

# The *Celebrating 60+ Years* Trainmaster

August 2019

ISSUE Nº 685



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



## BROADWAY STREETCAR

Text and Photo By T. Trent Stetz



Broadway car No. 813 on July 20th, 2019 at Powerland Heritage Park. Note Oregon Electric No. 21 in the background left (Photo by T. Trent Stetz)

Portland “Broadway” car No. 813, built in 1932 by J. G. Brill and Company, was used on the city streetcar lines, with a 3ft 6 in gauge. It was typically operated on the Broadway Line in Portland, thus nicknamed a “Broadway Car”. It was one of the fifteen Brill “Master Unit” cars operating on Portland streetcar lines. It was a very modern car for its time with safety and one-man operation in mind. These cars were introduced to the Broadway line on May 15, 1932, replacing older, noisier and by then well-used cars. This car spent its entire working life in Portland.

The Broadway streetcars were replaced by bus on August 1, 1948. When city streetcar service ended in 1950, this car and another was transferred to the Oregon City Interurban line. At that time, the two had to be re-gauged to the line’s standard gauge tracks. Entirely new trucks were used in the conversion. This car then received a new number of 4012. It was in service until 1958. The car was sold to the Oregon Electric Railway Historical Society (OERHS) in 1959. It was originally on display at Oaks Park.

The Oregon Electric Railway Museum completed a major restoration in 1998 to operate on the Willamette Shore Trolley (WST) and at that time re-numbered it back to 813. Years of service on the WST was hard on No. 813, which last ran on the WST on July 16, 2010, and it now needs a major motor overhaul. Your donations to the OERHS will help bring this car back to service. Since 2012, this car now resides at the Oregon Electric Railway Museum at Powerland Heritage park.

# WA GRAIN TERMINALS

Photos and Captions by Steve Carter



Ever wondered where all those west bound "earth worms" end up? Here's one place. BNSF is off loading a grain train at the EGT facility in Longview Washington, while a ship is being loaded. Soon the ship will be turned around on the Columbia River and sent out to the Pacific to some foreign destination. Even more quickly, the train will be sent to Auburn WA and then over the Stampede pass to some mid-west destination for re-loading.

The Maratha Pride is being loaded with grain at the AGP Terminal 2 at the Port of Grays harbor, in Hoquiam WA. On land, a Puget Sound and Pacific RR crew is shoving a cut of cars to be unloaded. In the upper right is Terminal 4, which handles Ro/Ro ships and bulk carriers (logs).



# A FEW ODDITIES & SOME GREAT HISTORY!

Text and Photos Provided by Martin E. Hansen

Every once in a while, you come across a steam photo that contains a wealth of unique features, all in a single frame; here is one such photo. Depicted here is MEDCO No. 4 at the log landing near Butte Falls, Oregon in July 1953. Let's see if we can spot everything that is unusual here.

First, we have a Willamette geared locomotive as the center piece of the image. As we know there were not many of these made (only 33 to be exact). Even more unique is the fact that the fireman's side of this copy of the Shay locomotive is captured on film. That is a rarity by itself.

Before we leave No. 4, we should notice 2 more features. First the presence of a Gerlinger spark arrestor. These were unique to logging lokies in the Pacific Northwest. Produced by the Gerlinger Iron Works of Salem, Oregon this design of spark arrestor was very popular on oil-burning logging locomotives from the 1930's until the end of steam.



Lastly, as for No. 4, her spot plate is missing. This was unusual for most non-logging steam locomotives, but not that uncommon for logging engines. The loggers had a habit of draping cables and chains over the spot plates on the logging locomotives for storage and they would on occasion get caught on something which in turn tore off the spot plate. No. 4 lost her spot plate early in her career at MEDCO's predecessor Owen-Oregon Lumber Co.

To the right of No. 4 are 2 interesting pieces of logging equipment. In the background we see the twin booms of a Clyde double-ender log loader. The Clyde Iron Works of

Duluth, Minnesota, produces a number of single boom log loaders including the famed McGiffert Loader. In the teens they also came up with the big-daddy of them all in the form of the Clyde "double-ender". This big machine could yard in and load logs from both ends to speed the time needed to clear a landing of waiting logs. MEDCO bought one of these and used it until the early 1950's.

The last item of interest the old decrepit wooded coach to the right in this photo has quite a story behind it. That story was told to me by Elvis King (how could you forget that name?) back when we first got the Mount Emily Shay back running in Oregon in 1994. During a visit to us while running the Shay, Elvis told us he had been the first fireman on MEDCO's Willamette No. 4 (the same engine as in this photo) when it was first delivered to MEDCO in 1924. At the time the falling crew rode the log cars out to the woods and back each day because MEDCO did not have a crew car. When the weather turned cold Elvis recounted that the loggers would all huddle atop the locomotive itself to try and get some warmth off its boiler. While this may have worked well for the loggers, it made the visibility for the engine crew trying to look down the track non-existent.

Elvis finally became frustrated enough with this problem that he went to the MEDCO main office in Medford to complain. He was told that they sympathized with his problem but had no money to solve it. Elvis was told that if he could come up with a solution that didn't cost the lumber company any money they would implement it. Elvis then came up with a plan.

Elvis recalled seeing an old wooden Oregon & California coach languishing down at the Southern Pacific yards in Medford waiting to be burned for its hardware and scrapped. Elvis approached the SP yard foreman to see if he would donate the old coach to MEDCO to save the cost of it's scrapping. The yard foreman gladly agreed and even had the coach delivered to MEDCO the next day by the local SP switch crew. This solved the problem of loggers climbing all over the MEDCO steam locomotive for the ride to the woods and back in the winter months. Elvis did say that he was so disgusted with MEDCO's ambivalence to the loggers health and safety over the event that he left the company soon thereafter.

All this contained in a single photo, makes you wonder what stories are hidden in other such photos.

(This article reproduced from Martin's November 11, 2018 *Trainorders.com* posting and printed in *The Trainmaster* with his kind permission. Note: MEDCO No. 4 is currently undergoing restoration by the Southern Oregon Chapter, National Railway Historical Society ([www.soc-nrhs.org](http://www.soc-nrhs.org)) with plans to re-install the rail to Butte Falls for operation.]



# PNW RAIL NEWS

by Arlen L. Sheldrake



▶ Union Pacific Albina Yard plant operator allowed thousands of gallons of oil to spill into the Willamette River. Federal lawyers are prosecuting a wastewater plant operator for Union Pacific Railroad alleging he allowed thousands of gallons of oil to seep from an overflowing tank into the Willamette River on January 2018. The operator is accused of activating the pump but the 10,000 gallon tank was near capacity and the operator walked away leaving the pump unattended for about an hour. The pump continued and the tank overflowed sending thousands of gallons of oil into a nearby storm drain and then directly into the Willamette River. **The Oregonian 6/24/2019.**



▶ Final Report on DuPont, Washington, Amtrak Train Derailment Published. The National Transportation Safety Board published its final report June 24<sup>th</sup> for the agency's investigation of the December 18, 2017, fatal, Amtrak [train 501] derailment in DuPont, Washington. The 153-page report details the NTSB's investigation of this accident and its safety recommendations made based upon the results of that investigation. The following are safety issues in this accident:

- Individual agency responsibilities in preparation for inaugural service
- Multiagency participation in preparation of inaugural service
- Amtrak safety on a host railroad
- Implementation of positive train control
- Training and qualifying operating crews
- Crashworthiness of the Talgo equipment
- Survival factors and emergency design of equipment
- Multiagency emergency response.



The full report may be accessed: <https://go.usa.gov/xyCwg>. **NTSB News Release 6/24/2019.** [Best wishes to PNWC member and friend Ed Berntsen for his continued recovery from this horrific accident.]

▶ In the category of one has to eat...downtown Troutdale has a great Italian restaurant that has some good window tables for Union Pacific track viewing. **Ristorante Di Pompello** in addition to some track viewing tables offers excellent service, food and quite reasonable pricing. A good lunch and west bound mixed freight were enjoyed on June 26<sup>th</sup>. A bit later one of the longest Potash unit trains (186 cars, 8,746') came through also headed west.

▶ Multnomah County voters will be asked to pay \$200 million for flood bond. A new taxing district will ask Multnomah County voters to keep the Columbia River corralled. It's the next step to recertify the 27-mile levee system. Legislation approved by the House and Senate will dissolve four local drainage districts in order to create a unified urban flood safety and water quality district along the riverbanks of North Portland through Gresham, Fairview and Troutdale. One of the improvements will involve



the BNSF railroad embankment that failed during the Vanport Flood that will likely be breached again. **Portland Tribune 6/27/2019.**

▶ New Salmonberry Trail foundation will raise funds for the rail-to-trails project. The non-profit will be focused on creating community development and fund-raising for the project. The project planning for the foundation began in 2018 and the application was submitted in May. [www.salmonberrytrail.org](http://www.salmonberrytrail.org). **Portland Tribune 6/28/2019.**



▶ Alaska Railroad and Alaska to Alberta Railway agree to cooperate on rail connection to Canada, Lower 49. The Alaska Railroad Corporation and the Alaska to Alberta Railway development Corporation have established a Master Agreement of Cooperation toward building a 1500-mile connection between the Alaska Railroad and Canadian railroads that also serve the Lower 48 states. The Alaska Railroad Corporation Board of Directors approved the agreement on June 27<sup>th</sup>. Under the terms, the two railroad companies will cooperate in applying to the Alaska Department of Natural Resources for a right-of-way guaranteed under state law for a rail connection to Canada. In addition, the two firms will develop a joint operating plan which will specify not only the new track needed to connect Alaska's rail to Canada, but will also identify work needed to upgrade existing rail facilities, bridges, and track on the Alaska Railroad's 512-mile mainline which runs from Seward to North Pole, Alaska. The entire project is expected to cost approximately \$13 billion USD. **Alaska to Alberta Railway 6/27/2019 press release.**



▶ TriMet adopts 2020 budget, anticipates station consolidation vote. The Tri-County Metropolitan transportation District of Oregon's (TriMet) board earlier this week adopted the fiscal-year 2020 budget, which includes \$685.2 million for day-to-day operations and more than \$300 million for capital projects. In addition, adding 11 new dedicated fare enforcement staff members the budget includes system improvements in the Lloyd, Gresham and Steel Bridge areas, and elevator improvements at the Sunset Transit Center and Washington Park. In addition, the first newly rebuilt MAX Type 2 and 3 trains will enter service in the fiscal year and manufacturing will start on the next generation of MAX trains that are pegged to enter service in 2021. The TriMet Board is expected to vote July 24 on a plan to speed up service on the MAX Blue and Red lines by consolidating stations in downtown Portland. Two stations would be closed and a third on a trial basis. **Progressive Railroading 6/28/2019.**



Three MAX Blue and Red Line stations are being closed: Kings Hill/SW Salmon, Mall/SW 4<sup>th</sup> Avenue, and Mall/SW 5<sup>th</sup> Avenue. The Kings Hill closure is a one-year pilot.

▶ Metro and TriMet are taking concrete steps this summer to determine if it's feasible to build a tunnel underneath downtown Portland and the Willamette River to speed up light rail trains and provide additional capacity. To learn more: [www.oregonmetro.gov/maxtunnel](http://www.oregonmetro.gov/maxtunnel).

▶ Port of Vancouver [WA] has closed the door on courting bulk fossil fuel terminals. Port commissioners on June 25<sup>th</sup> approved a policy that says the port chooses not to pursue new bulk fossil fuel terminals on port-owned industrial property. Tuesday's decision could be an epilogue to the rancorous fight over the rejected Tesoro-Savage joint venture, which would have brought up to 360,000 barrels of highly flammable Bakken crude oil a day to Vancouver by rail. **The Oregonian 6/30/2019.**



▶ Genesee & Wyoming Inc. has reached an agreement with Brookfield Infrastructure Partners LP and its institutional partners to be acquired through a transaction valued at about \$8.4 billion, including outstanding debt. When the transaction closes by year end or in early 2020, G&W would become a privately held company. The deal requires approval by G&W stockholders holding 66.66 percent of outstanding common stock, regulatory blessings from the Committee on Foreign Investment in the United States and Surface Transportation Board, and certain competition and antitrust approvals. **Progressive Railroading 7/1/2019.** [Two primary purchasers: GIC, leading global investment firm established in 1981 based in Singapore; Brookfield based in Toronto.]



▶ Bill requiring safety plans for oil trains in Oregon heads to Gov. Brown, [6/29 Oregonian headline]. HB 2209, what the measure does:

Requires railroads that own or operate high hazard train routes to institute oil spill contingency plans and to have those plans reviewed and approved by the Department of Environmental Quality. Outlines requirements for submission and approval of plans. Requires railroads that own or operate high hazard train routes to annually submit financial responsibility statements to Department. Outlines triennial schedule for training for response to high hazard oil train spills. Sets forth additional requirements for a plan adopted by the Oregon



State Fire Marshal for coordinated response to oil or hazardous material spills or release that occur during rail transport. Authorizes gross revenue fee of up to 0.05 percent on railroads required to submit contingency plans, to sunset January 2, 2027. Authorizes per-car fee of up to \$20 on oil tank rail cars entering state or originating in state, to sunset January 2, 2027. Establishes the High Hazard Train Route Oil Spill Preparedness Fund and continuously appropriates money in the Fund to Department for purposes related to contingency planning for high hazard train route. (Legislature staff measure summary.)

▶ In early July, the Oregon Rail Heritage Foundation launched a revised web site. Take a look: [www.orhf.org](http://www.orhf.org).



▶ An interesting read about World War 1, railroading and foreign involvements is **The Polar Bear Expedition, The Heroes of America's Forgotten Invasion of Russia 1918-1919** by James Carl Nelson, This 2019 book describes the traumas endured by some 5,000 U.S. soldiers hundreds of miles north of Moscow in bloody combat against the newly formed Soviet Union's Red Army.

▶ The Steam Railroading Institute in Owosso, Michigan announced April 30, 2019 the results of an audit and preliminary investigation that showed a former employee embezzled approximately \$200,000 from the organization over a nearly two-year period. The former SRI Financial Director used a variety of methods to steal the money from SRI from 2016 to July 2018. **Steam Railroading Institute 30 April 2019 news release.**



► And speaking of the Steam Railroading Institute, two of the former Amtrak Coast Starlight Pacific Parlour cars, Willamette Valley (Amtrak 39975) and Columbia Valley (Amtrak 39970), will be put into service this fall by SRI as their Pere Marquette Parlour first class service cars. [www.pacificparlourcar.com](http://www.pacificparlourcar.com)

► State sets final deadline for Nyssa reload center. State transportation officials appeared ready to reject a plan to build a rail reload facility north of Nyssa last week, but agreed to give supporters of the venture one more chance to plug lingering gaps in the proposal. The Oregon Transportation Commission voted June 20 to extend the deadline on a final decision for the \$26-million-dollar rail reload facility until July 18. The commission directed the Transportation Department to craft a list of questions for the local reload center and three [two] similar projects in the Willamette Valley. Supporters of all three projects will then have until July 12 to furnish their answers. **Malheur Enterprise 6/26/2019.** [I wonder if the backers of ORS 367.080 that defined the Connect Oregon projects this time around are aware that the two defined reload projects (Nyssa and Brooks or Millersburg) are very problematic.]

► 100<sup>th</sup> Anniversary of CN Rail (2019). Designed by Tony Bianco, the 25 cent coin celebrates the 100<sup>th</sup> anniversary of Canadian National Railway (CN) by featuring two locomotives that represent the past and present. The coloured engine is CNR 2557, an MLW M-420 diesel-electric locomotive. Beneath the modern-day workhorse is CNR 6218, a steam-driven 4-8-4 Northern locomotive built by Montreal Locomotive Works in 1942. Instead of denticles, train tracks circle the rim and frame a stylized map that alludes to the railway's impact across Canada. The reverse includes the face value "25 CENTS", the commemorative dates "1919" and "2019", and the word "CANADA". The obverse features the effigy of Her Majesty Queen Elizabeth II by Susanna Blunt. \$29.95 <https://www.mint.ca>.

▲ **Edward 'Ed' John Kamholz**, August 6, 1946 – July 3, 2019. Noted forest and railroad historian and author has died. Kamholz, age 72, a longtime Vancouver, Washington resident passed away from complications from ALS. Kamholz was the driving force behind the research and writing of *The Oregon-American Lumber Company: Ain't No More*, an award-winning Stanford University Press book published in 2003. In recent years, Kamholz, launched and led the Oregon Historic Railroads Project, an effort to map every mile of railroad in Oregon, to better understand the evolution of transportation corridors and early development of Oregon. A memorial for Ed is planned for 2 p.m., Friday, September 6, 2019, at the Tillamook Forest Center, 45500 Wilson River Highway, Tillamook. **Extracted from The Oregonian 7/10/2019.** [Note: Ed's brother Greg, who was a SP&S 700 engineer and active PRPA board member, passed away February 2018.]

► The Friends of Washington Park and Zoo Railway announced in an email July 11<sup>th</sup> that they are now officially an IRS registered 501c3 Oregon domestic nonprofit corporation (83-1219028). The mission of the FWPZR is the preservation, repair, securing ongoing operation, and the ecological restoration of the full Washington Park and Zoo Railway that runs between the Oregon Zoo and the International Rose Test Garden. <https://www.fwpzr.org>. [The Zoo Railway Task Group sponsored by PNWC-NRHS and ORHF applauds the public involvement efforts of this group but is not affiliated with it.]

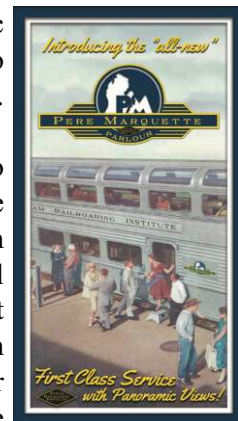
► On July 15<sup>th</sup> OPB aired a segment on the Washington Park & Zoo Railway: <https://www.opb.org/news/article/oregon-zoo-train-railway-future-portland-washington-park/>

► On July 8<sup>th</sup> the book development sub-committee of the PNWC-NRHS and ORHF sponsored Zoo Railway Task Group started the review of the extensive Washington Park & Zoo Railway history collection accumulated by Jeff Honeyman. Jeff's collection has LOTS and LOTS of treasures that triggered multiple WOWs from the book developers including Bruce Strange, Jeff Honeyman and Arlen Sheldrake. The book editor, Steve Hauff, is guiding the effort with Merrill Hugo guiding the archival efforts. The sub-committee intends to catalog the materials and store them in archival quality folders. Long term Jeff intends to donate the materials to the PNWC archives.



► Congratulations to the Pacific Railroad Preservation Association for the July award of \$20,000 from the Oregon Parks and Recreation Department to "complete the work for the 15-year boiler inspection of the SP&S 700 steam locomotive in Portland." One of twelve awards in the Heritage and Community Programs section of the 2019 Preserving Oregon Grants program. [www.oregonheritage.org](http://www.oregonheritage.org)

► Sound Transit on July 9<sup>th</sup> welcomed the Federal Transit Administration's allocation of \$100 million in grant funding for extending Link light rail to Federal Way. The planning 2019 funding represents a significant commitment toward the pending multi-year full funding grant of \$790 million that Sound Transit is seeking to break ground on the critical project in early 2020. **Sound Transit 7/9/2019 news release.**



▶ The Alberta Petroleum Marketing Commission has contracted CIBC Capital Markets to help oversee the divestment of the province's crude-by-rail program and the transition of that business to the private sector. Although the future of crude by rail in Alberta is “very bright,” that business will continue to grow without government interference, said Alberta Minister of Energy Sonya Savage in a statement issued last week. The transition process involves commercial negotiations and the province anticipates the divestment to be completed in the fall.

**Progressive Railroading 7/3/2019**

▶ The Pacific Railroad Preservation Association (PRPA) has announced that their tool car is being named in honor of long time PRPA member, board member, 700 engineer, and BNSF engineer **Gregory Kamholz**. Greg passed away in February of 2018. The fully renovated car Gregory Kamholz joins the Holiday Express consist this year replacing the Mt. Hood sleeper/lounge.

▶ A “key piece” of Kalama history will be displayed at the Port of Kalama in the coming months after the port commission Wednesday approved buying a vintage Pacific Northern Railway [?] locomotive and oil tender. The Northern Pacific Railway led to the creation of the town of Kalama, which was the western terminus of the company's rail line in the late 19<sup>th</sup> century. The commission approved a budget not to exceed \$375,000 to buy and ship the locomotive. The locomotive is costing \$100,000 and the estimated moving cost is \$163,000 plus additional costs for placing the locomotive into the port's Interpretive Center. The locomotive is known as the SP&S 539 and built in 1917.



[The locomotive is being purchased from the Grand Canyon Railway. It is former **NP 1762**, a 2-8-2 Mikado. A note from the Port's CEO mentioned that he gave the TDN reporter the fact that the 539 is the former NP 1762 but she failed to use it in the article, an amazing missing fact.]. **The Daily News 7-12-2019.**

▶ The former Milwaukee Railroad trestle at Tekoa has been included in the state's next two-year budget which was approved before the legislature adjourned April 28 in Olympia. The funding would provide decking and fencing on the trestle span which has been blocked off since the state purchased the Milwaukee right-of-way and converted it to the John Wayne Trail, now officially known as the Palouse to Cascades Trail. Pete Martin, president of Friends of the Tekoa Trestle, reported the trestle project has been funded for \$1,014,000. The state budget also includes a \$1.7 million listing for improving the surface of the trail between Malden and Rosalia. Approval of these funds this year follows approval of funds at the prior legislative session to deck the Renslow Trestle which crosses I-90 at the top of the grade west of Vantage. Final plans have been prepared for the Renslow project to get underway. **Whitman County Gazette 5/9/2019.**



▶ Another visit to downtown Longview, Washington on July 14<sup>th</sup> found their display of the Long-Bell Shay No. 5 looking great with four interesting interpretive signs arranged around the exterior. The community deserves lots of kudos for this excellent display next to their beautiful Carnegie Library. The four interpretive panel

titles:

- R.A. Long: Timber, Tracks & Towns
- Longview: The Queen City of Lumber
- Water & Rails: Moving Timber to Mills
- Long-Bell Shay Number 5



If you haven't wandered the historic downtown streets of Longview, do it. Lots to see and if you are into quiet, do it on a Sunday.

▶ The Ultra-High-Speed Ground Transportation (UHS GT) Business Case Analysis is complete and was submitted to the Washington State Legislature on July 12<sup>th</sup>. The data generated by this study provides a better understanding of the unique characteristics and travel demands of the megaregion, outlines steps to secure funding and financing, and provides a governance framework. Key findings of the Business Case Analysis include:

- Less than one-hour trips can be achieved between each city – Portland, Seattle, Vancouver [BC] – at about 220 mph (354 kph)
- Looks at various scenarios with 21 to 30 daily round trips, with some express trips stopping at only a few locations, interspersed with others that stop at more locations
- Estimate between 12 and 20 percent of total current intercity trips would shift to UHS GT, with the biggest shift coming from those currently driving private vehicles
- Estimate conservatively between 1.7 and 3.1 million riders annually when it opens, with the potential to ultimately carry 32,000 people an hour.
- Estimate annual revenue of between \$160 and \$250 million when it opens, with future potential to cover all annual operating costs by taking advantage of opportunities to increase ridership and revenue beyond the conservative

estimates used in the study.

- Estimate construction costs between \$24 and \$42 billion, in keeping with estimates from the 2017-2018 UHSGT feasibility study.
- Estimate \$355 billion in economic growth, with 200,000 new jobs related to the construction and ongoing operation of the service
- Reduction of 6 million metric tons (tonnes) of CO<sub>2</sub> emissions over first 40 years and potential for zero emissions on this all-electric system by using clean energy sources (hydro, wind, solar)



The full report is available: <https://www.wsdot.wa.gov/planning/studies/ultra-high-speed-travel/ground-transportation-study>. [The 15-page Executive Summary is well worth your reading time. The full 400-page (22 mb) report is also available.]

► Canada has reached agreement to sell 90 percent of its shares in federal Crown corporation Ridley Terminals Inc. (RTI) in Prince Rupert, British Columbia, to a company owned by Riverstone Holdings and AMCI Group, the Canada Development Investment Corp. (CDEV) announced last week. The remaining 10 percent of Canada's shares in RTI will be transferred to a limited partnership owned by Lax Kw'alaams Band and the Metlakatla First Nation at the close of sale. The Riverstone-AMCI entity has agreed to pay Canada CA\$250 million for its shares. **Progressive Railroading 7/15/2019.**



► The Chehalis-Centralia Steam Train appears likely to operate for the foreseeable future without steam after the non-profit's board of directors voted to not pursue the only lead it had for a substitute locomotive. The century-old No. 15 locomotive used by the organization since its inception in 1986 has been out of commission while Steve Butler of Morton Locomotive and Machine assesses the level of repair needed to its boiler and other portions of its inner workings. The Chehalis-Centralia Railroad and Museum Board had been attempting to work out a long-term lease and storage agreement with Efsthathios Pappas, for use of his restored steam engine. Operations will continue for the foreseeable future using a diesel-electric locomotive. **The Daily Chronicle 5/8/2019**



► July 18<sup>th</sup> marks an important date for commuters in the Puget Sounds region: the tenth anniversary of the start of Sound Transit's Link light rail service. Over that time, Link has had more than 134 million total boardings and has seen ridership grow from an average of just over 15,000 weekday boardings to about 77,000 today. On its opening day in 2008, Link covered 14 miles of service between the Westlake and Tukwila International Boulevard Stations. Since then, Link has grown to 22 miles. Service to Sea-Tac International Airport was added in December 2009, to Capitol Hill and the University of Washington in March 2016 and to Angle Lake in September 2016. **Sound Transit 7/18/2019 news release.**



► Sound Transit is a step closer to the first-in-the-world achievement of operating light rail on a floating bridge (I-90) as construction crews install the innovative track bridges that will enable light rail vehicles to transition onto the floating bridge, and the specialized track attachments that minimize weight and isolate stray current from the electric system that powers the trains. To date, crews have installed one of a total of eight innovative track bridges. The track bridges were specially engineered to compensate for six ranges of lake motion to enable trains to safely travel from the fixed sections of the bridge to the floating section. All of the track bridges are scheduled to be in place by the end of this year. **Sound Transit 7/23/2019 news release.**

► Whitman County fire officials have submitted a bill for more than \$100,000 to Camas Prairie Railroad for expenses for fighting two June fires. The fires, which occurred along the Snake River and scorched several thousand acres, were caused by sparks flying from trains as they traveled tracks along the river in rural Whitman County. The cost of fighting the two fires, which occurred June 5 through 7 and June 21, came to a total of \$100,739.45. The bills are being forwarded to the Union Pacific claim agent; Camas Prairie Railroad is jointly owned by Union Pacific and Burlington Northern. **The Lewiston Tribune 7/15/2019.**

► Spokane, Spangle & Palouse Railway, LLC, a non-carrier, has filed a notice of exemption to lease from Washington State Department of Transportation, and operate, approximately 102.6 miles of rail lines. The rail lines being leased are located as follows: (1) Colfax-Moscow line located (a) between milepost 3.0 at Colfax WA, and milepost 18.7 at Pullman WA, and (b) between milepost 75.9 at Pullman and milepost 84.05 at the Washington-Idaho State line; (2) Washington, Idaho and Montanan Line located between milepost 0.0 at Palouse WA, and milepost 3.85 at the Washington State Line; and (3) the Palouse and Lewiston Line located between milepost 1.0 at Marshall WA and milepost 75.9 at Pullman. **Surface Transportation Board Finance Docket 36325.**



► July 31<sup>st</sup> the Oregon Rail Heritage Foundation hosted the NRHS RailCamp Northwest based in Tacoma the week of July 29<sup>th</sup>. 12 RailCampers, mostly from the eastern US, were hosted by Bruce Strange, Dave





Larsen, Dick Samuels, Doyle McCormack, Roy Hemmingway, Randy Woehl, and Jim Vanderbeck. This is the first of hopefully many years of RailCamp Northwest visiting Portland.

► July 22<sup>nd</sup> Metro hosted a MAX Tunnel Study open house. The two-hour event laid out the process to examine the feasibility of faster and more frequent light rail trains by tunneling under the Willamette River. Currently all light rail trains cross the 1912 Steel Bridge, one train at a time, and the block size in downtown Portland only allows two-car trains. To learn more: [www.oregonmetro.gov/maxtunnel](http://www.oregonmetro.gov/maxtunnel).

► The details and registration information for the September 19-21 SP&SRHS Convention in Astoria is now on their web site: <https://www.spsrhs.org>. The convention headquarters hotel is the Holiday Inn Express. Looks like an interesting three days on the Oregon Coast. [Suggested sites to visit while in Astoria include the Astor Column. Who and when was it decided to change the name to Astoria Column? My compliments to the convention planners for using the original (right) name.]



► Ray-Mont Logistics announced a new, innovative, high tech facility for bagging plastic pellets in containers and shipping them out of the Port of Prince Rupert is currently being built. The project's first phase is currently under construction and is expected to be completed by the end of August 2019. Once the first phase is completed, the multi-million dollar facility

will improve the speed and efficiency of plastic pellet exports in containers for producers in Alberta served by CN. Having the ability to bag their product locally at the Port of Prince Rupert, the producers will now have direct access to the shipping lines that call on this key gateway, accessing the global market. **Barron's 7/23/2019.**

► CN announced July 26<sup>th</sup> it reached a new multi-year agreement with General Motors for the transportation of finished vehicles and assembly parts, and that GM will be the first customer to use CN's new automotive compounds in Minneapolis and Vancouver, BC. Construction is now completed on the Vancouver compound, and GM will be the first tenant by October. Both compounds will provide additional capacity, vehicle throughput and timely deliveries for GM and its customers in the northern Midwest and British Columbia. **Progressive Railroading 7/26/2019.**



► The Island Corridor Foundation (ICF) is calling for ideas that can shape a vision for the future use of the Courtenay [BC] Train Station. The ICF is working with the support of Komoks First Nation and the City of Courtenay to review the submitted ideas to ensure that the vision for this historic landmark meet the community's needs. To assist interested parties in the development of their proposals, the train station will be open for viewing on August 7<sup>th</sup> and 8<sup>th</sup> from 10am to 2pm. ICF will also hold an open house discussion for all members of the community on August 8<sup>th</sup> from 5pm to 7pm at the Grand Hall of the Native Sons Hall. Proposal submission closing date is September 4<sup>th</sup>. Submission guidelines: [www.islandrai.ca](http://www.islandrai.ca). **ICF 7/26/2019 email**

► Wildwood vs. Mt. Hood Railroad lawsuit on pause. Wildwood Academy's lawsuit against Mt. Hood Railroad for violating an easement is in process but on pause. While Mt. Hood Railroad and Wildwood have been attempting to negotiate a parking deal for a little over a year, negotiations were closed on July 9, when Iowa Pacific Holdings, the company that owns Mt. Hood Railroad, President Ed Ellis terminated the easement agreement between the two businesses. The easement allowed three tenants of the Wildwood Property; Wildwood Academy, Wildwood Events, and Story Gorge, to cross railroad property in order to access Wildwood's property and six allotted parking space. There has been a consistent problem with Wildwood patrons using railroad parking spaces. **Hood River News 7/26/2019.**

► On July 23<sup>rd</sup> the Vancouver Fraser Port Authority [BC] received over CA\$100 million from the federal government's National Trade Corridors Fund to support infrastructure projects that will facilitate goods movement to and from the Port of Vancouver. The five funded projects include three infrastructure projects in Richmond and Surrey to reduce interactions between the community and road and rail activities by building overpasses and making other improvements in operations. Additional funding will support two studies that will look at how to move goods more efficiently throughout the Lower Mainland. **Vancouver Fraser Port Authority 7/26/2019 media release.**

► The Wind River replacement bridge being fabricated in Linton was reported heading down the Willamette and up the Columbia rivers to replace the aging bridge near Home Valley, Washington on the BNSF Fallbridge division. **Trainorders 7/28/2019.** BNSF proposes to replace the existing bridge. The bridge has reached its structural life expectancy and does not meet current seismic standards. The project will replace the existing steel three-span, 308-foot-long bridge with a steel three-span 364-foot-long-bridge. **US Coast Guard Public Notice (03-17).**



# July Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on July 19, 2019

The July, 2019 membership meeting was called to order at 7:32pm by Vice President George Hickok.

The June minutes were called, Al Baker made a motion to approve the minutes, Doug Auburg seconded and the membership voted to approve.

The monthly Treasurers report was given by Treasurer Keith Fleschner. He reported that all accounts balance. Doug Auburg made a motion to accept the report, Bryan Ackler seconded and the membership voted to accept the report.

Keith Fleschner reported that much work had been done on various pieces of rolling stock in preparation for an late June charter excursion, which was subsequently cancelled. The Chapter's cars were ready for that charter trip. Another charter excursion is scheduled for late August and more work needs to be done on some of the Chapter's railcars. Continuing, there are plans for upgrades and repairs of the Holiday Express consist.

Jan Zweerts reported the Willamette Shore Trolley is running and made available the summer schedule. He said the Willamette Shore Trolley will be inspected by Oregon Department of Transportation. He requested more volunteers to run the trolley and said the ridership is up. He also reported the "Friends of Washington Park and Zoo Railway" group headed by Dana Carstensen is now 501(c)(3), which will give them more ability to support the railroad and collect funds as a potential tax deduction to the donor.

Dave Larsen reported that plans are in place for Steam-up concessions and had passes for the people who have volunteered. He requested more volunteers for the event.

Ron McCoy reviewed past the chapter activities. Various activities and excursions have helped pay the bills and support the Chapter. He requested help in coming up with (and working on) new ideas for chapter events and excursions.

Jim Heuer made a presentation on the Portland Union Station Rehabilitation and Restoration Project which is currently undergoing a Section 106 Review [Editor's Note: The previous two editions of *The Trainmaster* had articles on this process and adverse effects to Portland Union Station.] The Oregon Department of Transportation continues to designate Union Station a terminal for future transportation needs. The building needs much work to restore it to a seismic improved condition; the clock tower, chimney, and second floor will get structure reinforcement. Much thanks to Jim for the overview!

Al Baker reported that the program for the evening will be a video on the Golden Spike Route Today. Mostly a report on the Union Pacific Railroad. Next month will be a report by Dennis Seacat on the Golden Spike 150<sup>th</sup> Anniversary celebration held in Utah in May.

The meeting was adjourned at 8:43pm.

Snack time was provide by Bryan Ackler and Marge Helander. Thank You.



Jim Heuer provided a presentation on Portland Union Station planning

**Respectfully submitted by Jim Hokinson, Secretary**

---

## WESTERN RAILWAY PRESERVATION SOCIETY



The Western Railway Preservation Society ([westernrailwaypreservation.org](http://westernrailwaypreservation.org)) has been working with Powerland Heritage Park to become a museum on the property. They will be on the grounds of the Pacific Northwest Logging Museum with the ultimate shared goal of running short log trains and demonstrating log loading and unloading techniques. Their mission is to build a 50 by 70 foot restoration and storage building, and a quarter mile loop of 3 foot gauge track with various sidings. They have been working with the Sumpter Valley Railroad Restoration group out in Sumpter, OR. since their conception.

Some equipment has been moved to Powerland, including this 1908 H.K. Porter Compressed Air Mine engine. This unusual 0-4-0 mine engine is part of the C.D. Myers Collection, from Dallas Oregon. Originally built for the Hosmer Mines company based near Sparwood, BC, Canada. It was used to haul coal out of the mines. It ran on 800 psi of compressed air, due to the fact that real coal or oil fired steam locomotive was probably not a good idea in a coal mine. (Photo by T. Trent Stetz)

## 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 **Sept. 1<sup>st</sup>**.

*City of Prineville Railway* by Francis Juris - 2012

*The Climax Locomotive* by Dennis Thompson, Richard Dunn, Steve Hauff - 2002

*Southern Pacific's Western Division* - Signature Press

*Southern Pacific's Salt Lake Division* - Signature Press

*Spokane, Portland and Seattle Railway in Color: Diesels of the Northwest's Own Railway* - Morning Sun Books



The Chapter had a booth at Steam-Up again this year. Much thanks to the Chapter Concessions folks for volunteering!

## Bill of Lading

Broadway Car at Powerland.....	Page 1
WA Grain Terminals.....	Page 2
A Few Oddities.....	Page 3
PNW Rail News.....	Page 4
Chapter Meeting Minutes.....	Page 10
Western Railway Preservation Society.....	Page 10
Library Request for Books.....	Page 11
Chapter Concessions at Steam-Up.....	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	503.777.8209
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 6<sup>th</sup> 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. 685**

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

**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](mailto:albaker33@comcast.net)

---

## **Library and Archives** **WEDNESDAYS: 10 am - 12 noon**

Portland Union Station Annex, NW 5th and Irving, 503-226-6747, [library@pnwc-nrhs.org](mailto:library@pnwc-nrhs.org).

**Also 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](http://www.pnwc-nrhs.org/library_main.html)

---

**Board of Director's Meetings:** **Aug. 08,** Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm  
**Sep. 12,** 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:**

Aug. 3-4 *Great Oregon Steam-Up*, Powerland Heritage Park, Brooks OR, [www.antiquepowerland.com](http://www.antiquepowerland.com)  
Aug. 17-18 *Snoqualmie Railroad Days*, 80 years of trains, timber, tradition, Snoqualmie WA, [www.railroaddays.com](http://www.railroaddays.com)  
Aug. 20-25 *CN 100: A Moving Celebration*, Vancouver BC, [www.CN100.ca](http://www.CN100.ca)  
Aug. 25 *Sunday Parkways – Green Loop*, Inner Southeast, ORHC open, [portlandoregon.gov/transportation/46103](http://portlandoregon.gov/transportation/46103)  
Aug. 27-31 *35<sup>th</sup> Garden Railway Convention*, Portland OR, [ngrc2019.org](http://ngrc2019.org)  
Sep. 8-11 *Northern Pacific Railway Historical Association Convention*, Brainerd, MN, [store.nprha.org/convention](http://store.nprha.org/convention)  
Sep. 19-22 *Fall Steam-Up*, Staver Locomotive, 2537 NW 29<sup>th</sup> Street, Portland, [www.staverlocomotive.com](http://www.staverlocomotive.com)  
Sep. 18-21 *HeritageRail Conference*, West Coast Railway Heritage Park, Squamish BC, [www.atrrm.org](http://www.atrrm.org)  
Sep. 19-21 *Spokane Portland & Seattle Railway Historical Society Convention*, Astoria OR, [www.spsrhs.org](http://www.spsrhs.org)  
Sep. 22-29 *Rail Safety Week*, Operation Lifesaver, [oli.org](http://oli.org)  
Nov. 29 – Dec. 1; Dec. 7 & 8; Dec. 14 & 15 *Holiday Express*, SP4449, [www.orhf.org](http://www.orhf.org)

☆ ☆ ☆ ☆ ☆ ☆ ☆ **2020** ☆ ☆ ☆ ☆ ☆ ☆ ☆

Feb. 6-8 *Portland Winter Light Festival*, Eastbank Esplanade, OMSI & ORHC areas, [www.pdxwlf.com](http://www.pdxwlf.com)  
Mar. 21 *Winterail*, Corvallis High School, Corvallis OR, [www.winterail.com](http://www.winterail.com)  
May 13-16 *Union Pacific Historical Society Convention*, Cheyenne WY, [www.uphs.org](http://www.uphs.org)  
Sep. 19-23 *Great Northern Railway Historical Society Convention*, Nelson BC, [www.gnrhs.org](http://www.gnrhs.org)  
Oct. 21-24 *Southern Pacific Historical & Technical Society Convention*, Reno NV, [spths.org](http://spths.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.