

The *Celebrating 60+ Years* Trainmaster

May 2019

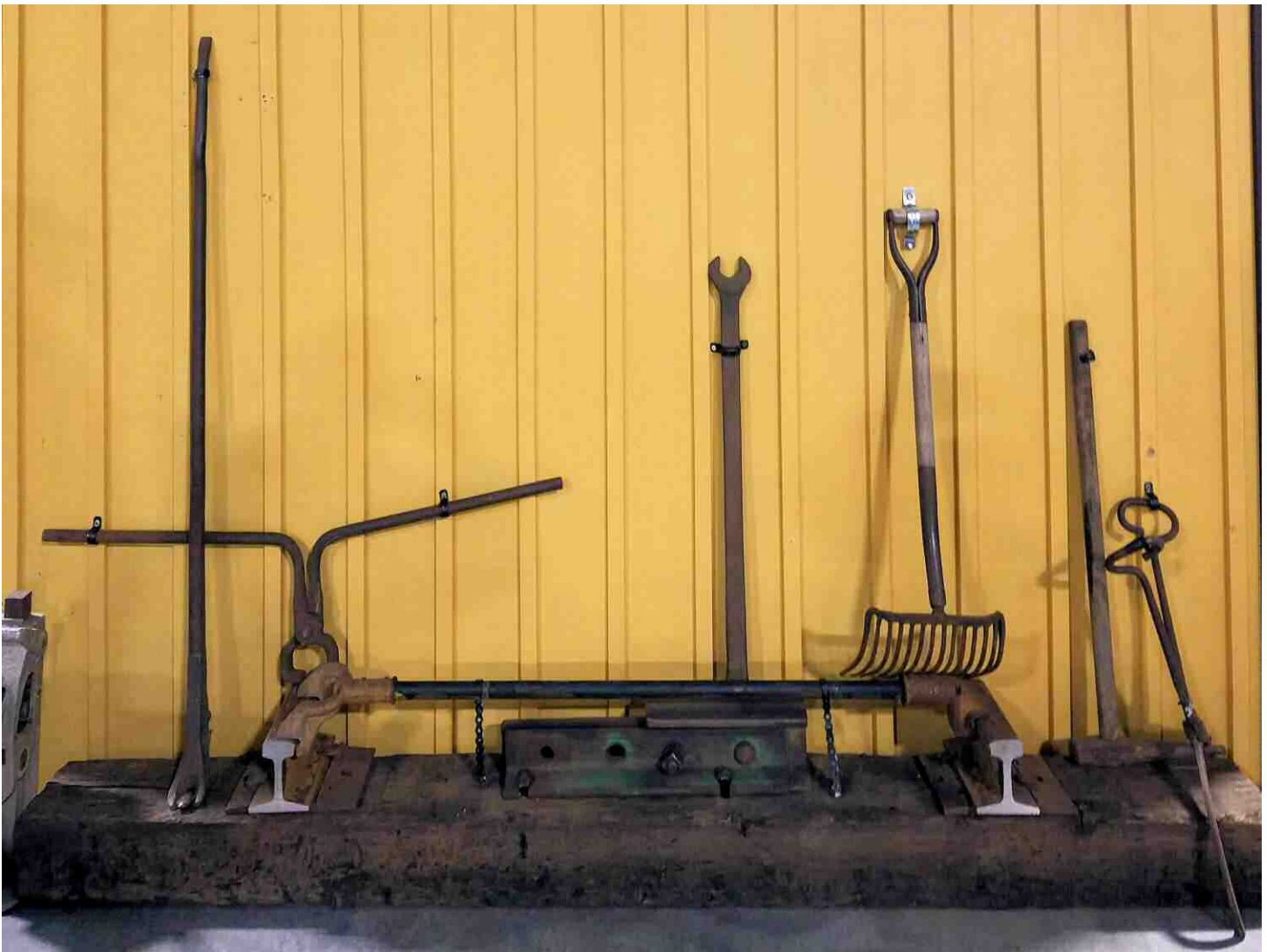
ISSUE N^o 682



The Official Publication of the
Pacific Northwest Chapter of the
National Railway Historical Society
Portland, Oregon
www.pnwc-nrhs.org



WORKING ON THE RAILROAD... FOR 150 YEARS!



For over 150 years, rail workers and their tools have been used to build and maintain the track of the nation's railroads. The picture above shows a collection of some hand tools for just that purpose.

Across the bottom of the picture is a tie. Usually made of pressure treated hardwoods, a standard tie is 9 feet long, and has an outer dimension of 9 inches by 7 inches. Also seen above section of rail resting on Tie Plates, all held in place with the ubiquitous Spike. The correct spacing between the rails is provided by a Gauge Rod.

Shown at the left are: a Spike Puller and Rail Tongs. Two Rail Tongs were needed to handle a 39 foot length of rail that weighed about 5000 lbs. Shown to the right are: a Ballast Fork, a Spike Maul, and Tie Tongs.

Joint Bars Connect the sections of Rail together, shown with its associated nuts and bolt and large track Bolt Wrench to tighten the pieces together.

Photo above by T. Trent Stetz, of an exhibit under development at the Oregon Rail Heritage Center.

150 Years ago... May 10, 1869



“Time and space are annihilated by steam.” quote by Asa Whitney, who was American merchant who travelled abroad in the mid-1800s, experienced first-hand the ease of commerce that railway systems provided. The journey west ~ 2,400 miles and 4-8 months ~ was reduced to a mere week or two following the completion of the first transcontinental railroad.

U.S. government bonds and extensive land grants of government owned land funded and financed construction. Loans were extended from \$16,000 to \$48,000 for each mile of track laid. 690 miles were completed by the Central Pacific Railroad and 1,086 miles were constructed by the Union Pacific Railroad.

Over 10,000 Chinese immigrants did the hard work of preparing rail beds, laying track, digging tunnels, and constructing bridges. They were paid just \$1 per day, and worked 12-hour shifts, six days per week.

The “golden age” of railroads begins. For nearly half a century, no other mode of transportation challenges railroads. The nation was connected on a level it had never been before and the impact was felt immediately. In the end, the Transcontinental Railroad impacted the U.S. economy by transporting products and people, leading into the economic growth. The United States manufactured 30% of the world's goods by the 1900.

100 Years ago... 1919

Between 1916 and 1919, the US Railroad route mileage peaked at about 254,000 route miles. Freight trains carried natural resources like iron, coal, and minerals to cities where they supplied for the raw materials for industrial use. Trains also carried food to the growing urban labor force and finished products from industry to all parts of the nation. Railroad linkage with telegraph and later telephone allowed it to standardize its operation/arrival and departure times, Railroad expansion promoted the growth of heavy industry - such as steel - because the railroads were the nation's largest purchaser of steel.



75 Years ago... 1944



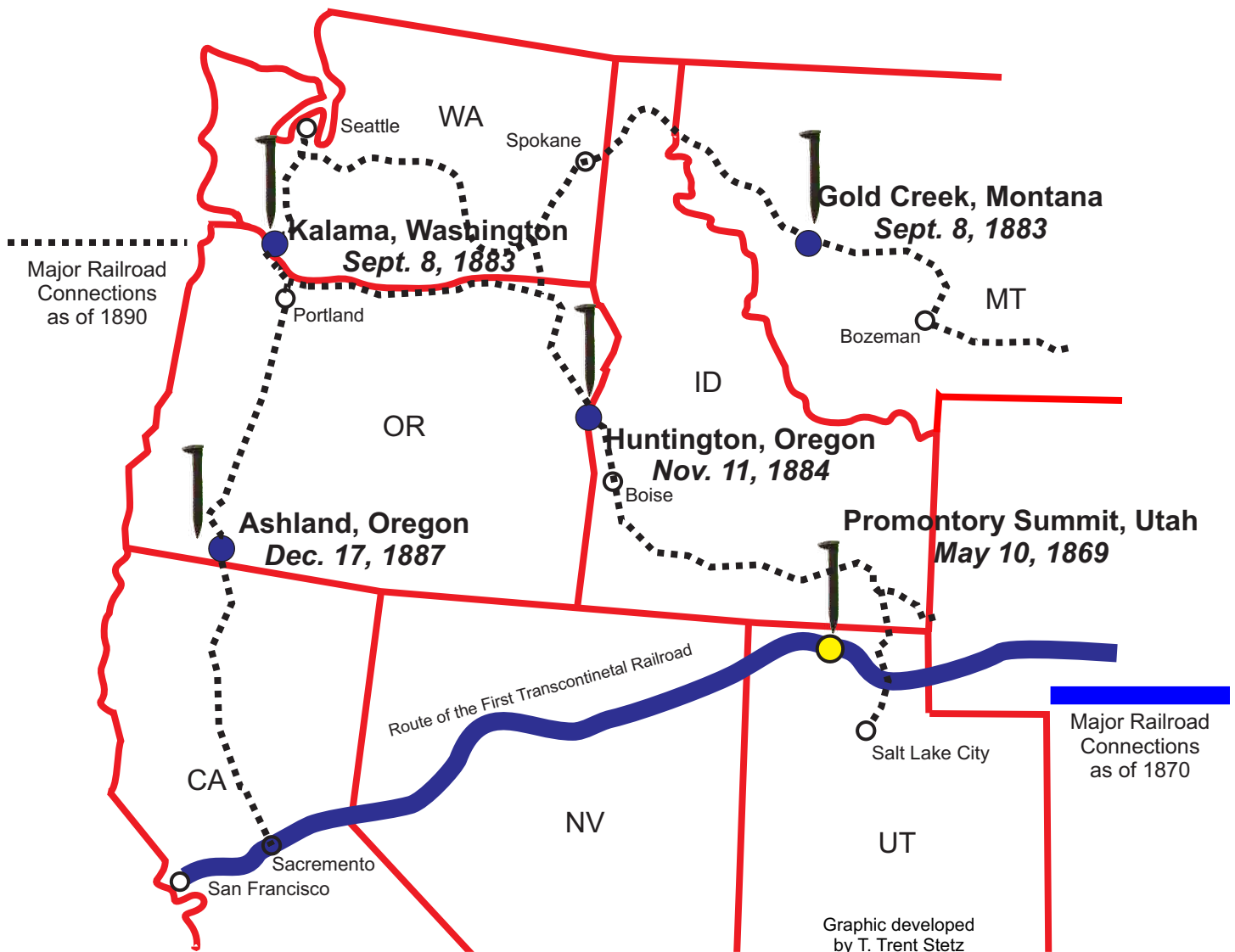
American railroads were called into service during World War II, transporting troops and materials for the war effort. Not only did railroads see record freight traffic during the war years but also the industry witnessed a passenger renaissance as folk returned to the rails, partly due to the new streamliner concept and partly because the government needed the trains to move large numbers of troops. On average, railroads moved twice the monthly volume of both freight and passengers as during World War I. In 1944, the US railroads had 227,335 route miles. Railroads enter the post-war era with a new sense of optimism that leads them to invest billions of dollars in new locomotives, freight equipment and passenger trains. That investment would see retirement of the last steam locomotive by the late 1950s in favor of diesel engines.



50 Years ago... 1969

By 1969, the US Railroad route mileage stood at about 207,000 route miles. For Americans in 1869, the driving of the golden spike, which joined the Union Pacific and Central Pacific railroads at Promontory Point, Utah, on May 10, carried a significance similar to that of the first moon landing in 1969. In 1969, the US has 207,526 Route miles of rail. Soon the passenger lines would be merged; The Rail Passenger Service Act of 1970 creates Amtrak to take over intercity rail passenger service. Amtrak officially begins service on May 1, 1971. Burdened by regulation and faced with subsidized competition, nine Class I railroads, representing almost one-quarter of the industry's trackage, file for bankruptcy protection in the early 70s.

Completion of the Rail Network in the Pacific Northwest



GOLDEN SPIKE EVENTS IN OREGON HISTORY

Info provided by Bob Melbo

- ◆ September 8, 1883 – A ceremonial event, starting at 5:30 p.m. and featuring a long speech by railroad capitalist Henry Villard, marked completion of the Northern Pacific Railroad at Gold Creek, Montana. This provided Portland with its first transcontinental rail link. A few minutes after the Montana event started, another final spike event was held in Oregon, marking completion of the 40 miles of NP track between Portland and Hunter's Point (Landing), the location of a ferry landing on the south bank of the Columbia River opposite Kalama.
- ◆ November 11, 1884 – A second transcontinental link was achieved when the OR&N completed its line over the Blue Mountains to Huntington, Oregon, there forging a connection with Union Pacific's Oregon Short Line.
- ◆ December 17, 1887 – A last spike ceremony (history isn't clear whether it was a silver or gold spike) at the south end of Ashland yard marked completion by Southern Pacific of Oregon's first north/south rail connection, linking California with the Pacific Northwest.



PNW RAIL NEWS

by Arlen L. Sheldrake



Reminder: The electronic pdf color version of *The Trainmaster* newsletter is available to PNWC-NRHS members by sending an email message to me: asheldrake@comcast.net. The color version is also posted on the member only section of the Chapter's web site: www.pnwc-nrhs.org/trainmaster.html.

▶ As of November 1, 2018, the Troutdale Depot Rail Museum has been closed to prepare for the renovation of the building by the City of Troutdale. The Rail Museum has been in the building since 1976. The City of Troutdale is doing a thorough renovation of the building including installing insulation, new windows and bead board. Some 300 artifacts were removed from the 112-year-old depot with each one photographed and cataloged. Once the project is done, the Troutdale Historical Society will move back in to tell the story of railroading in Troutdale in the former station agent's office, the original waiting room and the caboose. The caboose will be re-positioned and electricity installed. **ByGone Times**, the newsletter of the Troutdale Historical Society, April-June 2019.



◆ A 4/23 email message from Stanley Clarke asking about the Depot's original exterior paint color is being pursued by Bob Melbo, Wayne Depperman and Jeff Asay.

▶ ZIM Integrated Shipping Services has partnered with 2M Alliance to begin serving the Port of Prince Rupert in British Columbia. ZIM service made its inaugural weekly call at the port on March 27 when ZIM containers arrived on the Maersk Altair vessel. CN serves the port. The new weekly marine carrier service uses the Fairview Container Terminal. **Progressive Railroading 3/29/2019.**



▶ On March 28th the Canada Cultural Spaces Fund announced the award of nearly C\$1 million to the West Coast Railway Association to go along with private donations to purchase the Squamish Railway Shop. An additional C\$1 million will upgrade the facility for year-round restoration abilities. The WCRA has been leasing the Squamish Railway Shop from BC Rail since 2006 to restore their vintage locomotives. **Squamish Chief 3/28/2019.**



▶ Alaska Gov. Mike Dunleavy is asking President Donald Trump to grant a presidential permit to extend the Alaska Railroad into Canada, supporting a Canadian company seeking to blaze a new path for Asian-bound products. Alberta to Alaska Railway Development Corp. (A2A, www.a2arail.com) would build 1,700 miles of rail to Alberta's tar-sands oil fields, with 200 miles of that in Alaska, reaching the rail system at North Pole. The A2A company plans to raise some \$17 billion for the project. The company has offered ownership to tribes, Native corporations and First Nations along the route, groups that could help win regulatory approval. The line would be built from Fort McMurray, Alberta to North Pole, Alaska. Railcars would move overland to Cook Inlet, carrying passengers and freight (bitumen, potash, and mine ore). A presidential permit is required for cross-border infrastructure. The Mat-Su Borough has negotiated closely with A2A in recent months over completing the 32-mile rail extension to Port Mackenzie estimated to cost \$120 million. \$184 million has been spent on the Point Mackenzie Rail Extension Project but it is \$120 million short of completion. **Anchorage Daily News 3/31/2019 & 2/10/2017.**



▶ The Alaska Senate voted 19-0 on Senate Joint Resolution 11 supporting a federal border permit that would allow a railroad crossing to be built between the state and Canada. SJR 11 now goes to the state House of Representatives for consideration. The Senate majority's news release noted there would be no state funds used to build the railroad. **KTVA 4/16/2019.**

▶ The Grand Canyon Railway & Hotel is running steam-powered excursions to Grand Canyon National Park on the first Saturday of each month March through October. Check the schedule to see which locomotive, GCR #29 or GCR #4960, is leading the excursion. And on September 21st they are double-heading for the Grand Canyon Railway Anniversary. More information: www.thetrain.com.



▶ Spotted southbound April 2nd afternoon going past the Oregon Rail Heritage Center was a 100+ unit tank car train with three Canadian Pacific locomotives and one Union Pacific locomotive in the lead, all the tank cars carried placard 1267 (petroleum crude oil) and all with reporting mark DPRX (PBF Holding LLC). Where might this be headed?



► I am hearing that former SP&S No. 539 (originally NP 1762) located on the Grand Canyon Railway is for sale. The 539 is a 2-8-2 “Mikado” type steam locomotive built in 1917. The 539 was at one time on display in Vancouver then Battleground, Washington. Maybe, just maybe this locomotive may be coming back to home rails...

► G3 is pleased to announce that it will build new high-efficiency grain elevators near Irricana and Stettler County, Alberta. Both new facilities will have a capacity of 42,000 tonnes and a railway loop track that can accommodate a 150-car unit train. Like G3's other high-efficiency facilities in Western Canada, the elevators will be able to unload a Super B truck in less than five minutes. Construction of the new elevators is planned to start by this summer, pending final regulatory approvals. Construction is expected to be complete in 2020. G3 Stettler County will be on CP Rail; G3 Irricana on CN Rail. G3 currently has four other high-efficiency elevators under construction: at Morinville, Wetaskiwin and Carmangay, Alberta and at Maidstone, Saskatchewan, as well as a new port terminal under construction in North Vancouver, British Columbia. **G3 news release 3/27/2019.**



► TriMet is moving ahead with the estimated \$15 million Gideon Overcrossing, the bridge for pedestrians and bike riders that will cross the Union Pacific tracks and TriMet MAX Orange Line tracks between Southeast 14th Avenue on the north and 13th Avenue on the South. Both sides of the bridge will have elevators. Construction begins in April and will last more than one year. **Portland Tribune 4/4/2019.**



► East Link construction reaches 50-percent completion milestone. Project is on track for 2023 launch of the Blue Line between Redmond and Northgate. At the 50% mark, Sound Transit contractor crews have:

- Constructed 2.86 miles of elevated guideway;
- Excavated a tunnel under downtown Bellevue;
- Built a bridge over I-405;
- Installed almost a mile of track and nearly completed a station on Mercer Island;
- Strengthened the I-90 floating bridge through a process known as post-tensioning;
- Taken down the Rainier Avenue bridge in Seattle to make way for the future Judkins Park station;
- Constructed the first half of the long-span bridge across I-90 using a specialized “traveler” crane;
- Started early, pre-construction work at the International District Station to prepare for Connect 2020 – the construction in early 2020 that will tie in East Link through the existing transit tunnel in downtown Seattle.



Sound Transit news release 4/5/2019.

► Federal Way light rail extension clears key hurdle toward federal grant. The Federal Transit Administration (FTA) April 10th moved Sound Transit's Federal Way Link Extension forward in its rigorous funding process, granting the project approval to advance to the engineering phase – a necessary step toward securing a critical grant. The project has also earned a “Medium-High” rating by the FTA in its annual review of transit projects seeking the highly competitive grants. **Sound Transit news release 4/10/2019.**

► Sound Transit will begin work in the coming weeks to prepare for construction of the 8.5 mile Lynnwood Link Extension, which will extend the line from the Northgate Link station to the Lynnwood Transit Center. The work, most of which will take place in the I-5 right of way, includes the replacement of existing trees and sound walls, as well as utility relocation. Light rail construction will begin early this summer. **Sound Transit news release 4/14/2019.**

► Looking for information about the Skookum and its restoration, look no further, the Roots of Motive Power Inc. book *The Resurrection of a Locomotive, The Skookum Project* will be more than satisfying. The book is a compendium of five issues of the Roots of Motive Power Highline newsletters:

- Volume 31, No. 2 August 2013 – The Little Engine That Could: The Skookum Part I.
- Volume 33, No. 1 April 2015 – The Little Train That Could: Skookum Part II.
- Volume 35, No. 2 August 2017V – Skookum, Part III Now It's All In The Details.
- Volume 35, No. 3 December 2017 – Deep River Logging Company & Deep River Timber Company – From Beginning To End.
- Volume 36, Nos. 2-3 August, December 2018 – The Resurrection of a Locomotive, The Skookum Project – Part IV.
- Includes the special addendum Skookum Valve Setting.

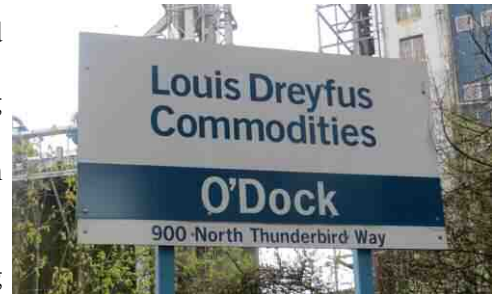


Lots and lots of pictures in each section of this spiral bound 300+ page book. Authors: Chris Baldo, Theron Brown, John A. Taubeneck, and Martin E. Hansen. The book may be available for purchase from The Book Juggler in Willits: 707-459-4075 / www.thebookjuggler.com. The PNWC lending library has a copy for member checkout.

► On April 15 the Skookum headed south on her 3-day trip to Niles Canyon after it was loaded on two trucks at the blimp hanger (Naval Air Station – Tillamook) in south Tillamook. On April 12th the Skookum ran for the last time in Oregon the 8 miles from Garibaldi to Tillamook and the loading process began. **Trainorders.com 4/15/2019 Martin E. Hansen posting.**

► One may wonder, as I have, why there isn't any rail or water activity at the Louis Dreyfus O'Dock grain facility just north of the Steel Bridge and west of the Rose Quarter (MODA) Arena at Willamette River mile twelve (900 N. Thunderbird Way). According to City of Portland Case File Number LU 12-186540 GW, Louis Dreyfus Commodities Northwest Facilities LLC (LDC) is doing a \$21 million dollar upgrade to this facility. The facility includes:

- 440-foot ship terminal (terminal can load Handy, Handy-Max and Panamax size vessels)
- Grain elevator (including silos and grain processing and cleaning buildings),
- Three parallel tracks of Union Pacific Railroad on the upland side which accommodate 32 train cars.
- Upland staging areas for grain rail cars.



The upgrade includes adding grain cleaning capability to this facility and adding modernization to the conveying systems. The majority of the changes will be internal to the facility including new dust collection equipment as well as electrical upgrades for the new systems and a new drag conveyor. **City of Portland LU 12-186540GW, 2/5/2013.**

► Some additional information about the Zenith Energy diluted bitumen (dilbit) export facility in Northwest Portland from the April 7th Oregonian: Zenith completed one marine shipment in 2017 and 10 in 2018, with five tankships filled in the first three months of 2019. The facility was built in 1947 as the Willbridge Asphalt Refinery. Construction of the new 32 tank rail car unloading spots is currently underway and will expand the facility to 44. Zenith contracts with Chevron to load ships at their Willamette River dock. The crude oil is pumped from Zenith's tanks under Front Avenue to Chevron's dock.



[The in-depth 4/7 and 4/14 Oregonian articles by Gordon R. Friedman are worth a read.]

► The Oregon State Representative Mitch Greenlick sponsored House Bill 2219 to study expanding the Westside Express Service (WES) commuter rail service from Wilsonville to Salem received a hearing March 4th before the Legislature Joint Transportation Committee. No committee vote has yet been scheduled to advance the legislation. **Washington County Times 4/4/2019.**



► The International Port of Coos Bay is reporting that the swing span bridge will be operational in mid-April, about one year after the center columns failed. The 1914 swing bridge is reported to be the longest swing span in the USA. The repairs included making the bridge remote operated. Contractors included Koppers, West Coast Contractors, Knutson Towboat, Reese Electric, Madlyn Metal Fab, David Evans and Associates, Stantec Engineering, and Hardesty and Hanover. **The World 2/27/2019.**



◆ The tentative dates for turning and testing the bridge is set for April 24 through April 26. There is one scheduled inbound vessel traffic on the 24th. Once that vessel has cleared and the railroad bridge and the tugs and pilot vessel have had the opportunity to transit back below the railroad bridge, the Port will move the bridge to the open for railroad traffic position. The swing span bridge will remain in the open to railroad traffic for two full days to allow for necessary alignment of the north and south railroad approaches. The railroad wing span bridge will move to the open to maritime traffic position on the afternoon of April 26. The Port anticipates additional testing of the electrical/mechanical functions of the swing span bridge which could take up to 10 days before returning the bridge to fully operational status. During this time of testing, the swing span bridge will be going through several iterations of opening and closing, the Coos Bay Rail Line will work with all stakeholders to ensure everyone is apprised of their activity and to accommodate all vessel traffic. **Port of Coos Bay Update 4/16/2019.**

◆ According to the International Port of Coos Bay, the Coos Bay swing span bridge will be ready to open to rail traffic on April 23. Since the bridge failure a year ago the Port of Coos Bay has spent \$3.5 million to repair the 100+-year-old swing span. The bridge connects North Bend to the North Spit. **The World 4/19/2019.**

► TriMet will begin a six-week rail-grinding project on April 9, that will improve about 25 miles of the MAX system. The project will be done during overnight hours when MAX trains are not running. The rail-grinding will begin in Downtown Portland then work its way to Portland International Airport and eventually towards Gresham, the project is scheduled to wrap up on May 18. **TriMet News 4/8/2019.**



► The April 2019 issue of the NW Examiner (www.nwexaminer.com) has two very interesting lead articles:

- Montgomery Park, surrounding 18 acres, sold to Seattle developer: The Naito family sold the 1920 Montgomery Park building (formerly a Montgomery Ward distribution center) and surrounding property to a Seattle-based developer for \$300 million. Rail historians will remember that the building was developed on former grounds of the 1905 Lewis & Clark Exposition and that rail cars were positioned within the building for loading/unloading.

Included in the article was a list of local charities to benefit from Naito family gifts from some of this sale. One of the beneficiaries was the Vintage Trolley for \$100,000. [Some research found that VTI owns the two vintage trolleys (513 & 514) that are operated by the Willamette Shore Trolley and that the donation will be used to help fund their conversion to battery power. The President of VTI is Bill Failing and the Secretary is Rick Gustafson.]

- Streetcar heading north despite broader policy questions: Dan Bower, executive director of Portland Streetcar Inc. is proposing an unconventional rail line across underdeveloped industrial land to reach Montgomery Park at Northwest 27th and Vaughn. Instead of serving populated areas with busy streets, it would head through a comparative desert. The Northwest Streetcar Coalition, some 40 property owners, are pushing to have their industrial-only lands rezoned to allow residential and commercial uses now favored by the Bureau of Planning and Sustainability. Real estate values would soar, perhaps skyrocket.

► The Washington State Senate and House both passed \$10 billion, two-year transportation spending bills in the last two weeks. Spokane projects include:

- The project to replace a BNSF rail crossing at Pines Road with an underpass, and construct a roundabout or traffic signal at Pines Road and Trent Avenue, is slated to receive \$2.9 million.
- A project that replaced an old rail spur between Cheney and Geiger Junction to serve a newly built \$30 million grain loading facility on Craig Road is also set to get partly reimbursed. The Legislature intends to keep sending state funding to the finished Highline Growers project until the cost of \$7.3 million is reimbursed.
- \$500,000 is dedicated for rail work related to the Spokane airport transloader facility project, which will transfer freight shipments between trucks and rail. The \$2 million, 1.2-mile rail line is under construction on the West Plains and will connect with the Geiger Spur.
- Set aside \$250,000 for a study looking into an east-west intercity passenger rail service connecting Spokane, the Tri-Cities, Toppenish, Yakima, Ellensburg, Cle Elum and Auburn. This line would connect to an envisioned high-speed rail route running at speeds up to 250 mph from Vancouver, B.C. to Eugene, Oregon. **The Spokesman-Review 4/9/2019.**



► Georgia-Pacific will close Coos Bay mill, lay off 111. Georgia-Pacific Wood Products notified employees at its Coos Bay lumber mill April 11th that it will close the facility and lay off all of the site's 111 workers. GP said the Asian competition for



Oregon logs made it more expensive to supply the Coos Bay mill and the prolonged closure of Coos Bay's swing span railroad bridge made it more difficult to ship products from the site. The GP Coos Bay facility opened in 1994 and produces dimensional lumber – 2x4s, 2x6s and similar products. 70% of the mill's products went by rail and the bridge closure was adding significantly to operating costs as they are trucked to a rail reload site north of the closed bridge. The job cuts will begin June 10 and continue in phases until the Coos Bay facility is completely closed. **The Oregonian 4/11/2019.**

► For those of us who watch the History Channel's **American Pickers** show, be advised that recently they visited John Polhpeter (SP 4449 volunteer) and his Another Time Restorations & Fathertime Clocks business in Oregon City. John says the non-staged visit was most enjoyable and they made some significant purchases; he will let us know when the episode will air.



► Discovered an interesting organization thanks to the Golden Spike Celebration: The Chinese Railroad Workers Descendants Association is a national, membership based, charitable organization which seeks to preserve, promote and protect the contributions made by Chinese railroad workers to the United States. Lots of history and a most interesting web site: goldenspike150.org



◆ And how about the official beer of the Spike 150 celebration from Uinta Brewing, Golden Spike Hefeweizen.

◆ The **Union Pacific Steam Club** 4/24 update announced that the Ogden May 9th event will be streamed via the UP Facebook page located at www.facebook.com/unionpacific.

► In the spring of 2018, CP assembled three historic passenger cars in its Mayfair Yard, an unused ex-intermodal yard in Coquitlam, B.C. After years in private hands, the cars were in poor condition, and determined to be beyond restoration. They were decontaminated, harvested of usable parts and dismantled. The cars:

- CP Riverton, an 8-1-2 sleeper built in 1929
- CP Buffet-Parlour 6667, later coach 1387 built in 1926
- Northern Alberta Railways, Railway Post Office 1453 built in 1930.



Trainorders.com 4/8/2019 posting. [Maybe CP would share their project process with others needing to do the same?]

▶ Alaska Railroad Corp. managed to turn an \$18 million profit in 2018 despite a one-third decrease in activity in its primary business. The railroad's freight tonnage fell sharply from 4.8 million tons in 2017 to 3.2 million tons last year. Historically the freight business has accounted for 40% or more of the railroad's operating income. The state-owned railroad's profit was largely built on its real estate business, which generated \$13 million profit for the year. The railroad is a significant landowner with title to about 37,000 acres across the state, roughly half of which is on revenue-generating properties. Activity in the passenger segment of the railroad's business continues to increase. **Alaska Journal of Commerce 4/12/2019.**



▶ The Canadian Transportation Agency (CTA) issued April 15th its determination on possible freight rail service issues in the Vancouver area following an investigation launched on its own motion, with the authorization of the Minister of Transport. The CTA found that Canadian National Railway Company (CN) breached its level of service obligations by announcing its intention to impose embargoes on wood pulp shipments in September 2018, several months before rail congestion and other



Office
des transports
du Canada

Canadian
Transportation
Agency

challenges emerged in the Vancouver area, and imposing those embargoes in December 2018, rather than making every reasonable effort to deal with those challenges before unilaterally restricting the transportation of the shippers' traffic. The CTA found that Canadian Pacific Railway Company (CP) and BNSF (BNSF Railway Company), the two other railway companies

investigated, had not breached their service obligations. The CTA ordered CN to develop and submit a plan to respond to future traffic surges in the Vancouver area and to avoid, or minimize, the use of embargoes. The determination also sets out criteria for the lawful use of embargoes, including that they be imposed only on an exceptional basis, be targeted to address specific challenges, and be lifted as soon as possible. **Canadian Transportation Agency 4/15/2019 press release.** CN will appeal the CTA ruling. **Progressive Railroading 4/16/2019.**

▶ The Bay Area Electric Railroad Association's March 2019 issue of *The Review* included two items with attribution that they picked up from *The Trainmaster*. Thanks to David Larsen for spotting them.

▶ An April 16th message from Dick Samuels noted that he is expecting four rail cars of cheese in the next couple of weeks, thus ending the freight activity hiatus at OPR's East Portland Branch.

▶ Greenbrier Cos. pays \$400 million for American Railcar Industries. American Railcar has two factories in Arkansas and five other facilities that provide railcar components and parts. It has 1,600 employees as of August. Greenbrier expects to substantially expand its products and North American market opportunity. Based in Lake Oswego, Greenbrier builds marine barges and railcars all over the world. It reported \$2 billion in sales last year. **The Oregonian 4/20/2019.** [The Greenbrier Gunderson 100th anniversary exhibit continues to be featured at ORHC.]

▶ As one looks at the progress being made in Sellwood to complete the gap between the Springwater on the Willamette and the **Springwater Corridor Trail**, one may wonder why no construction has been started on the portion of the trail between 13th and 17th Streets. Seems the trail location in that section is still under discussion between the City of Portland and the Oregon Pacific Railroad.

▶ Point Defiance Bypass rail corridor update: NTSB will hold a board meeting on Tuesday, May 21, to present its findings. The hearing will be live-streamed online beginning at 10 a.m. (PST) at ntsb.windrosemedia.com. Once the final NTSB report is issued, WSDOT and others involved with the service will assess the recommendations to determine next steps for returning the Amtrak Cascades and Coast Starlight service to the Point Defiance Bypass. **WSDOT 3/25/2019.**



▶ I asked Bob Melbo if the Astoria Line was still blocked west of Wauna, and here is his 4/24 reply: "Yes, the line is still blocked. More than blocked, Portland & Western got tired of the slide wrecking their track so they panelized the track (like HO snap track) through the cut that carries the railroad through the slide, then removed the track and stacked the panels nearby. Restoring the line would entail bulldozing the cut clear again and relaying the track. It's not something you would do unless you had a really good reason, because it's not a small task."



Map from: www.gwrr.com/railroads/north_america/portland_western_railroad_inc#m_tab-one-panel

HOOD RIVER STATION CRASH - 1918

By Arlen L. Sheldrake

This Alva Day photo is from the History Museum of Hood River County's Historic Hood River photo blog posted November 26, 2018. This shows a Mount Hood Railroad Company steam locomotive crashed into the O.W.R. & N. Co. station in downtown Hood River, Oregon. The following is extracted from the newspaper account:

Hood River Glacier – September 26. RELIC VIEWERS SEE RUNAWAY ENGINE

“A spectacle that was not on the program, a runaway locomotive of the Mt. Hood Railroad Co. that flew down the track alongside that on which the war trophy train has just parked, and missing by inches scores of the spectators, furnished a thrill for the hundreds here to see the relics of European battlefields yesterday.



The relic train, arriving a little late of scheduled time, was switched to a joint track of the O.W.R. & N. Co. and the short line. The engineer and fireman of the runaway locomotive had left their engine to catch a glimpse of the relics. The track along which the locomotive swept was fairly lined with spectators, and it is considered miraculous that some one was not run down. Scores of school children were present to see the trophy train, and but for the presence of mind of elders who jerked them from the danger, some of them would have been struck.

Traveling at a speed estimated by spectators from 10 to 15 miles an hour, the locomotive struck a rail passenger auto at the end of the track and ploughed for 100 feet over paving until its course was stopped by the thick brick walls of the west end of the O.W.R. & N. station. The big rail auto was caught on the locomotive's tender and seven automobiles, left in the path of the runaway, were caught as though by the scythes of a mowing machine. Women screamed as little child rushed across the path of the wreckage just in time to save herself. A.A. Lausmann driving to the station, stopped his automobile as the mass rushed past his radiator. Two of the machines were ground into twisted steel and splintered wood between the locomotive and the brick walls of the station. The big crowd, watching the destruction of the automobiles and fearing that they might have contained passengers, shuddered. Until men pried into the wreckage it was not known but what someone had been maimed or killed.

How the locomotive started remains unexplained. J. W. West, manager of the line, says he has the name of a woman who says she saw two men leap on the locomotive and then leap away as it started. This report spread through the crowd viewing the wreckage and has caused feeling to run high. Others say that it has been reported that the throttle of the locomotive was in need of repair, and the enginemen are blamed for having left their charge. Local citizens and officials are determined that a thorough investigation shall be made.”

While I spent a considerable amount of time while growing up visiting the then Union Pacific Hood River depot (now Mount Hood Railroad depot), I never imagined that the historic building had suffered this damage. I also had never heard of a World War I Trophy Train.....this got me curious.... What was it that drew this crowd to the Hood River depot?

Google is mostly the friend of this research and soon I found a Harvey County History Museum web site that described a September 28, 1918 4th Liberty Loan War Exhibit train visit to the town of Newton, Kansas. Seems there were twenty-four (24) of these trains touring the country to support this 4th war fund raising effort. The period of time for this Kansas visit seems, in my opinion, to coincide with the Hood River visit. I now believe the 4th Liberty Loan War Exhibit Trains and the Trophy Train mentioned in this newspaper account to be one and the same; just different names for the same train or in this case the same 24 trains. And one of these trains was visiting Hood River when this mishap happened.



The September 28, 1918 Evening Kansan Republican newspaper headlined an article War Exhibit Train Drew Large Crowds. The train consisted of two flat cars, one box car and a Pullman. Items on display were “all newly captured” at the front including German howitzers and siege guns. Other items included: 150mm German howitzer, 77mm German field piece, floating navy mine, trench food can, gas shell, French gas masks, Lewis machine gun, compress air bomb thrower, mortar for flying pigs [I don't believe these were actually for flinging animals], aero bombs, pear-shaped grenades and a Colt machine gun. A total of 57 different items were on display.

Arthur Babitz, History Museum of Hood River County's photo poster (www.hoodriverhistorymuseum.org), notes that the MHRR spur heading for the depot still exists.

Sources: History Museum of Hood River County 11-26-2018 photo posting, Harvey County History Museum, and National Museum of American History. Many thanks to the History Museum of Hood River County for permission to reprint their photograph and to Arthur Babitz for his posting of this photograph on the Museum's Historic Hood River photo blog.

April Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on April 19, 2019

The April, 2019 membership meeting was called to order at 7:39pm by President Mark Reynolds.

Guest present was Greg Damitz. Welcome Greg.

The minutes of the March meeting were called, Bruce Strange made a motion to approve, Dave Larsen seconded and the membership accepted the minutes.

Keith Fleschner gave the monthly Treasurers report, said bills were paid, no new membership renewal income, and all accounts balance. He reported that the 'kitty' for the snack time was losing money and urged everyone to donate at least three dollars for the snack time.

Ron McCoy reminded members that the annual banquet will be held on June 15 at the Stockpot restaurant, Red Tail golf course. The speaker will be Richard Thompson.

Ron McCoy then made the presentation of the April, 2019 Unsung Hero award to Doug Auburg. Doug encouraged his friend, Rocky Regula, to donate the detailed model of the Bull Run flume to the Bull Run Powerhouse. It was on view during the recent Chapter visit. Thank you Doug.

President Reynolds reported that the ORHF turntable project is progressing and volunteers are needed. He next reported that the Holiday Express will be run on three weekends, possibly three days each, and more volunteers are needed to make it a success as this is a great funding source for ORHF. He also announced that more docents and gift shop operators are needed at ORHF; please contact Al Baker if you can help.

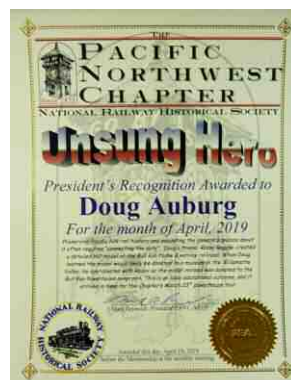
President Reynolds then announced that Powerland Heritage Park is looking for more volunteers as they wish to be open more days in the year.

President Reynolds reported that much encouragement is needed to enable the return the Washington Park and Zoo Railway back to service to Washington Park. People should write letters to the METRO President, Ms. Peterson urging the return of the railway to Washington Park.

Al Baker said the video for the evening program is part one of America By Rail. The second part will be next month.

The meeting was adjourned at 8:23pm.

Snack time was again provided by Lila Stephens and Bryan Ackler. Thank You



Ron McCoy (l) presents the Unsung Hero award to Doug Auburg (r)

Respectfully submitted by Jim Hokinson, Secretary

Annual Chapter Banquet

SATURDAY JUNE 15th 5PM

the STOCKPOT BROILER
5:00 PM No host bar
5:30 PM Banquet
6:30 PM- Program & Jack Holst Award

SUNNYSIDE STREETCARS
Richard Thompson

Guest Speaker **Richard Thompson**
Historian and author of the new book **Sunnyside Streetcars**

8200 SW Scholls Ferry Rd.
Beaverton, OR 97008

Orders must be received by
June 7th

Questions?

Send email to ronaldmccoy@mac.com
or call 503-244-4315

Two Ways to Order

- By credit card on the website www.pnwc-nrhs.org
- By check via mail using the order form enclosed with this issue

CHAPTER LIBRARY LOOKING FOR BOOKS

Do you have any railroad books you no longer need ? Add them to the Chapter Library through a tax-deductible donation. The chapter has a wish list of books that it would like to add to it's collection. If you can donate any of the items listed, please call, or e-mail the library (library@pnwc-nrhs.org) by **June 1st**.

Burlington Northern in Oregon by Ed Austin, Pub. Morning Sun Books

Southern Pacific in Oregon by Ed Austin, Pub. Morning Sun Books

Rails to the Mid-Columbia Wheatlands by John F. Due, Giles French (Pub. 1979)



A banner visible to Orange Line Max riders is now installed on the historic Brooklyn Yard turntable, resting on a flat car awaiting restoration work before future installation at the Oregon Rail Heritage Center. (Photo by T. Trent Stetz)

Bill of Lading

| | |
|--|---------|
| Working on the Rails for 150 Years..... | Page 1 |
| US Rail History over since 1869..... | Page 2 |
| Completion of Rail Connections to PNW..... | Page 3 |
| PNW Rail News..... | Page 4 |
| Hood River Station Crash in 1918..... | Page 9 |
| Chapter Meeting Minutes..... | Page 10 |
| Library Request for Books..... | Page 11 |
| Banner on Brooklyn Turntable..... | Page 11 |
| Officers, Committees & Contacts..... | Page 11 |
| Calendar | Page 12 |
| Mission Statement..... | Page 12 |

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 |
| Webmasters | | |
| | Jim Long | 503.313.7382 |
| | Mark Whitson | 503.533.7005 |

Printed in the USA

The Trainmaster is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members. Articles which appear in *The Trainmaster* do not express the official position of the organization on any subject unless specifically noted as such.

Material from *The Trainmaster* may be reprinted in other publications provided credit is given as to the source, except in cases where the article originated in a third party publication and special permission was given to *The Trainmaster* to print the article here. Please address contributions and correspondence to:

Attn: *The Trainmaster* Editor
 PNWC-NRHS, Union Station, 800 NW 6th Ave Rm 1
 Portland OR 97209-3794
 Voice: 503.226.6747
 Chapter email: pnwc@pnwc-nrhs.org
The Trainmaster email: trainmaster@pnwc-nrhs.org
 Website: www.pnwc-nrhs.org/trainmaster.html
 ISSN: 0041-0926



| | | |
|----------------------|-----------------|--------------|
| Editor | T. Trent Stetz | 503.643.1494 |
| Circulation | George Hickok | 503.649.5762 |
| Mailing/Distribution | Jean Hickok | 503.649.5762 |
| | George Hickok | 503.649.5762 |
| TM Liaison/Reporter | Arlen Sheldrake | 503.351.9881 |

PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 682

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.

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.

June 21: *TBD.* Do you have a topic to present?

June 15: *Chapter Banquet: 5pm* At the Stockpot Broiler. [Editor's Note: See the Advertisement on bottom of Page 10] See the Chapter website www.pnwc-nrhs.org or the enclosed flyer for more details. Banquet speaker Richard Thompson, Historian and Author of the new book *Sunnyside Streetcars*. Reservations need to be made by June 7th.

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.

Library and Archives Change of Open Day: As of Wednesday, April 17th WEDNESDAYS: 10 am - 12 noon

Weds. May 1, 8, 15, 22, & 29 : 10 am - 12 noon
and **by Appointment**. Researchers Welcome!
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: **May 09**, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
Jun. 13, 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:

May 2-5 *Diamond Rails Forever*, PCR-NMRA & Feather River Rail Society convention, Sacramento, pcrnra.org
May 5-11 *UP Historical Society Convention*, (Joint with SP) Ogden Utah, www.ups.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 7-11 *NRHS 2019 National Convention*, Salt Lake City, www.nrhs.com
May 11 *National Train Day Celebration*, Inland NW Rail Museum, Reardan WA, inlandnwrailmuseum.com
May 12 *Mother's Day Lunch Excursion*, Oregon Coast Scenic Railroad, Garibaldi OR, www.oregoncoastscenic.org
May 18, 19, 20 *Day Out with Thomas 2019*, West Coast Railway Heritage Park, Squamish BC, www.wcra.org
May 25, 26 *Day Out with Thomas 2019*, West Coast Railway Heritage Park, Squamish BC, www.wcra.org
June 8-9 *Railroad Days*, Dunsmuir CA, dunsmuir.com
June 16 *Father's Day Dinner Train*, Oregon Coast Scenic Railroad, Garibaldi OR, www.oregoncoastscenic.org
June 20-23 *Milwaukee Road Historical Association 2019 convention*, South St. Paul MN, www.mrha.com
July 4 *4th of July Fireworks Spectacular*, Oregon Coast Scenic Railroad, Garibaldi OR, www.oregoncoastscenic.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.

Introduction to the Transcontinental Railroad

The construction of the transcontinental railroad was a six-year process, 1863-1869, that was primarily worked on by Chinese and Irish immigrant workers. Chartered in 1862, the Central Pacific and Union Pacific railroad companies took on the challenge of connecting the western United States to the east for the first time. Upon completion, the railroad stretched from Sacramento, California to Omaha, Nebraska.

Early Immigrants to America - Background

The Central Pacific Railroad (CPR) was desperate to find workers for the railway construction. They looked worldwide and, amazed by the Great Wall of China, looked at labor prospects in southern China. The men came predominately from Canton and Siyi, which included the four counties of Taishan, Kaiping, Xinhui, and Enping. At the height of the railroad construction in 1868, over 12,000 Chinese workers made up more than 90% of the CPR workforce for the transcontinental railroad. During this period, the Chinese laid down hundreds of miles of rails.

CPR enticed thousands of Chinese workers to come to the US with overblown promises of jobs and riches. What the Chinese found were back-breaking and dangerous work, extremely long hours, low pay, unsanitary conditions, and racial discriminatory practices.



CONTRIBUTORS:

Student Docent Program Members

Research: Rebecca Cockroft,
Kelvin Shao,
Isaac Sun,
Vivian Tsang,
Joshua Zhang

Design: Vivian Tsang

CHCP Advisors and Friends

Editors: Brenda Hee Wang,
Elyse Wang,
Laura Lau Kee,
Daryl Browne

Golden Spike Conference, May 6-11, 2019
150th Anniversary of the Transcontinental Railroad
Salt Lake City, Utah
goldenspike150.org

For a list of resources used in composing this project, visit webpage: chcp.org/railroad-brochure/

Brochure created August 2018.

CHINESE IMMIGRANTS and the TRANSCONTINENTAL RAILROAD

WWW.CHCP.ORG

Sesquicentennial 1869-2019
"A Day of Jubilation From Coast to Coast"

This is the story of thousands of Chinese immigrants who came 150 years ago to build the railroads of America. Lured by promises of good jobs and wages and citizenship, they were set to work on nearly impossible tasks, chipping through solid granite with hand tools. Their courage, resourcefulness, creativity, determination and selflessness were challenged countless times. The Chinese workers suffered greatly, but steadfastly met the extreme challenges of the railroad work. Let us always remember their sacrifices and their contributions, seldom acknowledged, to the growth and advancement of America. The achievements of the Chinese railroad workers will endure as one of the greatest projects in the history of mankind.



Discrimination and Hardships

The Burlingame Treaty of 1868 granted the Chinese immigrants the right to live in the U.S. However, they were denied access to public education and citizenship rights. The benefit of the treaty did not last as anti-Chinese feelings swept the nation.

Chinese workers were treated unjustly and paid lower because of their race. Chinese workers were paid approximately \$24 to \$31 a month while the Irish workers were paid \$35 a month. In addition, Chinese workers worked longer hours and paid for their lodging, food, and tools while Irish and white workers were provided for.

An unsuccessful strike occurred on June 1867 in the Sierra Mountains as the Chinese workers demanded better working conditions, reduced workdays, and wages equal to the white men working alongside them. As a result, the Central Pacific threatened them with violence and halted delivery of food.

In fall of 1865, Chinese workers started work on 15 tunnels, most of them located at high elevations. Of those tunnels, the most difficult was the Summit Tunnel. The tunnel went through solid granite, 1,659 feet long and 124 feet below the ground. Progress on the tunnel was slow, 8 inches a day, with only shovels, picks, and hammers. Often, the Chinese hung perilously from ropes and mountainsides, digging through solid rock to create tunnels. Use of dynamite led to many accidental explosions. Severe weather conditions during the winter such as blizzards and avalanches destroyed the Chinese workers' camps and killed many. The blistering heat of the Nevada Deserts also presented extremely harsh working conditions.



Courtesy of Alfred A. Hart Photo Collection, Stanford University

Building snowsheds to protect the tracks from the heavy snowfall of the Sierra Mountains was extremely dangerous. One family's story told of Hung Lai Woh's brother losing the use of his eye during one of their many blasting excursions. Despite these challenges, the Summit Tunnel was completed on November 30, 1867.

Completion and Recognition

With the help of the Chinese, the Central Pacific and Union Pacific Railroad companies were able to complete the railroad on May 10, 1869. In celebration of this achievement, workers and representatives of the railroad companies gathered together at Promontory Summit, Utah to watch railroad financier Leland Stanford drive the final golden spike that would connect the rail lines.

When the workers and officials gathered for a group photo commemorating their success, one thing was clear: no Chinese workers were invited to the ceremony, nor to the photo session, despite their tremendous contributions and sacrifices.

Recognition for the Chinese Railroad workers was not to come for a long time. We can find recent recognition of the Chinese railroad workers with their installation into the Federal Department of Labor Hall of Fame on May 9, 2014. On the 145th anniversary of the railroad's completion, May 10, 2014, the descendants of these railroad workers



Courtesy of National Archives

congregated to recreate the iconic railroad photo. Their actions hoped to grant their ancestors the recognition that had been deserved, but absent. May 10, 2019 will mark the 150th anniversary of the installation of the Golden Spike, connecting East to the West.

Impact on American Culture & Society

The completion of the Transcontinental Railroad proved crucial to America's economic development. Transportation changed dramatically. Prior to the Transcontinental, there had only been three routes to the west, all of which were time consuming and unsafe. With the Transcontinental, travel to the west was reduced from months to only 5-8 days. America experienced an economic boom; more goods could be shipped at a faster rate from coast to coast, communication increased, and businesses could market to more people. The railroad enhanced national unity and contributed to the United States' emerging dominance in the world stage.

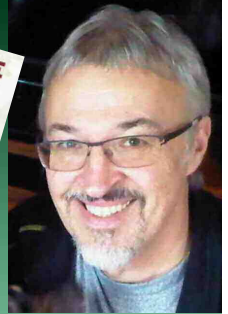
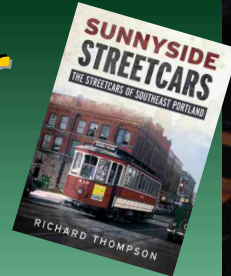
Leland Stanford himself said: "Without [the Chinese], it would be impossible to complete the western portion of this great national enterprise, within the time required by the Acts of Congress." With the Chinese workers' diligence and sacrifice, the line was completed six years ahead of schedule.

Annual Chapter Banquet

SATURDAY - JUNE 15th - 5PM



5:00 PM- No host bar
5:30 PM- Banquet
6:30 PM- Program & Jack Holst Award



8200 SW Scholls Ferry Rd.
Beaverton, OR 97008

Guest Speaker **Richard Thompson**
 Historian and author of the new book **Sunnyside Streetcars**

Orders must be received by June 7th

Questions? Send email to ronaldmccoy@mac.com or call 503-244-4315

**Two ways
to order**

- **By credit card on the website WWW.PNWC-NRHS.ORG**
- **By check via mail using the order form below**

COMPLETE DINNERS only \$44

Tuscan Beef Tenderloin..... QTY []
 Mediterranean Chicken..... QTY []
 Fillet of Salmon..... QTY []

MAIL TO:

Ron McCoy
PNWC Banquet
9855 SW 80th Avenue
Portland, OR 97223-8901

Name: _____

Member ID on Trainmaster label# M _____ (optional)

Phone #:(_____) _____

Email _____

**Make checks
payable to
PNWC-NRHS**

Check # _____