rail expansion in the Puget Sound area. The agency is seeking public input on

the possible sites as part of an environmental impact state scoping process. Anticipated to open in 2026, the OMF would be used to clean, maintain and store cars. *Progressive Railroading* 2/21/2019.

► 2018 Sound Transit continued to see significant growth in rail ridership, as Link light rail ridership increased 6.1 percent over 2017 and Sounder ridership increased 4.5 percent.

► Canadian National Railway, the Canadian government and Vancouver Fraser Port Authority have signed an agreement calling for upgrades to the Burrard Inlet rail corridor that serves the south shore port area in Vancouver. The project calls for double tracking a 2.5-mile section of rail that links expanding import and export terminals on the Burrard Inlet's south shore to the national rail network.



Progressive Railroading 2/15/2019.

► The Final Review Committee for Connect Oregon Dedicated Projects met on January 11th and recommended to the Oregon Department of Transportation Commission the following two projects for funding:

- Treasure Valley –Malheur County Development Corporation (Nyssa):\$26 million appropriated. The site is located adjacent to the Union Pacific Railroad mainline and would initially include a 60,000 square foot warehouse with railroad tracks on one side and loading docks on the other side.
- Mid-Willamette Valley Intermodal Center – Linn Economic Development Group (Millersburg): \$25 million appropriated. The site is located at the convergence of the Union Pacific – Portland & Western Railroad with Interstate 5. The former site of the International Paper mill.

The Oregon Port of Willamette's Brooks Intermodal & Transload Facility was not recommended for funding by the Final Review Committee.

Matthew Garrett, ODOT Director, recommended to the Commission in a February 11th letter that the Commission proceed in incremental steps requiring both recommended project sponsors to identify a clear path and timeline to resolve the unanswered questions related to the Union Pacific Railroad's commitment to these projects and the identified need at Millersburg for operational cross-subsidies to ensure commercial viability. These recommendations go to the Commission for review on February 21 and final decision on March 21, 2019. www.oregon.gov.



► An interesting February 14th inquiry to ORHC from Anna Galloway, Carleton Hart Architecture, who is working on the SW Corridor Urban Design Team. Anna is assigned the role of historical research and storytelling and would like information on old maps and original rail lines that ran in the area of the proposed MAX light rail line from Portland to Tigard. Her inquiry was forwarded to Bob Melbo and Ron McCoy (and Suenn Ho) who worked with Suenn on developing similar information for her design of the Tigard



Street Heritage Trail.

► A Portland petroleum terminal is significantly expanding its capacity to unload railcars, a move that sets the stage for more than double the number of oil trains along the Columbia and Willamette rivers. Zenith Energy in northwest Portland began receiving train shipments of crude from Canada's oil sands last year. Zenith now has visible construction underway on a project to build three new rail platforms that will nearly quadruple the site's capacity for offloading oil from tank cars. When operational, the terminal could handle multiple oil trains per week – a sizable increase over Zenith's 2018 operations. **The Oregonian 2/17/2019.**

◆ Canadian oil has found a new route to Asia: It's moving by rail through Washington to a shipping terminal in Portland. In the long run, Canada wants to expand its Trans Mountain pipeline to move oil from the Alberta tar sands west to British Columbia – and from there onto ships that would travel through the Salish Sea and then onto Asia. But that expansion has yet to begin. And oil producers have instead begun shipping that oil by rail to Portland and loading it onto vessels for export. Portland exported more than 240,000 barrels of oil to China in January. But it's far from clear that oil producers see oil-by-rail and the Willamette and Columbia rivers as part of their long-term strategy. Zenith is the only facility in Portland accepting these Canadian crude shipments and transloading them. **OPB 3/16/2018.**

◆ CorEnergy Infrastructure Trust Inc. said December 21 it sold its Portland Terminal Facility and its remaining interest in the Joliet Terminal to Zenith Energy Terminals Holdings for \$61 million. Zenith became the parent company of the tenant when it purchased the original tenant, a subsidiary of Arc Logistics LP, in December 2017. **Oil and Gas Investor 12/26/2018.**

◆ The Portland Terminal is capable of receiving, storing, and delivering heavy and light petroleum products via Panamax sized vessels, railroad and truck loading rack. The Portland Terminal also offers heating systems, emulsions and an on-site product testing laboratory. Barrel Capacity = 1,466,000, address = 5501 NW Front Avenue. **ZE - Zenith Energy, www.zenithterminals.co**



◆ The Alberta government has signed contracts with Canadian National and Canadian Pacific to lease 4,400 rail cars to take oilsands crude to American and international markets. The first shipments of 20,000 barrels per day are expected to start by July. Full capacity is expected by mid-2020 when up to 120,000 barrels per day will be shipped by rail. The oil-by-rail is a medium-term strategy for getting crude to market. The Trans Mountain Pipeline expansion, if approved, isn't expected to be operating for at least three years. The rail cars are a combination of new and retrofitted models that meet government of Canada regulations: 3,400 are new DOT 117J cars while the remaining 1,000 are DOT 117R retrofitted models. About every 10th or 11th car will be repainted with an Alberta logo. The Alberta government plans to buy crude from Alberta producers and then sell different grades to various destinations. Contracts to unload oil at the railways' destinations, and exactly where the oil will go, are still under negotiation. **CBC News 2/19/2019.**

▶ The U.S. Department of Transportation's Pipeline and Hazardous Materials Safety Administration (PHMSA), in coordination with the Federal Railroad Administration (FRA), on February 4th issued a final rule that requires railroads to develop and submit Comprehensive Oil Spill Response Plans for route segments traveled by High Hazard Flammable Trains (HHFTs). The rule applies to HHFTs that are transporting petroleum oil in a block of 20 or more loaded tank cars and trains that have a total of 35 loaded petroleum oil tank cars. The rule revises the oil spill response plan requirements currently in place to require railroads to establish geographic response zones along various rail routes and ensure that both personnel and equipment are staged and prepared to respond in the event of an accident. Furthermore, railroads are required to identify the qualified individual responsible for each response zone, as well as the organization, personnel, and equipment capable of removing and mitigating a worst-case discharge. The rule also requires rail carriers to provide information about HHFTs to state and tribal emergency response commissions in accordance with the Fixing America's Surface Transportation Act of 2015. The rule is effective 180 days after the date of publication in the Federal Register. **Pipeline and Hazardous Materials Safety Administration 2/14/2019 News Release.**

▶ The Broadway Subway in Vancouver [BC] is moving forward with an invitation to bidders to submit their qualifications to design, build and finance the project. As part of the competitive procurement process, a request for qualifications (RFQ) has been released on BC Bid to identify a contractor to design, build and finance the Broadway Subway project. The RFQ will close in April 2019. The ministry will then select up to three respondent teams to participate in the subsequent phase of the competitive selection process, which is the request for proposal stage. Work on the subway is expected to begin in 2020. The CA\$2.8 billion project calls for building 3.5 miles of track and six stations as part of a tunneled extension of the SkyTrain Millennium Line between the VCC-Clark Station and Arbutus Street. Work is expected to conclude in 2025. **British Columbia News 2/15/2019.**



▶ Port Alberni's [BC] tourist trains will not run in 2019 after city council agreed this week to put a temporary halt to railway operations in the Alberni Valley. Last year the railway offered 55 runs to McLean Mill, but struggled with filling the seats. Occupancy was at an average of about 40 percent capacity in 2018. The 2019 proposal for 60 short runs using the No. 11 diesel locomotive would have cost the city \$127,100 from the city's operational budget. 45 runs to McLean Mill using the Alco diesel locomotive – which is currently in need of some repairs – would cost the city around \$192,050. Council voted unanimously to halt train operations in 2019. **Alberni Valley News 2/20/2019.**



▶ Northwest Grain Growers now has a total of 31 grain elevators, 4 barge loading facilities and 4 retail seed plants. The newest facility is currently being built in Endicott, Washington. This facility will allow Endicott to load a 110-car train shuttle. Within this project, it is adding an additional 1 million bushels in storage. **Northwest Grain Growers 2/19/2019.**



Northwest Grain Growers

[The Endicott facility is served by the Palouse River & Coulee City Railroad.]

▶ The Washington State Heritage Capital Projects Advisory Panel has ranked 36 projects totaling \$9,738,800 for possible grant funding in the Washington State Historical Society's 2019-2021 Capital Budget request to the Washington legislature. This ranking is a recommendation for funding and does not constitute a grant award unless approved by the Washington State Legislature in the next capital budget. Included are some rail history related projects:

- 14. Pacific Northwest Railroad Archive: Mounting rails to install three mobile shelving carriages. \$46,700.
- 17. The Northwest Railway Museum: Puget Sound Electric Railway Interurban 523 rehabilitation. \$229,100.
- 26. City of Lacey: Renovating Lacey warehouse for new museum. \$978,900.
- 29. Cheney Depot Society: Cheney Depot Relocation & Rehabilitation Project. \$366,600.

www.washingtonhistory.org



February Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on February 15, 2019

The February 2019 membership meeting was called to order by Vice President George Hickok at 7:33pm. Guests at the meeting were Dean and Judy Bishop, and Mark Seder.

The minutes of the January meeting were called, Doug Auburg made a motion to approve the minutes, Bryan Ackler seconded and the membership voted to approve.

The Treasurers report from Keith Fleschner noted that the information is being updated and a full report will be forthcoming.

Committee reports started with Ron McCoy reporting that the Web Site Committee is working toward a new web search engine which will allow members to search all Trainmaster files; the website future updates will also include the ability to add e-mail addresses to the E-Mail Announcement message list; and improvements are being constantly made to improve the overall website. Mr. McCoy also reminded members about the Bull Run Powerhouse tour in March.

Keith Fleschner reminded members to 'feed the kitty' at least three dollars for snacks as food prices have gone up. He then reminded members of the 'Celebration of Life' service for Laurel Lyon at ORHC starting at 5:00pm on February 24, 2019.

Bryan Ackler reported that plans for the POTB railroad (Previous SP/PR&N) line east of the previous washout areas are continuing to work toward making this section into a bike and hike trail.

Al Baker reported that the program tonight is a report on the design of the historical center in Cascade Locks which will house the Oregon Pony, being presented by Mark Seder of Seder Architecture. Mr. Baker said the programs for March and April will be a video on a cross country train travel. [Editors Note: The program has changed since the meeting. See Updated Schedule of Events on Page 12.]

The meeting was adjourned at 7:58pm.

Snack time was provided by Bryan Ackler.

An informative slide program on Cascade Locks Historical Center was presented by Mr. Mark Seder.

Thank You.

Respectfully submitted by Jim Hokinson, Secretary



Bull Run Powerhouse Tour
Saturday, March 23, 2019

Reservations Required
\$20 per person
all proceeds to benefit the
powerhouse & PNWC

For more information
& to sign up
send email to Ron McCoy
ronaldmccoy@mac.com

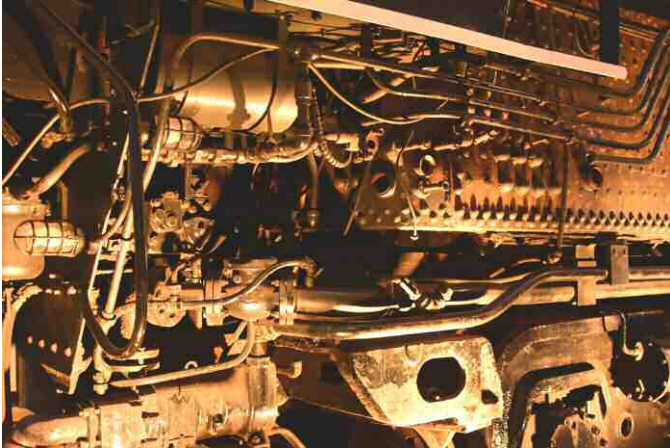


PORTLAND RAILWAY LIGHT & POWER COMPANY
RELIABLE SERVICE
RAILWAY LIGHT POWER

The advertisement features a historical black and white photograph of the Bull Run Powerhouse, a large concrete structure with several windows and an arched entrance. In the foreground, there are tracks, a trolley, and people. The text is overlaid on the right side of the image, and a circular logo is in the bottom left corner.

PORTLAND WINTER LIGHTS FESTIVAL

Again this year during the Portland Winter Light Festival held on Feb 7 thru 9th, the Oregon Rail Heritage Center was one of the sites to be seen. The locomotives within the building were artistically light for the three day event. ORHC hosted over 5800 visitors over the three evenings. A few pictures from ORHC lighting are shown below. (Photos by T. Trent Stetz)



Dramatic Lighting on the SP&S 700



Bill of Lading

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Chapter Officers

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

Chapter Directors-at-Large

Don Klopfenstein (1st Term)	2019-2021	
Chuck Fagan (2nd Term)	2019-2021	
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 Board		
	Mark Reynolds	503.638.7411
Chapter Rep. Powerland	Mark Reynolds	503.638.7411
Elections	Jim Loomis	503.253.3926
Excursions	Vacant	
Flanger Restoration	Phil Barney	503.706.0498
Library	Bruce Strange	503.901.7815
Meeting Programs	Al Baker	503.645.9079
Membership	Lila Stephens	503.246.2165
Rolling Stock	George Hickok	503.649.5762
	Keith Fleschner	503.516.9272
Chief Mech. Officer	Peter Rodabaugh	503.701.7040
Car Rental Agt.	Bob Jackson	503.231.4808
Safety Officer	Keith Fleschner	503.516.9272
S-2 Restoration	Mark Reynolds	503.638.7411
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PACIFIC NORTHWEST CHAPTER TIMETABLE No. 680

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.

March 15: *A Life Chasing Trolleys, from 1963 to Yesterday*, by Geff McCarthy. Geff will show 8mm films and photos of selected electric rail around the world, with emphasis on the obscure and closed. Included: Dubai Metro, Dublin Luas, Daugavpils Latvia....."I even chase the remaining trolley poles."

April 19: *America by Rail, Part I:* We will cover the eastern part of the USA on an Amtrak trip, with several stops at scenic excursion railroads. This video shows interesting scenery and provides interesting facts about the scenery and railroad. Whether or not you have been back east much, you will find this video interesting and you will likely see places that you have never been.

May 17: *America by Rail, Part II:* We will continue our video trip across the USA starting in mid-country headed westward on Amtrak's California Zephyr, also with several stops at scenic excursion railroads. Some of the scenery is quite spectacular, especially crossing the Rocky Mountains.

March 23: *Bull Run Powerhouse Tour*, 11am, Reservation Required, \$20.00.
For more information and to sign up, Please send email to: ronaldmccoy@mac.com

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

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

Board of Director's Meetings: **Mar. 07** Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
Apr. 11, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
(Open to all Chapter Members. Note **Location** for Chapter Board meetings)

NOTABLE NON-CHAPTER EVENTS:

☆ ☆ ☆ ☆ ☆ ☆ ☆ 2019 ☆ ☆ ☆ ☆ ☆ ☆ ☆

Mar. 14-15 *Trains Skookum Charter*, Garibaldi OR, 503-842-7972

Mar. 16 *Winterail*, Corvallis High School, Corvallis OR, www.winterail.com

Mar. 17-18 *Trains Skookum Charter*. Garibaldi OR, 503-842-7972

Mar. 30 *Oregon Pacific Railroad*, Saturday passenger runs resume out of ORHC, www.oregonpacificrr.com

Apr 5-7 *2019 Opening Weekend*, Inland NW Rail Museum, Reardan WA, inlandnwrailmuseum.com

Apr. 25-27 *HeritageRail Conference*, California State RR Museum & Foundation, Sacramento, www.atrrm.org

May 5-11 *UP Historical Society Convention*, (Joint with SP) Ogden Utah, www.uphs.org

May 5-11 *Spike 150*, 150-year golden spike celebration, Promontory Summit UT, spike150.org

May 5-11 *Southern Pacific Historical & Technical Society Convention*, Ogden Utah, sphts.org

May 7-12 *NRHS National Convention*, Salt Lake City, www.nrhs.com

Jul. 20-24 *GN Railway Historical Society Convention*, Fargo ND, 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.



TRANSCONTINENTAL

★ 1869 ★ RAILROAD ★ 2019 ★
150TH ANNIVERSARY

For more details and updated information about events, activities and exhibits presented by the California State Railroad Museum & Foundation, please visit www.Railroad150.org; for more information about the Museum or Foundation visit www.californiarailroad.museum; and for more information about Waterfront Days happening over Memorial Day Weekend, please visit www.oldsacramento.com.

About the California State Railroad Museum Foundation

The mission of the California State Railroad Museum Foundation (CSRMF) is to generate revenue and awareness on behalf of its destinations, while supporting the preservation, interpretation and promotion of our railroad heritage. The Foundation provides funding for ongoing support of numerous programs, both at the museum's Old Sacramento location and at the historic park in Jamestown, Calif. For more information, please visit www.californiarailroad.museum.



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150TH ANNIVERSARY

For Immediate Release
November 19, 2018

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Railroad Museum & Foundation to Commemorate 150th Anniversary of the Completion of the Transcontinental Railroad in 2019 *Community is Encouraged to Participate in a Series of Exciting Events, Activities & Exhibits that Culminate in Spring*

SACRAMENTO – In 2019, the California State Railroad Museum & Foundation are proud to present a series of exciting events, activities and exhibits to commemorate the 150th anniversary of the completion of the Transcontinental Railroad. As history can attest, the completion of the 1,912-mile continuous railroad line was arguably the single greatest technological feat of the 19th century. It helped to connect the country, shape the nation, and put the United States on a path to economic prosperity.

“The completion of the Transcontinental Railroad is not simply a railroad story, it is our story,” said Ty Smith, Museum Director of the California State Railroad Museum. “It is a milestone of monumental importance. It bound the United States at a fragile time and it has impacted every one of our lives. At the Railroad Museum, we are honored to do our part to interpret the complex history and share the stories of the people who lived, worked, and died in this tremendous endeavor.”

Sacramento played a pivotal role in the remarkable feat that ultimately took thousands of laborers – largely Chinese railroad workers – and multiple private railroad companies to complete. On January 8, 1863, then-governor Leland Stanford officially broke ground in Sacramento to begin construction of the Central Pacific Railroad. Approximately six years later, the first Transcontinental Railroad was completed on May 10, 1869, when Stanford drove a ceremonial Gold Spike at Promontory Summit, Utah to officially connect the country.

The original completion date of May 8, 1869 was delayed by two days due in part to a labor dispute and a major storm. With plans in place and dignitaries already poised to participate on May 8, the city of Sacramento commemorated the completion in grand style two days before the rest of the nation did on May 10, 1869.



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150TH ANNIVERSARY

To commemorate the important milestone in our nation's history, the California State Railroad Museum & Foundation are proud to present and/or support the following events, activities and exhibits that culminate in May 2019 (while some have already begun, and others extend throughout the year).

HeritageRail Conference in Sacramento – April 25-27

Working in collaboration with the HeritageRail Alliance, the California State Railroad Museum & Foundation are helping to coordinate a prestigious gathering of railroad operators, historians and supporters from throughout North America to visit Sacramento for an annual conference that is timed to help kick off the sesquicentennial celebration. Information on events that are open to the public will follow at a later date.

Judah Map on Public Display inside the Railroad Museum – Debuts in April 2019

For six weeks in Spring 2019, visitors to the California State Railroad will have the unique opportunity to see the 66' Judah Map in person – on loan from the California State Archives – that has never been on public display in its entirety. Theodore Judah was the first engineer to systematically explore the western Sierra Nevada mountains and map the route of the Central Pacific Railroad. The map will debut on April 15, 2019 and will remain on public display through May 31, 2019.

Gold Spike Exhibit Redesign inside the Railroad Museum – Spring 2019

The California State Railroad Museum is home to both the priceless "lost" Gold Spike and the famous "Last Spike" painting by Thomas Hill. The spike was cast at the same time as the gold spike used at the Promontory Summit ceremony. Thomas Hill's painting illustrates the scene of the famous joining of the Union and Central Pacific Railroads. The California State Railroad Museum will redesign the Gold Spike exhibit areas so museum guests can enjoy a more interpretive and interactive exhibit experience.

The Chinese Workers' Experience Exhibit inside the Railroad Museum – Spring 2019

The California State Railroad Museum plans to debut an enhanced exhibit that will showcase and share stories of the Chinese railroad workers who were instrumental in the building of the Transcontinental Railroad. Once completed, the exhibit will allow visitors to immerse themselves in the toil and experiences of Chinese railroad workers who endured and persevered through severe weather and treacherous terrain.

Free Community Sesquicentennial Event – May 8, 2019

To gain a better understanding and experience the commemorative events (as closely as possible) to those that took place 150 years prior, the California State Railroad Museum & Foundation invite the community-at-large to visit the Old Sacramento Waterfront for a free outdoor Sesquicentennial event beginning at 10 a.m. on May 8, 2019. Planned free activities will include (but are not limited to) the following:



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- Historic re-creation of the parade that took place on May 8, 1869 complete with flags, music, historic fire brigade, horse-drawn carriages, and more;
- Complimentary historic and authentic excursion train rides aboard the Sacramento Southern Railroad throughout the day;
- Entertaining and interpretive Transcontinental Railroad melodrama performances playing in the historic Eagle Theatre;
- Community Picnic where guests can bring a sack lunch to enjoy on 1849 Scene (big grassy area in front of the Railroad Museum) that will feature entertaining live music along with docents and historians telling stories of the Transcontinental Railroad.

Sesquicentennial VIP Gala at the Railroad Museum – May 11, 2019

The California State Railroad Museum Foundation is proud and excited to offer a memorable evening of dinner, dancing and a private walk-through of one of the most influential and far-reaching moments in our nation's history during a special Sesquicentennial VIP gala inside the impressive Railroad Museum. Sponsorships are available now, and more event information to follow at a later date.

Waterfront Days Heritage Event at the Old Sacramento Waterfront – May 24-26, 2019

In collaboration with the Downtown Sacramento Partnership, the Old Sacramento Living History Program and Sacramento History Museum, the California State Railroad Museum & Foundation are proud to support a free heritage event over Memorial Day weekend that will include three days of engaging, educational and fun festivities. Friday is Education Day with a focus on school groups and the community festival is scheduled for Saturday & Sunday. More details and event information will follow at a later date.

"Next year is shaping up to be the year of the railroad in Sacramento and beyond," said Cheryl Marcell, President & CEO of the California State Railroad Museum Foundation. "And while it's fitting that the Railroad Museum & Foundation are leading the way to recognize and honor this historic achievement in Sacramento, we're thrilled to see our community partners stepping up to join in the effort in exciting and innovative ways. We applaud and invite the entire community to pause, reflect and commemorate with us in 2019."

In addition to the California State Railroad Museum & Foundation, the region-wide museum community is also planning numerous ways to mark the pivotal date in our nation's history with special events, exhibits and activations. A number of museums and destinations with plans in place for 2019 include the following: California Automobile Museum, Center for Sacramento History, Crocker Art Museum, Locke Boarding House Museum, Roseville Utility Exploration Center, Sacramento Historic City Cemetery, Sacramento History Museum, and SSVMS Museum of Medical History. More detailed information will follow and/or be available from each respective museum and/or destination.



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