

The *Celebrating 60+ Years* Trainmaster

July 2019

ISSUE N^o 684



The Official Publication of the
Pacific Northwest Chapter of the
National Railway Historical Society

Portland, Oregon
www.pnwc-nrhs.org



STEAM LOCOMOTIVE OREGON TURNS 60

Text and Photo By T. Trent Stetz



The Steam Locomotive *Oregon* at the Oregon Zoo on June 15th 2019 (Photo by T. Trent Stetz)

The steam locomotive *Oregon* traces her roots back to the Oregon Centennial Exposition held during the summer of 1959. In early 1958, the Portland Zoo was well along in its project to build a railroad at its (then) new site. The 1959 Exposition presented a unique opportunity to raise additional funding for the zoo railroad, and possibly acquire some additional rolling stock and structures as well. The Steamer *Oregon* began operation on June 20, 1959 at the Exposition.

George Burton was given the responsibility of constructing the steam locomotive in less than a year – a daunting task. Burton drafted three other men to help, Ron Wicke, Chet Wheeler, and John Labbe – together the foursome formed the Oregon Locomotive Works. Burton made the decision to christen the steamer with the No. 1, and to name it the *Oregon* in honor of the State Centennial.

When the Exposition closed, all the railroad rolling stock was taken to the zoo. In addition, the water tank was relocated to the Zoo and the station relocated to Washington Park where they continue to serve the railway. The *Oregon* originally operated only on the “ZooLoop” while the *Zooliner* ran on the Washington Park line. Soon, however, the traffic demand was such that a passing siding was added and the *Oregon* joined the diesel on the full four-mile run to Washington Park. Happy 60th Birthday!

BLINK AND YOU WILL MISS IT

By Ted Curphey

It's now official, I've named a previously unnamed creek in the Oregon Cascades. Just recently I received a letter of acceptance from the US Geological Names Board. It's been a year long process with many steps, but I had some backing from good people.

This started with a story I heard long ago aboard Amtrak's Coast Starlight. The distance between Tunnel's No. 10 and No. 11 on the former SP Cascade Pass Line (Natron Cutoff) is very short and separated by a small seasonal creek that flows down the rugged slope of Wolf Mountain. The two tunnels are also connected by a rock shed. The story goes that if one were to "blink" at the right moment aboard Amtrak's Coast Starlight, you could totally miss the fact that you passed from one tunnel to the next, let alone the creek and the fine view of the Oregon Cascades.

So back in 2018 I submitted to the US Geological Names Board that the next creek west of Noisy Creek should be named Blink Creek. Well, it's been an interesting experience as I had to present my idea to many different board and groups for consideration. The various government entities wanted to make sure the creek didn't already have a native name, and the Forest Service and other land owners along the creek also had veto powers on the new name. In the end the name passed every step and is now official as far as the US Government is concerned. Bruce Fisher of the Oregon Geographical Names Board was of great help, passing the proposal to local groups and eventually the national names board. He also kept me well informed and up to date on the progress of the proposal.

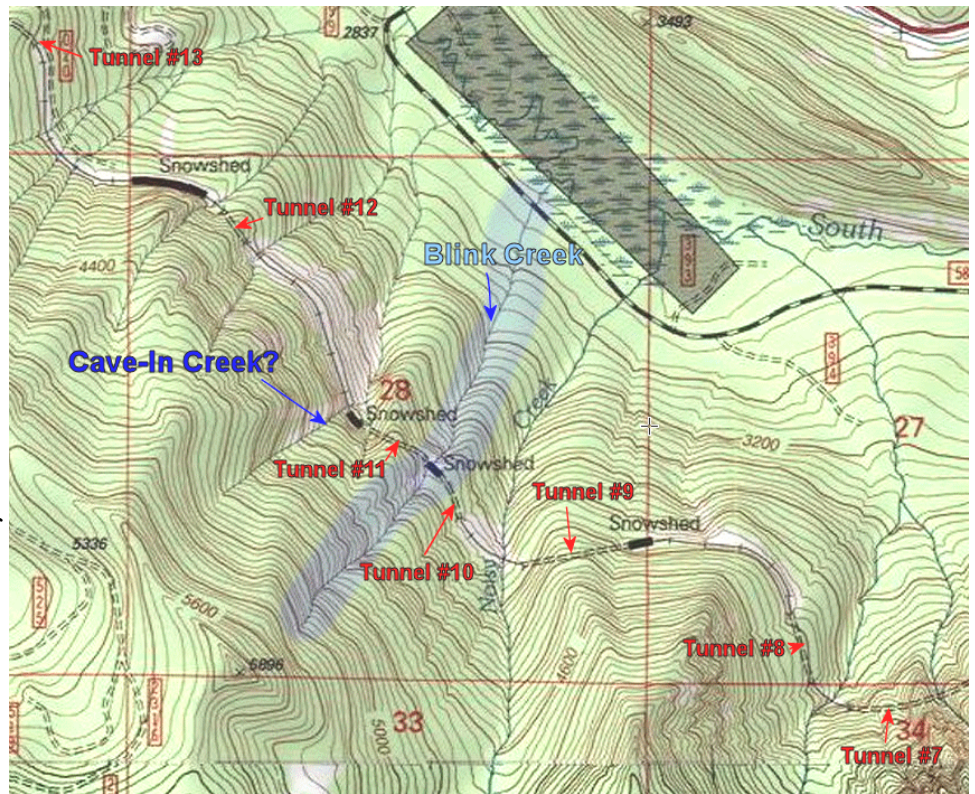
I've been thinking about naming the next creek to the west, at the west portal of Tunnel No. 11, "Cave-In Creek" in honor of the cave-in of Tunnel No. 11 last year. Union Pacific suffered a several weeks long blockage of the main route between the Southwest and the Pacific Northwest while battling water, mud and a fire inside of the tunnel.

The naming of Blink Creek was just a "practice run", as I've often found it difficult to describe the location of logging railroad grades and artifacts due to the lack of names of various geographical features. There are literally millions of creeks, ponds, lakes, hills, mountains, rides, cliffs, caves and more that remain unnamed in the US. And I have received a great amount of encouragement to propose names that have a historical tie to the feature being named.

The USGS online "National Map" is one way to see if a feature has an official name or not.

[This text and map were originally posted by the author on

Trainorders.com on March 5, 2019 and published with the permission of the author.]



PORTLAND UNION STATION

BUILDING AND TRACK IMPROVEMENT PROJECT SECTION 106 CONSULTING PARTIES REVIEW

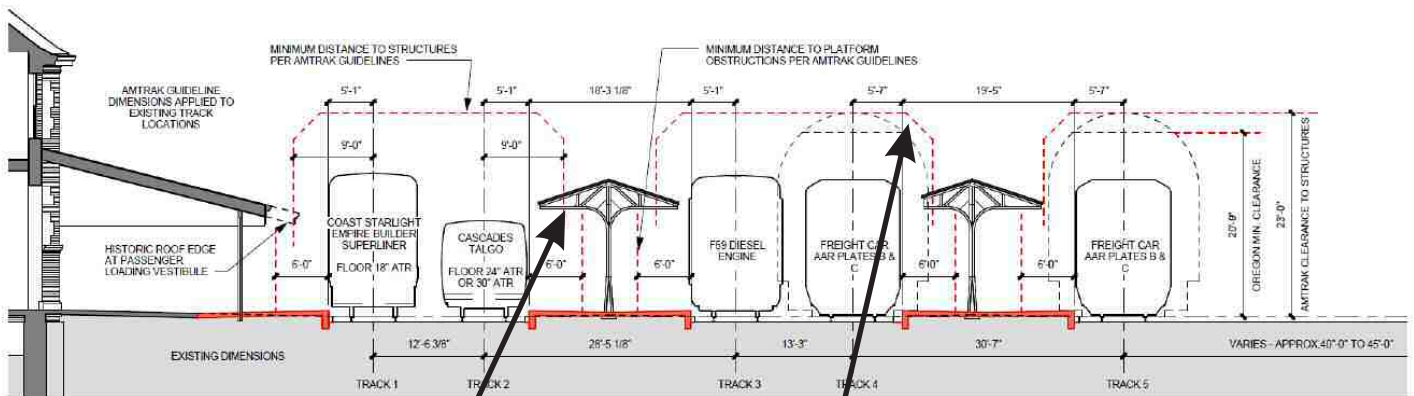
Text by T. Trent Stetz

Continuing the story of the future planning for Portland Union Station. What are the nature of the proposed design impacts to the station and how shall these be “mitigated”? A second “Consulting Parties” review was held with a variety of community participants on June 19th, including Bryan Ackler representing the Chapter and myself.

The design impacts which fell within the “Adverse” category included: The 1940s era Nursery Structure, The Platform Canopies, the High Shed, and the Front Yard. These four areas would be significantly altered per the proposed design. The purpose of the Consulting Party review of the project at this stage, as per the scope of the Section 106 of the National Historic Preservation Act, is to propose mitigation to the design impacts. This will lead to a “Programmatic Agreement” for a wider community review at a later date. Mitigation normally indicates some type proposal to ensure the historical importance and impact of the adversely impacted areas are not lost. This is typically done via some type of display or exhibit or interpretation or partial re-use of the materials, etc. Per the group’s discussion, the primary issue of concern is the replacement of the high shed and station platforms.

The current design proposal calls for a full replacement of the platforms and associated structures, bringing those in track 2, 3, 4, and 5 to the current FRA standard platform heights for level boarding and ADA requirements. The canopies would also be replaced with ones which meet the current FRA height and clearance design criteria. The existing canopies are seismically deficient. As the current proposed design calls for all new material to be used in the construction of the canopies to meet the criteria, a simpler design was chosen. This proposed design does not have the same “character” as the current canopies. This design would negate the need for any type of high shed, since the new canopies can be “connected” at the desired locations to provide coverage when crossing the tracks. The choice of color and covering material for the new canopies has not been finalized. For more information, see Prosper Portland’s website at: prosperportland.us/portfolio-items/portland-union-station/

A more formal proposal, including additional “Consulting Parties” reviews, is in development leading to a public comment review period sometime around August or September 2019. Stay Tuned. Let Bryan and I know if you have any comments or concerns on this project at Portland Union Station, especially as related to the canopies. A major item to note; at this time there is NOT funding in place to start this project. But it is important to have the project fully designed and reviewed, so that when funding does become available, the project can be considered ready to go.



Existing Canopy Cross Section and FRA Current Clearance Criteria Overlay



Proposed Platform Canopies and High Shed “Connection” Replacement

Diagrams from the May 28th, 2019 Section 106 Consulting Parties Meeting Presentation





PNW RAIL NEWS

by Arlen L. Sheldrake



▶ As regular readers know, Rita and I are into Volkswalking for two reasons: 1) much needed exercise, 2) see some interesting places. On June 1st we did a scheduled Volkswalk in the community of DuPont, Washington. Our first visit was some years ago, so a repeat visit was on our bucket list. One of the major highlights of the 10k walk was the mid-walk check point located in the DuPont History Museum (www.dupontmuseum.com). On the bulletin board outside the museum was the cover of the July 2016 *Trainmaster* featuring *The Dynamite Train* article by Dan Simmering. Inside the museum reprints of the *Trainmaster* article were available. The *Trainmaster* has impacts way beyond our expected audiences. The museum has some great exhibits about their railroad history and of course dynamite. Arcadia Publishing has a 2019 Images of America book now out on DuPont. Have you visited the DuPont community?



▶ Washington State Department of Transportation will work with Amtrak to follow the National Transportation Safety Board recommendation to remove the Talgo Series 6 trainsets from service as soon as possible. Amtrak is working with WSDOT to determine how to address equipment needs moving forward and how we'll provide Amtrak Cascades service without the Talgo Series 6 trains. There are four Talgo Series 6 trainsets currently in service, two sets owned by WSDOT and two sets owned by Amtrak. Evaluating what alternative passenger equipment is available and how scheduled train service in the Pacific Northwest is affected will inform our next steps. **WSDOT 5/22/2019.** [Oregon's two Talgo Series 8 trainsets are not affected.]



▶ This year the July 4th festivities in Prineville, Oregon will not include train rides behind the Mt. Emily Shay per Martin E. Hansen. Train rides however will be provided by the City of Prineville Railway using one of their diesel-electric locomotives. Tickets: www.eventbrite.com

▶ The long vacant Fire House No. 2 at 510 NW Third Avenue, just SE of Portland's Union Station is being considered for restoration with a 1,600-square-foot addition by Abbasi Design Works. The building is unreinforced masonry and owned by Prosper Portland. **NW Examiner June 2019.**



Fire House No. 2 in June 2012 (Photo by T. Trent Stetz)

▶ 25th Annual NW Examiner Community Awards: Dana Carstensen, Historic Preservation. Carstensen launched a campaign to restore the Washington Park and Zoo Railway, the project built for the 1959 Oregon Centennial with enormous public involvement and donations. The rail line through the park has not operated since 2013 due to neglected maintenance of the tracks. He has collected 28,000 signatures and done significant research to cut through excuses offered by Metro and Oregon Zoo officials. **NW Examiner June 2019.**



▶ Siemens Mobility has won a mid-life overhaul service contract for TriMet's Type-2 and Type-3 Light Rail Vehicle (LRV) fleet, which is made-up of 79 Siemens Mobility SD660 LRVs. The project order has a volume of approximately €80 million with options for up to €25 million more. The initial project will be complete in 2025. Two pilot LRVs will be overhauled at the Siemens Mobility West Coast Rail Services Hub, located in greater Sacramento, California. The remaining overhauls will then take place at a newly opened Siemens Mobility Rail Services facility in Clackamas, Oregon. The work will ramp up in Clackamas next year and is expected to provide a backlog of work through 2025. This facility is expected to hire more than 15 employees over the course of the overhaul project. **Siemens Munich, 2019-Jun-03.** [Yes, this was reported last month but this is directly from the successful vendor.]



▶ Canadian Pacific is using its strategic land holdings to support sustainable, profitable growth with the opening of its new Vancouver Automotive Compound (VAC). With capacity to accommodate 168,000 vehicles annually. VAC was built on 19 acres of CP-owned land adjacent to CP's Vancouver Intermodal Terminal. The compound has capacity for 36 multi-level auto racks and has nearly 1,200 bays for vehicles. **CP June 6, 2019 news release.**

▶ Since August of last year, CP has moved approximately 500,000 metric tonnes more grain than ever before bettering their record at this time back in the 2015-2016 crop year. CP moved 15.0 MMT through Vancouver through the end of May, breaking the prior record set in the 2016-2017 crop year by 5 percent. CP now has over 1,000 new, high-capacity hopper cars in its fleet and at year's end, more than 1,900 of the new hopper cars will be in service. The fleet will continue to grow in the year ahead, as part of CP's \$500 million commitment to invest in 5,900 of the new hopper cars. Shippers are able to load up to 10 percent more grain in these cars compared to the older, less efficient hopper cars they are replacing. CP's 8,500-foot High Efficiency Product (HEP) train model, announced last summer, is gaining significant traction with CP customers. Construction is currently underway at five CP-served facilities, enabling them to start shipping under the HEP train model this fall, adding to the seven existing CP-served 8,500-foot loop track facilities. Four more 8,500-foot HEP-qualified facilities will be operating by the spring of 2020. By the spring of next year, 20 percent of CP's unit train elevator network will be loading the high efficient 8-500-foot HEP trains, which coupled with the new hopper cars, can move up to 44 percent more grain per train. **CP June 4, 2019 news release.**



▶ Canadian Pacific Railway Limited and Yang Ming Marine Transport Corporation on May 31st announced a three-year agreement to safely and efficiently connect Yang Ming customers with North America, via the Port of Vancouver [BC]. Effective January 1, 2020, CP will handle all of Yang Ming's Vancouver traffic. The agreement also provides synergies across THE Alliance, as Hapag-Lloyd, Ocean Network Express (ONE) and Yang Ming will now be moving, in whole or in part, on CP out of Canada's largest and most important ocean terminal, Global Container Terminal's (GCT) Deltaport. **CP May 31, 2019 news release.**

▶ Results from the first stage of public engagement on the proposed Surrey Langley SkyTrain and rapid transit options for 104 Avenue and King George Boulevard show strong support for improved rapid transit in Surrey and Langley. Survey results indicate widespread support for the proposed Surrey Langley SkyTrain: Surrey = 82%, City of Langley = 90%, Township of Langley = 92%, Rest of Metro Vancouver = 84%.



TransLink 5/23/2019 news release.

▶ Omaha Track will operate the P&L Branch of the Palouse River and Coulee City train system. The P&L branch runs from Spokane through Spangle, Rosalia, Garfield, Oakesdale, and Palouse to the Idaho state line near Pullman. **WSDOT 5/30/2019 news release.**

▶ CN proudly marks its 100th anniversary on June 6, 2019. CN was created by an Act of Parliament in Canada on June 6, 1919. For CN's 100th anniversary, the Company will tour parts of North America with *CN 100: A Moving Celebration*. The moving interactive container village celebrates the people, history and future of CN along with the communities along CN's network. In each city where the festivities will occur, CN will also create a Community Board of community leaders to guide its Stronger Communities Fund decision and strengthen, community partnerships. The celebration visits Vancouver BC August 20-25, 2019; PNE Fair. www.CN100.ca. **CN June 6, 2019 news article.**



▶ OMSI presented the first piece of its plan, mostly dealing with street and utility infrastructure, to the Portland Design Commission on June 6th. OMSI's plan for the 18.5-acre site is expected to include office space, retail storefronts at ground level, a hotel and as many as 500 apartments. Gerdling Edlen, the developer, would pay the museum for use of the land through decades-long land leases. **Oregonian 6/9/2019.** [Step 1 toward major changes coming to the ORHC neighborhood.]



▶ In pursuit of the Historic Train Stations award, Rita and I did a Volkswalk in Forest Grove June 9th and passed by the former 1913 Southern Pacific Railroad station at 1936 19th Avenue. The highly modified station is now home to the Friends of Historic Forest Grove museum. We also found a good lunch at The Growler Garage, 1837 Pacific Avenue. A wide range of brews on draft and some good sandwiches along with some very interesting historic local and Oregon coast photos on the walls.

▶ So far the news about the UP Big Boy No. 4014 trips say the furthest west that the Big Boy will get is the October 12 & 13, 2019 4014 Rail Journey to benefit the RailGiants Train Museum. The event is sponsored by the Railway and Locomotive Historical Society, Southern California Chapter. More information: www.4014journeys.org.



▶ The Volume 81, No. 4 NRHS Bulletin has a most interesting article **Life at the Fringes** by Alexander Benjamin Craghead. While it isn't noted, Alex has roots in Portland and is a regular contributor in Railfan & Railroad magazine. I fondly remember our chance meeting up on the MLK Viaduct to take pictures of the grand opening of the Oregon Rail Heritage Center on September 22, 2012. My picture of that great day adorns the cover of the Significant

Events in the History of the Oregon Rail Heritage Foundation pamphlet.

► Amtrak's Empire Builder route turns 90. On June 11th Amtrak marked the 90th anniversary of the Empire Builder route, which travels across the northern United States from Chicago to Seattle and Portland. Inaugurated by the Great Northern Railway (GN), the first westbound Empire Builder departed Chicago on June 10, 1929. It was christened the next day in St. Paul, Minnesota, where GN had its headquarters and where its mainline to Seattle began. The service was named for James Hill, the "empire builder," who in the late 19th century founded what became the GN. Last year, 428,854 passengers rode Empire Builder trains. [The Amtrak store is selling a nice pin and a real nice J. Craig Thorpe poster commemorating the 90th anniversary.] **Amtrak Rail News 5/12/2019.**



► The U.S. Department of Transportation's Federal Railroad Administration (FRA) Junr 12th announced the recipients of more than \$326 million in grant funds under the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program and the Special Transportation Circumstances Program. The grants will fund 45 projects in 29 states. Pacific Northwest grants:

- Oregon – Lake County Railroad Rehabilitation, up to \$5.6 million: Rehabilitates 55 miles of a county-owned rail line from Northern California to south central Oregon, including significant rail bridge rehabilitation. Replaces 100-year old rail and ties and repairs turnouts. Upgrades grade crossings and ballast needed to accommodate 286,000-pound cars.
- Washington – Meadowdale Beach Park Railroad Bridge, up to \$3.5 million: Replaces a BNSF railroad culvert with a five-span railroad bridge approximately 20 miles north of Seattle to improve a pedestrian-rail crossing.
- Washington – Pines Road/BNSF Grade Separation Project, up to \$1,246,500: Completes preliminary engineering and federal environmental review to replace a BNSF Railway at-grade crossing at Pines Road with an underpass and upgrades the adjacent Pines Road-Trent Avenue roadway intersection.

Fiscal Year 2018 Special Transportation Circumstances Program:

- Alaska – Flat Car Electrification Project, up to \$1,405,871: Installs or converts 480/240-volt electrical power capabilities on 28 Alaska Railroad Corporation flatcars to allow temperature control on trailer-hauled freight.
- Alaska - Flat Car Acquisition Project, up to \$921,808: Purchases 10 new 89-foot general service flat cars for the Alaska Railroad Corporation, allowing multiple container configurations and the removal of 16 older, shorter flat cars.



U.S. Department of Transportation 6/12/2019 news release.

► A Trail of Tears....The North Idaho Centennial Trail Foundation reported the theft of a historical interpretive sign valued at \$1,500. The sign was near the state line next to the trail's bridge over the Spokane River. Hundreds of brass medallions along the trail on the Washington side were also recently stolen. The sign told the story of the Milwaukee Railroad bridge built in 1910. The last train to travel over what is now the North Idaho Centennial Trail Bridge was in 1974. The bridge was acquired from Burlington Northern Railroad in the late 1980s for a fee of \$10. **Coeur d'Alene/Post Falls Press 6/15/2019.**



► Canadian Pacific crews are busy at their Ogden Shop in Calgary, Alberta converting former SP 3605 dome/lounge car into one of their executive fleet cars that they are naming Selkirk. The 3605 was converted from a single-level car in 1955 into a dome/lounge for Shasta Daylight service. The car was built in 1937 as SP lunch counter-tavern car 10312.

► Thirty-six projects are being funded in the Washington State Historical Society's 2019-2021 Capital Budget request. Heritage Capital Projects program provides grants for building projects that support public access to history. Grants are funded through the state capital budget. Rail related grants:

14. PNW Railroad Archive – mounting rails	\$47,000
17. The NW Railway Museum – Puget Sound Electric Railway Interurban	\$229,000
29. Cheney Depot Society – Cheney Depot Relocation & Rehabilitation	\$367,000



Washington State Historical Society Heritage Capital Projects 6/18/2019.

► The first of 152 new light rail vehicles has arrived at Sound Transit's Link Operations and Maintenance Facility in Seattle. The new vehicles are manufactured by Siemens Industry, Inc. in Sacramento, CA and will more than triple Sound Transit's current fleet size of 62 LRVs in service. The new vehicles will feature several improvements in on-board systems and passenger experience over the current Kinkisharyo-built fleet. Each of the new vehicles will provide 74 seats, with larger windows, a wider center-car aisle, more seats with space to stow luggage, and four bicycle hooks – twice as many as provided currently. Each car will come equipped with dynamic passenger information displays and LED lighting improvements. Between 2021 and 2024, Link will grow from 22 miles of light rail lines to more than 50 miles. The arrival of the first Siemens vehicle marks the start of regular delivery of between one and three vehicles per month through 2024. **Sound Transit 6/19/2019 news release.**



► The arrival of the first Siemens vehicle marks the start of regular delivery of between one and three vehicles per month through 2024. **Sound Transit 6/19/2019 news release.**

► The Oregon Parks & Recreation Department, Oregon Heritage Commission, has awarded 23 2019 Museum Grants. One is rail related: Oregon Electric Railway Historical Society was awarded \$8,000 toward their \$40,000 project to purchase rare parts needed for the restoration of the Portland Railway Light & Power No. 1067. **Oregon Parks & Recreation Department 6/19/2019.**



► 72-year-old steam engine heading home to glory. After undergoing nearly a full overhaul at Newell Corporation in Arlington, Washington, the White Pass and Yukon Route No. 73 steam locomotive is returning to Alaska. The locomotive repairs included wheels, axles, connecting rods, crossheads, boiler, air pumps, safety valves and fixes to hundreds of controls that keep the locomotive running. On June 17th the No. 73 will board a barge and be shipped back to Skagway and passenger service. The 65-ton No. 73 was built in 1947 by Baldwin Locomotive Works [a 2-8-2 Mikado]. **Herald Business Journal 6/15/2019.**



► Train helps stop Finley wildfire in its tracks. A special weapon helped fire crews surround and eventually capture the June 20th 80-acre wildfire just south of Finley, Washington at Meals Road and Toothaker Road. The fire trucks carry 400 to 750 gallons of water but each train car carries 30 thousand gallons. Each train has three monitors, manned water cannons, soaking everything they can, reducing dry fuels, so the flames have nowhere to go. The train is based in Pasco, with other trains based in Wenatchee and Wishram. **KEPR 6/21/2019.**



Zoo Railway Task Group

*Pacific Northwest Chapter – National Railway Historical Society
Oregon Rail Heritage Foundation*

Goal: Support the return of regular Washington Park & Zoo Railway operations to the Rose Garden.

June 21, 2019 Update

The committee members Dale Birkholz, Kyle Chappell, Gerald Fox, Jeff Honeyman, Alfred Mullett, Jan Zweerts, Jan Schaeffer and Arlen Sheldrake are pleased to report:

A partnership has been formed between this Committee and the two Washington Park adjacent neighborhood associations: Arlington Heights and Sylvan-Highlands. The partners are in agreement that our approach is to work with Metro to accomplish the above goal.

A June 4th meeting with Metro Council President Lynn Peterson and Metro Councilor Craig Dirksen was highly positive and resulted in President Peterson asking Councilor Dirksen to be the Metro lead for our efforts. While Metro is not able to immediately address the Zoo Railway issues, President Peterson also supports the Railroad's return to Washington Park in the long term. During the meeting a strong pitch was made to get on-going maintenance of the railway drainage systems re-started so the rail right-of-way problems don't worsen.

A book on the history of the Washington Park & Zoo Railway is now targeted for release on or before May 28, 2020; 60 years after the first train to Washington Park on May 28, 1960. The editor for this project is Steve Hauff, noted rail history author and PNWC-NRHS member. The first years of the railway history will be the un-published manuscript written by former Oregonian Editor Ed Miller. This manuscript is very well written and includes all the rich community history of getting both the railway and the railway equipment built. The rest of the book will include the significant events up to current time. Helping Steve with the book are T.Trent Stetz, Jan Schaeffer, Jeff Honeyman, Bruce Strange, Bob Weaver and Arlen Sheldrake.

Besides a major effort on the book, one of the other next steps for the Task Group is to help Metro acquire evaluations from experts on mountain railroad stability resolutions. Initial support from BNSF is being pursued.



THE WALDO HILLS BRANCH

by Lloyd Palmer

The Southern Pacific Railroad Co. dominated the railroad operations in western Oregon for over a century. Their mainline down the Willamette Valley and over the Cascades, along with the West Side Line, East Side Line, Siskiyou Line and three major branches to the coast, moved commerce like no other transportation system throughout the area.

Along with the major lines and branches, they had numerous other smaller branch lines. Several of them were rather small and insignificant but none of them were more obscure than the Waldo Hills branch. It extended east from Pratum, on SP's East Side Line and was constructed by the Oregonian Railway Co., Ltd. However, whether it operated at all is somewhat yet unanswered.

Due to its obscurity, very little mention of this branch has come to light. Guy Dunscomb's "A Century of Southern Pacific Steam Locomotives" briefly talked to it on page 399. In addition, Ed Austin & Tom Dill touch on it on page 124 in their iconic "The Southern Pacific in Oregon". A couple other publications of local history around Pratum have brief mentions of the line but little else can be found.

This past summer, an email message from a longtime friend included a lidar image of some possible abandoned grade in the area of the line and it prompted some further investigation. A subsequent visit to the area, guided by a local, long-time resident, revealed several locations where the old grade does exist but no verification could be found that the line was ever put into operation by the Oregonian Rwy. Co. or that rail was even laid on the branch.

A paragraph in Miriam de Vries' historical account entitled "Pratum" states that, "In 1884 the Oregonian

Railway Co. started a branch line to a coal mine in the Waldo Hills." However, the first discrepancy with this shows up in the form of two items that appeared in February 1891 issues of the Evening Capital Journal newspaper. They both state that the first discovery of coal in the area had just occurred, therefore contradicting the 1884 date.

Further research turned up two other newspaper items of interest. The August 13, 1880 issue of The States Rights Democrat newspaper out of Albany stated that the rails needed to complete the narrow gauge branch to Waldo Hills had been taken to the area and that engineers were surveying the line, via Geer's, for further extension. The Geer's name refers to Ralph C. Geers who owned a farm in the Waldo Hills area east of Pratum. It appears as Geers at the end of a line on an 1885 map of Oregon. The branch is shown extending east from the Oregonian Rwy. Co.'s East Side Line, near today's Pratum.

The second newspaper article, which appeared in March 1881, gives us a clearer idea of what was taking place concerning the branch. It stated that rails had been forwarded to the area for the purpose of extending the Waldo Hills branch. It also mentioned that the line had already been graded and was ready for the iron for a distance of two miles and that plans proposed extending it another four miles.

As a side note, Pratum was formerly called East Side Junction by the Oregonian Rwy. Co., Ltd, first showing up in a railroad timetable in 1881. This would lend credence to the idea that a branch line existed at this location. That name lasted until SP's Time Table No.6, dated Jan.1, 1895 at which time it became Enger. The Enger name was rather short lived before again being changed, this time becoming Pratum in SP Time Table No.18, dated Dec. 12, 1898.

Going back to the 1891 newspaper items in the Evening Capital Journal, they both state that the coal deposit had



just been discovered on the Blair Forward property east of Salem. One of them also stated, “The old survey of the East Side runs within about half a mile of the place of discovery.”



Today a small pond covers the site of the former coal mine. The large concrete block supported the charcoal briquette making machine while the entrance to the mine was just below the waterline at the far corner of the pond.

On January 7, 1891, the Coal Trade Journal mentioned that, “The long-talked-of coal mine on Blair Forward's place in Waldo Hills is now being developed with bright prospects.” Such a coal mine was in fact developed and was actually worked into the very early 1950's.

One last item of interest is that our tour guide to the area this past summer, Terry Kuenzi, mentioned he had always understood that one of the main reasons for the proposed branch was the shipment of wheat from the area. This is substantiated by the two 1881 newspaper accounts which both mention that the farmers in the Waldo Hills vicinity were encouraged with the fact that a railroad was being built into their area.

Another indication that rail may never have been installed on the grade, let alone the branch ever operated, is found in early Oregonian Rwy. Co., Ltd. timetables. Lacking their first timetable, we find East Side Junction in Time Table No.2, dated July 18, 1881.

This name choice would seem to imply the intent to construct another line at this location although a column headed “LENGTH OF SIDE TRACKS IN CLEAR FEET” lacks an entry for this station. However, with the issuance of Time Table No.3 effective October 1, 1881, 1,200 feet of side tracks are shown at East Side Junction. This may likely refer to a siding or spur rather than to a branch line as it's less than one quarter mile in length. Moreover, there is no indication in subsequently issued timetables available for review that any additional trackage beyond 1,200 feet was ever added at this station.

With this little bit of information at hand, what can we surmise took place pertaining to the Waldo Hills branch? It appears that grading of the branch did in fact take place as early as 1881, rail was moved into the area for the purpose of putting it down on the line and that the initial reason for the railroad was the shipment of wheat. Subsequently, coal was discovered in the area in 1891, a coal mine was developed and the idea of accessing the mine with rail was considered.

To date nothing has surfaced that would definitely indicate that the branch line was ever operated or even that rail was ever spiked down on the partially completed grade. Both lidar images and on-the-ground recon confirm that grade work did take place but neither indicate that it ever reached the mine. If a narrow gauge line was laid, it likely never reached very far, was never operated, and was removed by the time coal was discovered in 1891 and SP had converted their narrow gauge operations to standard gauge.

Speaking of the mine, it was indeed put into operation. One main shaft, and possibly a second were dug into the hillside by Welsh miners and coal was extracted until about 1952. It was moved from the mine's entrance to a large warehouse via a trestle and small hand cars. Inside the 30' x 100' building it was converted into briquettes. In April 1957 the Oregon Department of Geology & Mineral Industries did an analysis of the coal. They found that it contained a rather high moisture content and subsequently, a lower heating value. As a result, the equipment was removed and the shed was torn down within the next couple of years. The area where the mine was located was covered by a farm pond, built in the mid-1960's, and the entrance to the mine is now under water. However, the large concrete foundation that the briquette making machinery rested on still exists.



With tour guide Terry Kuenzi in the lead, Ed Austin, Mike Yoakum and Bob Melbo walk a portion of the abandoned grade a few miles east of Pratum.

Compiled by Lloyd M. Palmer December 11, 2018 Other contributors: Bob Melbo, Ed Austin, Mike Yoakum, Terry Kuenzi and Scott Gavin

June Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on June 21, 2019

The June 2019 membership meeting was called to order at 7:30pm by President Mark Reynolds. Attending was one guest, Noel Schroeder.

The minutes of the May meeting were called, Doug Auburg made a motion to approve the minutes, Bruce Strange seconded and the membership voted in favor.

Keith Fleschner gave the monthly Treasurers report that bills have been paid, and the accounts are good and balance. The membership accepted the report.

President Reynolds reported that the 2019 Holiday Express will be run from Oaks Park. Next he reported that deceased longtime member, Roger White had left his estate proceedings to the chapter and a disbursement check was recently received. President Reynolds said the presentation at the banquet by Richard Thompson was very good and felt he should be invited to give a presentation at a chapter meeting.

Ron McCoy reported that through his efforts and a good speaker we got a good deal at the banquet and future banquets will be held there. He requested that 'we' start searching for a guest speaker for the next banquet now to assure good attendance and keep the low price of the banquet.

President Reynolds reported that the Chapter's presence at the Oregon Zoo on June 15 to celebrate the anniversary of the zoo steam engine, *Oregon*, went very well. There was lots of interest in preserving the steam engine and the railroad. President Reynolds said the P&W charter planned for July 16 for the Port Of Columbia County will be using some of our railcars and they are being prepared.

Phil Barney reported that the work on the Travellers Rest continues with replacing the flooring with floor heat and new carpeting.

George Hickok said the 6800 car has a broken blower which is being repaired. He then gave a summary of the rules of reporting on the condition of railcars before they can be used in service. It is a very complex procedure.

President Reynolds reported that the ORHF turntable committee is continuing their study.

Bryan Ackler reported that Section 106 Consulting Party review continues for Portland Union Station, with new design including covering all A.D.A. requirements, and discussion of what the annex will be used for.

David Larsen offered a list for volunteer sign-up for The Great Oregon Steam-up, July 27,28 and August 3,4.

President Reynolds said that to volunteer for the Garden Railway Convention steam trips, contact David Cautley.

Al Baker said the program tonight will be a video on *The Journey To Promontory*, first part. Next month will be a presentation by Dennis Seacat of his attendance at the Golden Spike Anniversary, and August will be the second part of the video of *The Journey To Promontory*.

The meeting was adjourned at 8:30pm with a reminder to 'feed the kitty' for snack time.

Snack time was prepared by Lila Stephens, and assisted by Marge Helander and Midori Suzuki.

The video was informative and very well done.

Respectfully submitted by Jim Hokinson, Secretary

Chapter Annual Banquet

The Chapter's Annual Banquet was held on June 15th. At this occasion, Jim Hokinson was presented the Jack Holst award for 2018, in recognition of his continuing activities and service to the Chapter. Congratulations Jim! George Hickok also received his 25 year NRHS membership pin and certificate during the evening. Congratulations George!



George Hickok receives his 25 year pin and certificate from NRHS from National Representative Al Baker



Jim Hokinson receives the Jack Holst award from President Mark Reynolds

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 503-226-6747, or e-mail the library (library@pnwc-nrhs.org) by **August 1st**.

Bohemia : The Lives and Times of an Oregon Timber Venture by Michael Thoele. -- Portland, OR : Oregon Historical Society Press, 1998.

Burlington Northern Trackside Guide to the Columbia River Gorge by Robert C. Del Grosso. -- Bonners Ferry, Idaho : Great Northern Pacific Publications, ©1990.

California and Oregon Coast Short Line Railroad. -- Grants Pass, Oregon : Josephine County Historical Society, ©2014



Gunderson celebrates their 100th Anniversary at the 2019 Portland Rose Parade with this float. Photo by Michael Byrnes.

Bill of Lading

Steamer <i>Oregon</i> Celebrates 60 Years.....	Page 1
Blink Creek.....	Page 2
Portland Union Station Section 106 Review....	Page 3
PNW Rail News.....	Page 4
Zoo Railway Task Force Update.....	Page 7
The Waldo Hills Branch.....	Page 8
Chapter Meeting Minutes.....	Page 10
Chapter Banquet Jack Holst Award.....	Page 10
Library Request for Books.....	Page 11
Gunderson 100th Anniversary Float.....	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 N^o. 684

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.

July 19: *The Golden Spike Route Today:* This Trains Magazine video presents a fast-paced look at the nation's first transcontinental railroad as it looks today from the Heartland to the Pacific Ocean along UP's busy main line.

August 16: *Spike 150 Report:* Dennis Seacat will present pictures (some from Doug Auburg) and tales from the recent Spike 150 event in Utah – the celebration of the 150th Anniversary of the completion of the Transcontinental Railroad.

September 20: *1953 Cab Ride Across GN's Electrified Subdivision:* Great pictures from east and west bound cab rides with many interesting scenes along the way (by Alfred B. Butler, Pullman, WA).

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 **WEDNESDAYS: 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: **Jul. 11**, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
Aug. 08, 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:

July 4 *4th of July Fireworks Spectacular*, Oregon Coast Scenic Railroad, Garibaldi OR, www.oregoncoastscenic.org
July 4 *City of Prineville Railway Train Rides*, 8 am – 1 pm, Tickets: www.eventbrite.com
July 13-14 *Clamshell Railroad Days*, Ilwaco WA, www.columbiapacificheritagemuseum.org
Jul. 20-24 *GN Railway Historical Society Convention*, Fargo ND, www.gnrhs.org
Jul. 27-28 *Great Oregon Steam-Up*, Powerland Heritage Park, Brooks OR, www.antiquepowerland.com
Aug. 3-4 *Great Oregon Steam-Up*, Powerland Heritage Park, Brooks OR, www.antiquepowerland.com
Aug. 17-18 *Snoqualmie Railroad Days*, 80 years of trains, timber, tradition, Snoqualmie WA, www.railroaddays.com
Aug. 20-25 *CN 100: A Moving Celebration*, Vancouver BC, www.CN100.ca
Aug 25 *Sunday Parkways – Green Loop*, Inner Southeast, ORHC open, portlandoregon.gov/transportation/46103
Aug. 27-31 *35th Garden Railway Convention*, Portland OR, ngrc2019.org
Sep. 8-11 *Northern Pacific Railway Historical Association Convention*, Brainerd, MN, store.nprha.org/convention
Sep. 19-22 *Fall Steam-Up*, Staver Locomotive, 2537 NW 29th Street, Portland, www.staverlocomotive.com
Sep. 18-21 *HeritageRail Conference*, West Coast Railway Heritage Park, Squamish BC, www.atrrm.org
Sep. 19-21 *Spokane Portland & Seattle Railway Historical Society Convention*, Astoria OR, www.spsrhs.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.

The Celebrating 60+ Years Trainmaster

June 2019
Special Edition



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



JUNE 20, 1959 - JUNE 15, 2019
60TH ANNIVERSARY OF THE OREGON
WASHINGTON PARK AND ZOO RAILWAY



When plans were unveiled for the 30-inch gauge line, train fans from around the region pitched in with suggestions, fund-raising efforts and manual labor. The initial planning group included members of the Pacific Northwest Chapter of the National Railway Historical Society, the Columbia Gorge Model Railroad Club, and the Pacific Northwest Live Steamers.

The Portland Zoo Railway began operation on the first section of track on June 7, 1958 with the *Zooliner*, the first train. The steam locomotive *Oregon* traces her roots back to the Oregon Centennial Exposition held during the summer of 1959. In early 1958, the Portland Zoo was well along in its project to build a railroad at its (then) new site. The 1959 Exposition presented a unique opportunity to raise additional funding for the zoo railroad, and possibly acquire some additional rolling stock and structures as well.

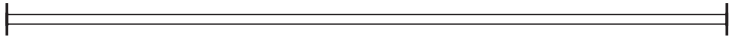
In the summer of 1959, the Portland Zoo Railway operated trains at two different sites. The *Zooliner* and the steamer *Oregon* were used on a temporary

railway line on the grounds of the Oregon Centennial Exposition. In 1960, the 1.5 mile extension to Washington Park opened. The line was surveyed by the Southern Pacific Railroad and was constructed with the help of the Spokane, Portland and Seattle Railway (now part of the Burlington Northern Santa Fe Railway) and the Northern Pacific (now Portland) Terminal Railroad Company. The Union Pacific hauled 40 rail cars of ballast donated by the school children in Prineville, Oregon at no charge. In 1978, the railroad was renamed Washington Park and Zoo Railway when the City of Portland turned over operation of the zoo to the Metropolitan Service District (METRO). This name better reflects the service provided by the zoo railway.



The railway extension to Washington Park to the new station near the Rose Gardens was opened on May 28, 1960. The last revenue train to Washington Park ran on Sept. 23, 2013.

The current route within the zoo opened in Nov. 22, 2014 for ZooLights.

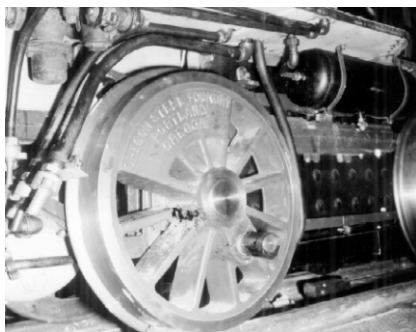
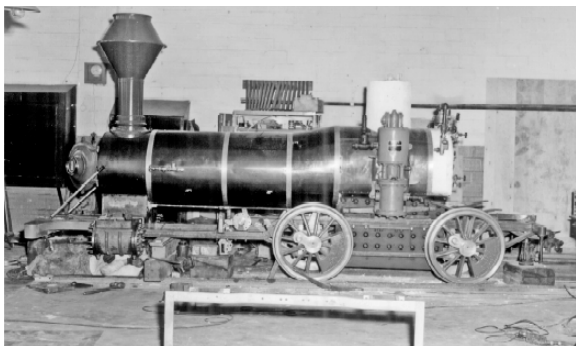


The Oregon got plenty of attention during her time at the Exposition, after all, she was brand new and untested. Here her siderod bearings are being checked.

Passing the frontier town at the Exposition, the Oregon pulled its full compliment of five cars.



George Burton was given the responsibility of constructing the locomotive in less than a year – a daunting task. Burton drafted three other men to help, Ron Wicke, Chet Wheeler, and John Labbe – together the foursome formed the Oregon Locomotive Works.



When the Exposition closed, all the railroad rolling stock was taken to the zoo. In addition, the water tank and station were also relocated to the zoo where they continue to serve the railway. The *Oregon* originally operated only on the “ZooLoop” while the *Zooliner* ran on the Washington Park line. Soon, however, the traffic demand was such that a passing siding was added and the *Oregon* joined the diesel on the full four-mile run.

THE ROUTE OF THE WASHINGTON PARK AND ZOO RAILWAY



One of the chores that must be done periodically on a steam locomotive is to blow down the boiler. This rids the boiler of some of the sediment that accumulates in the course of normal operation. This is normally done in a remote location for safety reasons.



Relatively early in her career, the Oregon is shown here on the Washington Park loop. The 4% grade on the line limited the train to four cars.



The route of the Washington Park and Zoo Railway as it existed previously and today.

W. P. & Z. Railway No. 1



Thirty years ago, the Oregon's thirtieth birthday was also celebrated.

The Oregon takes water at the water tank.



By 1982, the years of service had taken their toll on the *Oregon*. The original steel channel (box) frame had broken several times and was no longer repairable. Doyle McCormack (instrumental in the rehabilitation and operation of S.P. #4449) was contracted to construct a new frame of solid steel. While this added significant weight to the locomotive, it cured the frame cracking problem.

Although the general appearance is very similar to what it was in 1959, there have been many subtle changes over the years. The original maple pilot (cowcatcher) has been replaced with a steel, boiler tube pilot, allowing a front coupler for improved operations. A new six-chime (six-tone) whistle was added in 1993, giving the *Oregon* a “big locomotive” sound. In 2000, the locomotive received new steel tires (yes, locomotives have tires) and new bearings. By 2002, the boiler was in need of major inspection and general rehabilitation. The boiler was pressure tested and easily passed. The old insulation (lagging) on the boiler was replaced with new, environmentally friendly material. Other repairs were also accomplished, including a new cab roof and new electrical wiring. The rebuild was extensive, requiring a total of 550 days to accomplish, but it ensured that the *Oregon* would be operational for many years.

As with all steam locomotives, there are many maintenance tasks to be done, and periodic repairs that must be accomplished, but the *Oregon* has come through her first 60 years with flying colors and the crews and riders of the Washington Park and Zoo Railway can look forward to many more decades of service from this classic iron horse.



The locomotive has the distinction of carrying the first, and only, builder's plate from the Oregon Locomotive Works.



SPECIFICATIONS FOR THE *OREGON* AS BUILT IN 1959:

Design and Construction: The locomotive was constructed at the Northern Pacific Terminal's Guild's Lake roundhouse. George Burton did all of the drawings necessary for the construction of the locomotive, Harry Harvey did all of the drawings for all of the valve motion. The steam locomotive was generally modeled after the *Reno* of the Virginia and Truckee Railroad in Nevada. The majority of the pattern and casting work was done at the Oregon Steel Foundry. Much of the ancillary equipment for the locomotive was donated by individuals and companies who were supportive of the project. From concept to reality took slightly more than nine months. The locomotive was delivered on June 19, 1959, and began service on June 20. Burton made the decision to christen the steamer with the number one, and to name it the *Oregon* in honor of the State Centennial. The cars for the train had already arrived at the Exposition site when the *Oregon* was delivered, so the locomotive was immediately pressed into revenue service.

Locomotive: Driver Diameter of 30 inches. Boiler Pressure of 150 psi (originally was 175 psi) Weight, approx 9 tons (originally built to an 8 ton limit). Cylinders are 9 inch bore by 12 inch stroke. Tractive effort of 3645 pounds.

Fuel and Water: Fuel type is diesel. Fuel capacity is 130 gallons. Water capacity in tender of 350 gallons. Boiler capacity at normal level of 180 gallons. On a four mile loop, the locomotive consumes about 10 gallons of fuel and converts 80 to 100 gallons of water to steam.

Cars: Five Coaches were constructed by the H. E. Hirschberger Company, who previously did the body work on the *Zooliner*.





Modern meets classic when the *Oregon* noses up to the *Zooliner*.
Despite appearances, the *Oregon* is actually the younger of the two locomotives.

HAPPY 60th! Congratulations to the Oregon Zoo and METRO for providing this wonderful, now sixty-year-old, attraction. In many ways, the Pacific Northwest Chapter, National Railway Historical Society (PNWC-NRHS), grew up with the zoo railway. The Chapter was formed in 1955 and shortly thereafter began work helping to develop the zoo railway. We are very pleased to be a part of this special “Diamond” anniversary celebration and fully intend to be a part of the 100th anniversary, as well. Please join us in thanking the Oregon Zoo management and the METRO Council for their continued support of this important Oregon asset. Learn more about the PNWC-NRHS at www.pnwc-nrhs.org. Our thanks for contributions from Jeff Honeyman, John Labbe, Bob Harbinson, Joe Perelle, Hyster Corporation and to Glen Comstock and Bill Hyde for locating many of them from the PNWC-NRHS archives for this special edition. And thanks to Editor Steve Hauff for the 50th Anniversary Special Edition, on which this update is based. This document developed by T. Trent Stetz, *Trainmaster* Editor, PNWC-NRHS.

Pacific Northwest Chapter,
National Railway Historical Society
Union Station, 800 NW 6th Avenue, Room 1
Portland, Oregon 97209-3794
503.226.6747 www.pnwc-nrhs.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.