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Trainmaster

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CHRISTMAS TIME ON THE BYCX

Text and Photo by T. Trent Stetz



BYCX No. 1 with Flatcar at Chelatchie Prairie Christmas Tree Train in November 2019 (Photo by T. Trent Stetz)

Battle Ground, Yacolt & Chelatchie Prairie Railroad (BYCX) No. 1 (shown above) has just completed another "Christmas Tree Train" to provide guests with a holiday ride and opportunity to pick out their Christmas trees on the round trip starting at Yacolt, Washington. The crew is just unloading the last few trees from the festive run, awaiting pickup by the happy riders.

Why are trains associated with Christmas trees? I believe this is likely a result of as the importance of toy and model trains in American culture grew, so did the sense that Christmas was an ideal time both to give and to display those trains. What better way to show off the new gift than run in under the Christmas tree! To many families, a toy or model train around the Christmas tree seems as "normal" as a star or angel on the top. More people and packages move at Christmas than any other time of year, and for over a century, these moved by trains than any other way. So for many people, Christmas seemed to involve trains. [Editor's Note: I wonder if Santa ever used the Railway Express Agency to help in package delivery on Christmas Eve?]

BYCX No. 1 is a 100 hp, 112 tons, Alco S-2 built in Feb 1941. Formerly RELCO No. 1029, last operated at Columbia Grain in Portland, OR. Originally Los Angeles Junction No.1 (their first diesel). Powered by a 4 cycle inline 6 cyl. diesel engine, Macintosh & Seymour model 539. Piston bore and stroke is 12.5 in x 13 in Idle at 240rpm, with Max at 750rpm.

Central & Eastern Oregon Station Report

September 2019- Oregon Department of Transportation

A Review by Arlen L. Sheldrake

“The Central & Eastern Oregon Station Report examines the passenger rail markets along the Union Pacific Railroad's Portland, La Grande, and Huntington Subdivisions that combine to run through the Columbia River Gorge and Eastern Oregon. The Amtrak Pioneer was the last train to serve this stretch of the UPRR mainline between 1977 and 1997, a long-distance service that connected Seattle and Chicago via Ogden/Salt Lake City and Denver. The goal of the project was to inquire to the conditions of the eight former Pioneer stations in Oregon and make preliminary conclusions regarding their capability of hosting future Amtrak passenger rail services. Additionally, the Oregon Station Report looked to identify possible station locations that were not served by the previous Pioneer service, either as additional stops or replacements for former stations that have uncertain hosting capabilities. The conclusion of the Oregon Station Report provides recommendations for which cities are best suited to host contemporary passenger rail service based on the condition of their station and the strength of each city's market for passenger service. The Oregon Department of Transportation's Rail and Public Transit Division completed the Oregon Station Report in September of 2019.” Extracted from the report's Executive Summary.

This 118-page report was researched and written by Brandon Geiger with editing by Robert Melbo. The report contains extensive photos both of the original stations, Amtrak “AmShacks” and current sites. While some would suggest that other early stations such as Bridal Veil should have been included, I would counter that while historic they are immaterial to the purpose of this report.

One of the surprises for me in this report is the recommendation for consideration of an east Portland station in Troutdale. The logic behind this recommendation, the ever-increasing commute time to Portland for the foreseeable future, makes a solid case for this consideration.

The author acknowledged the following parties for their contributions: Baker County, Mt. Hood Railroad Company, Pacific Northwest Chapter of the National Railway Historical Society, Troutdale Historical Society, Umatilla County Historical Society.



Central & Eastern
Oregon Station Report
2019



This report was released at close to the same time that the Association of Oregon Rail and Transit Advocates (AORTA) was holding on October 26th an Eastern Oregon Rail Summit in the City of La Grande. At least AORTA had no idea that this report was being released...maybe a planet or two was aligning?

While the future of returning passenger trains to this route is totally unknown, this reviewer applauds the ODOT Rail Division for providing this valuable research and recommendations in advance.

I would highly recommend reading this report both for its historical narrative as well as the insights into where markets and potential passenger stations should be located if, maybe I should say when, passenger service returns to this route.

The report can be found at: www.oregon.gov/odot/RPTD. then Rail Resources, then Forms and Publications, then Studies and Surveys, scroll down to Central Eastern Oregon Station Report. It will take a while to download (14mb), 118 pages with extensive graphics or check the report out from the PNWC Lending Library.

NRHS 2019 FALL CONFERENCE IN DALLAS, TX

By Al Baker, National Representative, National Railway Historical Society

I attended the NRHS 2019 Fall Conference in Dallas, TX of November 9, 2019. Notes from these Meetings are combined in this summary because topics are typically discussed in both of these meetings. Actions by the groups is also noted. Reports concerning most of the topics below can be viewed at admin.nrhs.com/public/ under Fall 2019 Meeting (Dallas, TX). In most cases a lot of additional detail can be found there.



Financial - You can rest well, because financially NRHS is in the black, and doing very well. The audit for 2018 is not yet complete, and the budget development for 2020 is still in progress.

NRHS Bylaws - The Board passed a motion to amend the NRHS Bylaws to reduce the NRHS Board of Directors from 25 to 11 total members. This will have to be voted on by the NRHS membership before it would become effective. A complete explanation can be found at admin.nrhs.com/public/Fall2019/NRHSBylaws-Changes-Files-20191028.pdf

Heritage Grants - There is tentatively \$48,000 for Heritage Grants for the upcoming year. Chapter applications have priority over non-member applications, so chapters are encouraged to apply.

Membership - NRHS membership is currently 5737, which includes 850 new memberships. Persons with lapsed memberships must pay previous unpaid years if they want to be considered having continuous memberships. Memberships can be renewed now at NRHS.com. A letter to all members should be received soon.

Rail Camp - East and West Rail Camps were successfully held this year. There were no girls in the camps this year. 17/36 campers received scholarships. ORHC was well praised for stepping in at the last minute to help with the Tacoma Rail Camp.

NRHS Affiliate Organizations - NRHS has only one NRHS Affiliate Organization. NRHS needs a leader for this effort.

NRHS Library - The NRHS Library has moved to the DeGolyer Library at SMU University. We had a tour of that library.

NRHS Website - The NRHS.com website has been re-built, check it out – it is quite nice.

Conventions - Ogden 2019 Extra costs were incurred to provide chairs for NRHS members at the Spike150 Event. Also there was money lost due to the Heber Valley Excursion derailment. UP 4014 Big Boy and #844 were there. 2020 Convention in Fullerton, CA. on June 9-13. AC/BOD Conferences Spring 2020: Cincinnati, OH; Fall 2020: Johnson City, TN

Again, you may detect a lack of major controversial issues as has sometimes happened in times past. This is a good thing – very good actually. It is nice when things are progressing smoothly.

BIG CHANGES IN DOWNTOWN RAINIER by Arlen L. Sheldrake

The project to improve safety, mobility, and operations on 6 city blocks (2,000 feet) in downtown Rainier, Oregon is well underway. Many of us know about downtown Rainier and the “in street” railroad running the length of “A” street, the main street of downtown Rainier. This is the line to Astoria (A Line) used by the Portland & Western Railroad with rail traffic headed to Port Westward, the Rainier log export facility, the USG wallboard plant and the GP tissue plant at Wauna. While most of us “non-residents” know Rainier by driving Oregon Highway 30 (“B” street), the main town, however, is below very close to the Columbia River. Port Westward is and has been receiving 100 unit trains of ethanol.....this project was developed in part as a response to this traffic.



Project Rendering
Stacy Witbeck.

The project includes: Safety crossing gates and flashing signal installations at three locations, Isolating the rail track and bed in the median with curbs, Roadway surface replacement, New curb, sidewalk, and driveways, Re-configuration of on-street parking, Stormwater collection system improvements and water quality treatment features.

The project got underway on August 13th and is projected for completion June 2020. The general contractor is Thompson Brothers; the general contractor for the rail work is

Funding for the \$11.1 million project: Connect Oregon V = \$3 million, Portland & Western Railroad = \$750,000, Federal rail crossing safety = \$2 million, and Oregon Business Development Department/Regional Solutions Funding = \$2 million; City of Rainier = \$1.9 million; ODOT Rail and Public Transit Division = \$2 million; plus three others.



Photos of Construction from Nov. 2019

Historically, since the 1890s, the railroad has run longitudinally down A Street with the rails embedded in the asphalt.

Sources: ODOT project flyer 6/27/2017; The Chief News 8/14/2019; The Chief News 8/29/2019; ODOT graphics; Bill Jablonski, ODOT; Bob Melbo, ODOT; photos by author.



Photos of Construction from Nov. 2019



PNW RAIL NEWS

by Arlen L. Sheldrake

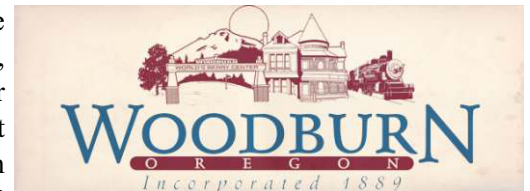


► Creditors attempt to force railroad into bankruptcy. Three entities that say they're owed money by an Alamosa-based railroad currently overseen by a receiver want to force it into bankruptcy. The San Luis and Rio Grande Scenic Railroad, is being targeted by The San Luis Central Railroad, Ralco and South Middle Creek Road Association. Three entities, which collectively claim to be owed approximately \$1.1 million, filed a Chapter 11 involuntary petition against the San Luis and Rio Grande on October 16th. The San Luis and Rio Grande is a short-line railroad, with approximately 150 miles of tracks running from Alamosa east to Walsenburg, south to Antonito and northwest to South Fork. The railroad is owned by Chicago-based Iowa Pacific Holding. Both this railroad and the Mt. Hood Railroad were placed under receivership in September by a judge at the request of a lender. The San Luis Central Railroad says that it is owed \$123,456 for services; Railco, a rail car storage company, says it is owed \$824,158; and South Middle Creek Road Association says it is owed \$150,000 from a settlement that was reached after the association sued the railroad following a November 2015 21-car derailment that has not been fully cleaned up. **Business Den 10/28/2019** via Dale Birkholz.



▲ Novo Advisors LLC (Receiver) submits the following with respect to a proposed sale timeline for Mt. Hood Railroad Company, plus three other listed railroads: 1) Letters of interest due 12/18/2019, 2) Qualified bids will be due by 1/13/2020, 3) Auctions will be conducted 1/13/2019, 4) Hearing to confirm the sale of one or more of the railroads 1/21/2021 [2020?]. U.S. District Court for the Northern District of Illinois Eastern Division Case: 1:19-cv-06029 Document #: 189 Filed: 11/25/19.

► I would add to Trent's excellent November *Trainmaster* cover article that the 1785 sits right next to the former Southern Pacific mainline, now Union Pacific, in the old part of the City of Woodburn. This is a fun stop on your way north or south if freeway driving is getting you down. Union Pacific, the Amtrak Coast Starlight and Amtrak *Cascades* speed past at 45 mph with multiple "horn required" crossings. The 1785 also sits in the middle of a wye that is the UP connection of the Willamette Valley Railroad's line to Stayton. Nice that the City has the 1785 on their logo.



► On Sunday October 27th Rapido Trains Inc. held a 3D Scan Party at the Oregon Rail Heritage Center. The 3D scan was of the NKP 190 PA-1 as Rapido is planning a rollout of the PA models in various liveries. A 3D scan is a method of capturing the exact shape of a train or bus. By bouncing a laser off the train millions of times they get a "point cloud" 3D image of the prototype which their engineers can then trace in their design software to ensure the shape of the model is 100% accurate. Orders are being taken now for the HO scale models in 10 different liveries. A 1947 Freedom Train PA is also available. [I messaged Rapido that they should not be naming their 1947 model the American Freedom Train as this was the name of the 1975-76 romp; instead it should be called the Freedom Train model.] rapidotrains.com. Don Klopfenstein provided the following link to Rapido video of the #D Scan Party: youtu.be/erdozXTWrXw.



► On October 26th the Association of Oregon Rail and Transit Advocates (AORTA) sponsored an Eastern Oregon Rail Summit in La Grande. The meeting had four objectives: 1) Why we need more trains, 2) Advocating for rail in 2020, 3) Tell us where and how you would use the train, and 4) Meeting and learning from fellow advocates. The Amtrak Pioneer route, that served La Grande, was discontinued in 1997. Some 100+ people attended the meeting in the Cook Memorial Library community room. **The Observer 10/28/2019**.

► October 30th news from the Cheney [Washington] Depot Society:

- Contracted with Walker Construction of Spokane for project management & construction services; work began last week.
- Completed asbestos abatement at the building to be removed, and also in the depot itself.
- Early in 2020, crews from DB Davis Structural Movers of Everett will be on site to ready the building for relocation, a process that will take several weeks. The building measures 120' long by 26' wide.
- By late winter, weather-permitting, the 1929 NP depot will roll gracefully and uneventfully to its new home at 1st & Union Street.
- A foundation will be poured after the depot is in place, and site utilities & exterior improvements will follow, as funds become available.



- A couple of items from the Port of Tillamook Bay minutes of their September 17th Board meeting:

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- PORT
OF TILLAMOOK BAY

► The State of Washington Joint Transportation Committee on June 19, 2019 issued a Request for Proposals for the Feasibility of an East-West Intercity Passenger Rail System for Washington State. The budget proviso authorizing this study directs the JTC to conduct a feasibility analysis of an east-west intercity passenger rail system for Washington State. The analysis will look specifically at the Stampede Pass corridor and service to Auburn, Cle-Elum, Yakima, Ellensburg, Tri-Cities, Toppenish and Spokane. The analysis must include the following:

- The final report is to be presented to the House and Senate Transportation Committees June 30, 2020.

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plan should legislative funding not be approved. The loan, if activated, would be a 20-year agreement with Goose Lake Railway to replay cost of loan guarantees to the county. Utilizing the loan agreement as a place-setter established the required matching funds, allowing CRISI grant funds to be activated for railroad line upgrade work to begin. **Lake County Examiner 10/30/2019.**



► Alberta took a step toward easing the pain of its crude-production caps by allowing oil companies to exceed output limits if they ship the extra production by rail. The special production allowances to be implemented in December will be based on each producers' average rail shipments during the first quarter of this year. The move is a boon to explorers constrained by the curtailment program imposed this year to stave off a collapse in western Canadian heavy crude prices brought on by a lack of pipeline space. The program boosted prices so much that more-costly rail shipping became unprofitable, hurting the province's ability to drain the supply glut. **WorldOil.com 10/31/2019.**

► Metro and TriMet are exploring the feasibility of a MAX tunnel under downtown Portland so more people can get to all the places they want faster. **MAX Tunnel Study Findings**, October 2019, 18-pages; <https://www.oregonmetro.gov/public-projects/max-tunnel-study>.



Metro

► Halloween represents an annual gathering for the Hodgins Family to visit **Chapel Car 5 Messenger of Peace** and remember their father, Arthur Halleck Hodgins (1910-2005). The chapel car had served Hodgins as a cabana adjacent to the family home first in Snohomish, and later near Grayland. One day back in 1971, Hodgins, was out walking and noticed the signs indicating that Highway 23 was going to be widened. He asked what was going to happen to the old rail car that had served as a roadside diner and was told it would be demolished. He asked if he could have it and was told that he could buy it for \$1. In 2007 the Hodgins Family donated the chapel car to the Northwest Rail Museum. **Northwest Railway Museum Weblog 10/31/2019.**



► Puget Sound Electric Railway car 523 operated between Seattle and Tacoma from 1908 until 1928. The 523 is the sole surviving car from this once proud fleet and is the newest Snoqualmie property listed on the King County and City of Snoqualmie Landmarks Register. The 523 was first preserved in 1963 when it was purchased by preservationist Paul Class. This month new trucks for the 523 arrived in Snoqualmie. The GE 243 traction motors have been overhauled. **Northwest Railway Museum Weblog 11/15/2019.**

► Washington Royal Line (WRL, LLC) to acquire from the City of Tacoma (Tacoma Rail) and operate approximately 4.4 miles of rail line between milepost 33C north of Rainier, Thurston County, Washington, and milepost 28.6 near McKenna, Pierce County, Washington. **Surface Transportation Board Docket No. FD 36341.**



► The insert with your November *Trainmaster* was a nicely done Powerland Heritage Park brochure. While this brochure is undated, I believe it was done quite recently. Take a look at the map on page 8 and the upper right, NE section. The S2 locomotive, Flanger and [Jordan] Spreader are owned by PNWC-NRHS.



► While in Rainier, Oregon to see the project progress noted in the article in this issue, I picked up a local newspaper, Columbia River Reader, that included an insert The Compass, Fall 2019 news from the Port of Columbia County. One of newsletter lead articles was about the Port's long-term ground lease to NEXT Renewable Fuels for a 90-acre industrial site at the Port of Westward for an Advanced Green Diesel production facility. If all the permits get approved, this \$1 billion facility will be in operation 2021, employ 200 full-time workers and produce 50,000 barrels a day of advanced biofuels. As sign of the local audience attitudes, one of the messages to the community from NEXT: "Both feedstock and finished product will arrive and leave by ship. We project no substantial increase in rail traffic in Columbia County or elsewhere." As we were leaving the Rainier area for Portland a BNSF 97+ tank car placard 1170 (ethanol) unit train was heading for Port Westward. This train was preceded by a Portland & Western hi-rail vehicle.



► The October 2011 *Trainmaster* announced that as of 9/16/2011 the Chapter's **S2 No. 36 Restoration Fund** had received \$40,032 exceeding the goal of \$40,000. The total included a 2011 NRHS grant of \$3,400. At the September 16, 2011 PNWC membership meeting Ron McCoy announced that the goal had been reached and celebrated the event with a Jean Hickok baked cake. Ron had been doing monthly *Trainmaster* reporting of the fund-raising progress with his "track gauge". This donor's opinion: "After 8+ years, this project needs to either move forward or return the unexpended funds to the donors." Originally owned and operated by the Portland Terminal Railroad, #36 70215 was built/purchased 1943.

► RailCamp NW 2020 based in Tacoma will be returning to ORHC for a second year and is tentatively scheduled to spend the day July 29th. RailCamp NW runs July 26 – August 2, based in Tacoma. Planning is now underway to build on the 2019 successful visit. The new NRHS RailCamp tri-fold brochure includes the ORHC's vest logo as one of the sponsors.



► Following his presentation at this year's Autumn Leaf Slideshow in Centralia, **Steve Carter** has put his 25 ½ minute slideshow on Vimeo: <https://vimeo.com/372321493> showing the razing of the Milwaukee S Curve trestle in Tacoma and the completion of the replacement 2-track bridge built by Sound Transit. [This is an outstanding video!] **Trainorders.com Steve Carter 11/7/2019 posting.**



In Remembrance: Richard (Rick) Thayer McDorman

November 3, 1942 – November 3, 2019

Friends of SP4449 volunteer, great ORHF Holliday Express Santa, Navy veteran and friend....a kinder man would be hard to find. Rick is survived by his wife Char of 18 years. A few hours before Rick's passing in the hospital, Todd Landwehr, Phil Barney and Keith Fleschner visited him. A celebration of life will be held January 15, 2020; rsvp to: ferrisbetty66@gmail.com. RIP Rick!



Rick McDorman as Santa during Holiday Express

► CN announced that its Western Canadian grain movements broke another record in the month of October, with shipments of 2.8 million metric tonnes (MMT) of grain and processed grain products. The previous record, set in April 2019, was 2.7 MMT. This fall has been plagued with cold and wet weather which has negatively affected the pace of grain deliveries, leaving rail capacity significantly under-utilized. Despite harvest delays and international trade restrictions, CN has moved over 6.7 MMT so far this year. **CN11/5/2019 news release.**

► A \$11.3 million Better Utilizing Investment to Leverage Development (BUILD) grant from the Department of Transportation will fund the construction of a new rail



facility for train access to the Spokane International

Airport. The facility will be a rail-truck transload center for train loading, offloading and circulation at the airport. An existing rail spur will extend to the facility, totaling around 3.2

miles of track. The new circulation area will provide around 4.4 acres of pavement for freight truck movement, with an additional 0.2 miles of road to provide freight vehicle access to the site. **KXLY.com11/6/2019.**

► Troutdale Depot: Message from LeAnn Stephan, Executive Director, Troutdale Historical Society 11/5/2019: "Have your "experts" had a chance to discover the original paint color of the depot exterior? The architects are preparing documents for the renovation and are interested in our color choice for the exterior and the interior of the building. Any advice from your experts would be appreciated."

► Message forwarded to multiple "experts" with the following response from **Ed Austin** 11/7/2019: "Regarding the Troutdale depot...I spent a lot of time at the Troutdale depot in the early 1970s when Dick Smith was the operator. However, by that late date the depot was painted white with green trim which isn't relevant to the original color scheme. I'm forwarding your email to Mark Entze who is with the Union Pacific Historical Society. I think Mark would probably know who might best answer your question."

► Message from **Marc A. Entze**, Editor, *The Streamliner*, Union Pacific Historical Society 11/9/2019: "Regarding the depot colors, that is an interesting question for structures constructed circa turn of the century. There's also the added difficulty from the lack of color photography. In 1907, the depot would have been constructed by the Oregon Railway & Navigation Co., a Union Pacific subsidiary, most likely using plans common to the UP at that time, including paint choices. Depot colors were transitioning circa 1907, all had a two-tone color.

Union Pacific apparently adopted a two-tone green color for depots that was to be used between 1887-1909, with a lighter olive-green color and darker, we'll call it Pullman green trim color. In addition, the gable ends were to be a still lighter green, and the roof brown. Published research that I'm familiar with has not found any evidence that this color combination was actually used. The previous colors used were a redder brown "rustic red" color (or a "boxcar red") with a lighter olive-green trim.

The most common paint color used on UP depots in the early to mid-twentieth centuries was a yellow structure with a red-brown trim. The railroad referred to this as "Colonial Yellow" and many depots remained in this paint even into the 1970s, but as Ed noted, the Troutdale depot was repainted in the white with green trip that was adopted by UP in the mid-to-late 1950s and was common in the later years.

I've attached a picture of a color photo of a depot in Colonial Yellow paint colors, an educated guess would be that this is the color of the Troutdale depot when constructed. This also supports the description that the black & white photo shows a two-

tone paint with darker trim. Has there been any effort to flake off paint chips and look for older colors? It would be very interesting to see if older colors were yellow or green. Hope this helps and let me know if I can be of further assistance.”



► The Port of Chehalis accepted the Chehalis-Centralia Railroad & Museum's (CCRM) \$40 bid to purchase 10.2 miles of railroad track [Curtis rail line]. The port announced that they were accepting bids from organizations that would use the track to benefit the community.[CCRM was the only bidder.] The CCRM has already been using the 10.2 miles of track as part of their route when taking passengers on excursions for the past 30 years. CCRM is now responsible for the upkeep of the track which includes crossings, vegetation control and regular inspections. The Port of Chehalis had owned the track since purchasing it from Weyerhaeuser in 1996 when the CCRM was a fairly new operation founded in 1986. **The Daily Chronicle 11/6/2019.**



► The Chehalis-Centralia Railroad & Museum's steam train, a 916 Baldwin locomotive No. 15 [2-8-2 Mikado] is still not up and running since taken offline in March of this year after a routine inspection discovered the firebox and other areas need repairs. Repairs are estimated to cost \$150,000, fund raising so far is \$43,000. Repairs include replacing sheets in the firebox. Trips are continuing being pulled by a diesel. **The Daily Chronicle 11/6/2019.** [Donations to: <https://steamtrainride.com>.]



► Trip report from member **Tom Smith** 10/26/2019: “Just got back from a week in Hawaii and checked out the railroad situation there. You had an item on the Lahaina, Kaanapali & Pacific Railroad [Maui] in your news report in the *Trainmaster* a few months ago. The LK&P is mostly moribund. Vegetation is growing between the rails, the flange ways are filled with dirt, rails are very rusty, looks like no trains have run in years. The Lahaina depot is well kept, and I was told someone is living there to keep it up. The platform area is OK, but you can barely see the tracks for all the weeds. An 0-6-0T is stuffed and mounted at the station where it is visible from the street, again, nicely kept. Up at Kaanapali end, something appears to be going on. The rails look as though something had run over them. It was not overgrown. Several coaches were there and appeared to be in good condition. Locals told me that at Christmas time the train is decorated, and it runs a quarter mile down the tracks and comes back.



▲ For more information on this interesting operation, see the December issue of *Railfan & Railroad* magazine article **Valley Isle Three-Footer** by Kevin EuDaly.

► One of my Docent shift visitor encounters at the Oregon Rail Heritage Center on November 10th is, I think worth sharing...an older man, probably 90+ in a wheelchair came in with his wife and his son. The conversation turned to the son growing up in Arizona next to the Santa Fe mainline. His father had asked to come for one last time to see the steam locomotives before departing this life. The son related that this was very probably the last time his father would be out as he did not expect him to live much longer. After they left, I related this story to Doyle and he said yes, he had helped the older fellow out of his car and into a wheelchair. As he was leaving the parking lot, he spotted them having difficulty and returned to help. While this isn't the most pleasant story to share, having a facility and volunteers that can provide this experience for this older gentleman and his family is, in my book, quite emotional and absolutely golden.



► **LEST WE FORGET:** On November 11, Canadian Pacific paid tribute to the more than 33,000 CP employees who served in the last century's two world wars and to those who continue to serve today. This tradition continues every year with every CP locomotive sounding its whistle at 11:01 a.m. local time, if safe to do so, to start a moment of silence. **CP news release.**



► The Statesman Journal, Salem, published November 9th an excellent article *1890 fatal train wreck near Salem called 'The Lake Labish Horror'*. The article includes five excellent 1890 photos of the wreck from the Ed Austin collection. Austin has some 800 binders with 100,000 rail-related photos in his collection. Worth a read: www.statesmanjournal.com/story/news/2019/11/09/lake-labish-train-wreck-salem-oregon/4086889002/ **Via 11/9/2019 email from T. Trent Stetz.**

► The Hawaiian Railway Society is raising money to construct a museum building to better house archival photos, documents, & artifacts. If you'd like to help them conserve the railroading history of Hawaii, contributions can be made by mail or at their gift shop. Checks should be made out to the Hawaiian Railway Society and mailed to PO Box 60369, Ewa Station, Ewa HI 96706. The Hawaiian Railway Society is a 501c3 non-profit organization. More information: <http://www.hawaiianrailway.com>.

► Amtrak has begun maintaining and repairing locomotives at a recently opened, \$32 million service station in Seattle, just south of King Street Station. The 330-foot-long, 55-foot-high repair shop will work on locomotives used on Amtrak's *Cascades* services, the *Empire Builder*, and *Coast Starlight*, as well as locomotives used on Sound Transit's Sounder commuter service. The repair shop is built on 178 steel-pipe piles driven to a depth of 180 feet below-grade; reinforced structural concrete-grade beams were constructed to tie the pile foundations together, supporting a pre-engineered metal building. The facility has a 55-ton overhead bridge crane and a 125-ton drop table. Amtrak currently has two shifts of 12 employees each working at the shop. **Trains Industry Newsletter 9/18/2019** via Ed Berntsen.



► The November 12th Portland Tribune editorial: *Spend enough to get light-rail right* strongly supported the Mayors of Tigard and Tualatin agreeing to drop both the shortening and the narrowing of SW Barbur Boulevard. The proposed Southwest Corridor Light Rail Line is being proposed to run from downtown Portland to Bridgeport Village in Tualatin.



► Mark Wilson, Port of Kalama CEO, indicates that BNSF will deliver flat cars to Grand Canyon Railway in early January to transport the SP&S 539/NP 1762 to Kalama. The locomotive is expected in Kalama toward the end of January. **Mark Wilson 11/13/2019 email.**



► The Oregon Index is now online as Oregon State Library staff recently completed making more than 700,000 cards in the index available in State Library of Oregon Digital Collections. **Oregon Index Online** is a powerful heritage tool that points to information about the news, events, and Oregonians that shaped our great state. The index contains citations to articles published in Portland and Salem newspapers, magazines, book chapters, and more. The State Library staff and volunteers began compiling the Oregon Index in the early 20th century and continued to the mid-1980s. The oldest entry is from 1877 but most are from 1915 to 1986. The index of one-sided 3x5 cards is housed in 657 drawers. Each drawer contains 1,000 to 1,250 cards. You can find Oregon Index Online in the State Library's Digital Collections at https://digital.osi.state.or.us/islandora/object/osi:or_index. **Oregon Heritage News 2019-11-13.**



State Library
of Oregon

► The Virtual Railfan Network now has two rail cameras located in the State of Washington: Chehalis and Skykomish. This is a subscription site with multiple options including 12 free cameras: <https://virtualrailfan.com>. **Steve Carter Trainorders.com 11/12/2019 posting.**



► **Eagle Cap Train Rides:** We are planning the 2020 season! We enjoyed many great trips in 2019, beginning Mother's Day and continuing through October 19, including train robberies, a ride honoring Veterans and the popular Bigfoot Train. Our volunteer hosts and crew had fun meeting passengers from around the world and across the country, as well as next door neighbors and friends who have ridden numerous times. We will create the 2020 schedule over the next few months and hope to announce the new season in February. <https://eaglecaptrainrides.com>, posted 10/23/2019.

► Josh Kaivo, President of the **Peninsular Railway and Lumbermen's Museum (PRLM)**, in Shelton WA was in town in early November looking at potentially available locomotives and rolling stock. The PRLM has a new web site, <https://www.peninsularrailway.org> and produces a nice-looking bi-monthly newsletter, The Peninsular Lumberman. Recent additions include a HY-Tracker, a rail mobile platform, and former GN Empire Builder coach 1212 built 1950. The coach was previously at Country Village in Bothell. The PRLM is working to operate on some 10 miles of former Simpson Timber Railroad.



► Yet another..."you never know" experience..... On the morning of November 15th ORHC hosted a special tour of 15 pre-school train enthusiasts. David Larson was the tour leader and with his child expertise, the kids and parents had a great time. Unbeknownst to anyone, one of the arriving parents was Jordan D. Schnitzer, President of Harsh Investment Properties and President of Jordan Schnitzer Family Foundation. Jordan had never been to ORHC before and was quite interested in both the locomotives and the AFT exhibit. As a life-long Oregonian he knew Jack Mills and his, and others, saving the Mount Hood Railroad. It is absolutely golden to have a facility and staff that can host such a tour with one of Portland's leading philanthropists and real estate owners attending as a parent chaperone.



As I put the final entries in this issue's Rail News and head off to Thanksgiving dinner, I would like to express my thanks for the years working with TM editors Steve Hauff and T. Trent Stetz. And my thanks to all those that have contributed to this effort with tips and information. And finally, to all those you who read this "stuff" today and in the future, **Thank You.**

November Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on November 15, 2019

The November meeting was called to order at 7:30pm by President Mark Reynolds.

Guests present were Mr. & Mrs. Steve Rowland.

The minutes of the October meeting were called, Lila Stephens made a motion to approve, Bruce Strange seconded and the membership approved.

A Treasurers report was given by Treasurer Keith Fleschner. Bryan Ackler made a motion to accept the report, Lila Stephens seconded and the membership voted acceptance.

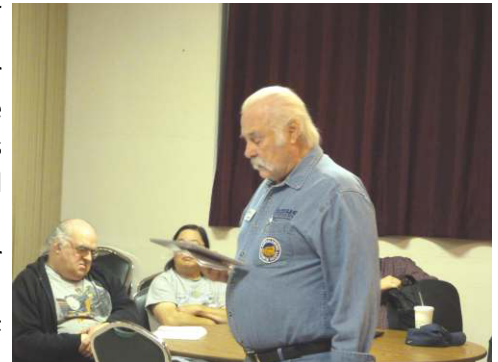
Keith Fleschner reported on the chapter rolling stock: The blower assembly in the 6800 car is being installed and the brake system is being repaired on the 6200 car. Mark Reynolds requested volunteers for mid-week clean-up of the Holiday Express cars as the consist is now bigger and there will be less time for the car hosts to do a thorough job between runs. Arlen Sheldrake noted that the 6200 car needs interior work. Dave Larsen reported that the Mt. Hood car has been moved in front of the building for display at ORHC.

President Reynolds reported that there are parties interested in obtaining our caboose and boxcar. Negotiations will be offered. He next reported that the turntable project is still short about a million dollars; the City of Portland has approved the concept plan, and the turntable needs a complete professional inspection.

President Reynolds announced that there are a number of volunteer vacancies available to be filled on the Holiday Express.

President Reynolds advised that the Board of Directors is working with ORHF on a car owners agreement.

Al Baker gave a report on the NRHS meeting that he just attended, which included kudos for the West Coast Rail Camp and the ORHF participation. He also voiced kudos to Arlen Sheldrake for his contribution to the Trainmaster.



Al Baker reviewed the recent NRHS Conference in Dallas, TX which he attended

George Hickok announced that he mailed the 2018 PNWC tax return today. He said the next dues letter will be sent out soon.

Ed Berntsen has volunteered to be Archives Committee Chairman.

Jean Hickok reminded members of the Train Toys for Tots program at the December 20 Potluck/Elections/December meeting. Train Toys may be purchased at ORHC at a discount for the program.

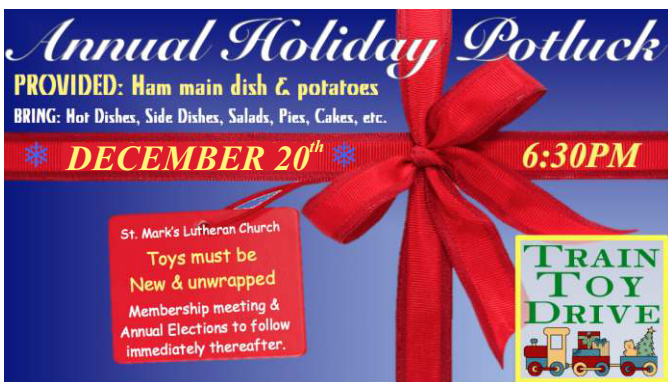
The meeting was adjourned at 8:15pm.

Snack time was provided by Lila Stephens, Thank You Lila! Remember at three dollar donation is expected for the snack time fund.

The program for the evening was given by Arlen Sheldrake on his train ride through BC and Alberta on the Rocky Mountaineer.



Lila Stephens provided the Snacks



Arlen Sheldrake provided the evening's presentation on his trip on the Rocky Mountaineer

Respectfully submitted by Jim Hokinson, Secretary

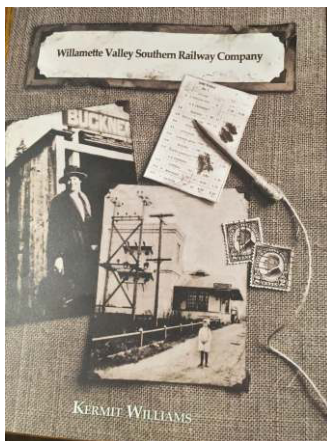
New book: Willamette Valley Southern Railway Company by Kermit Williams is now available for purchase from Powell's Books.

This 121-page 2019 published softbound book describes in both words and pictures the history of the Willamette Valley Southern Railroad (WVS), while not a long-term successful railroad, it had a "small-town" charm and feel, and certainly met the needs of early Willamette Valley people in the early 1900's. It allowed the huge Eastern and Western Lumber Company to transport their logs from the woods south of Molalla to their Portland sawmill. The WVS ran from Oregon City south through Beaver Creek, Spangler, Mulino, Liberal, Molalla, Yoder, Monitor, and ended in Mount Angel, mostly all small communities in those days. The railroad provided these folks transportation before roads and automobiles became common. It also provided mail and supplies to and from citizens of these communities and even allowed them to travel to Portland. Had the town been bigger and their citizens a little more wealthy, the railroad might have been a lot more successful.

The author, Kermit Williams, was born in Oregon City, went to grade school in Mulino, and graduated from Molalla High School in 1961; both communities served by WVS. Much of his life he was into model railroading and is a member of several rail organizations including the Pacific Northwest Chapter – NRHS and the Oregon Rail Heritage Foundation. He has enjoyed tracing and exploring old railroad grades, often on foot. Kermit now lives in Bend.

Lots of pictures and some very interesting graphics including maps of the line. Steve Rowland, a good friend of Kermit's, is helping to market this book. Steve attended the November 15th membership meeting and sold some of the books.

Thanks to the efforts of Dan Haneckow, historian and railroad buyer for Powell's Books, this book is available from: www.powells.com. The book is also available from the gift shop at the Oregon Rail Heritage Center. Sources: The book, Steve Rowland, and Dan Haneckow. Article by Arlen L. Sheldrake



Bill of Lading

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Chapter Officers

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

Chapter Directors-at-Large

Don Klopfenstein (1st Term)	2019-2021	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	Ed Berntsen	253.383.2626
Auditor	Bob McCoy	360.459.3251
Car Host	Mark Reynolds	503.638.7411
Concessions	Dave Larsen (Acting)	
Chapter Rep., Oregon Rail Heritage Foundation Board		
	Mark Reynolds	503.638.7411
Chapter Rep. Powerland	Mark Reynolds	503.638.7411
Elections	Jim Loomis	503.253.3926
Excursions	Vacant	
Flanger Restoration	Phil Barney	503.706.0498
Library	Bruce Strange	503.901.7815
Meeting Programs	Al Baker	503.645.9079
Membership	Lila Stephens	503.246.2165
Rolling Stock	George Hickok	503.649.5762
	Keith Fleschner	503.516.9272
Chief Mech. Officer	Peter Rodabaugh	503.701.7040
Car Rental Agt.	Bob Jackson	503.231.4808
Safety Officer	Keith Fleschner	503.516.9272
S-2 Restoration	Mark Reynolds	503.638.7411
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	Mark Whitson	503.533.7005

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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:

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PACIFIC NORTHWEST CHAPTER TIMETABLE Nº. 689

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.

December 20: **6:30pm** *Annual Potluck, Toy Train Drive, and Officer Elections*

January 17: *Gears in the Woods:* A video about steam logging in the West. See how steam power and steel rails were used to conquer mountain grades and move giant logs out of the woods. Ten railroads from Arizona to British Columbia will be visited.

February 21: What topic would like to have presented?

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

Library and Archives **MONDAYS: 10 am - 12 noon**

Portland Union Station Annex, NW 5th and Irving, 503-226-6747, 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

Board of Director's Meetings: **Dec. 12**, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
Jan. 09, 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:

Nov. 1 - Apr. 25 *After Promontory, 150 Years of Transcontinental Railroad*, Exhibit, Architectural Heritage Center, Portland, visitahc.org
Dec. 1, 6, 7, 8, 13, 14, 15, 20, 21, 22 *Polar Express™*, Chehalis Centralia Railroad, steamtrainride.com
Nov. 29 – Dec. 1; Dec. 7 & 8; Dec. 14 & 15 ***Holiday Express*** at Oaks Park, SP4449, www.orhf.org
Nov. 30 -Dec 1. + next 3 weekends, *Candy Cane Express*, Garibaldi OR. www.oregoncoastscenic.org
Nov. 30, Dec. 1, 7, 8, 14, 15 *Christmas Tree Train*, Chelatchie Prairie Railroad, bycx.org
Dec. 14-15 *Christmas Trains*, Sumpter Valley Railroad, McEwen OR, www.sumptervalleyrailroad.org
Dec. 20 – Jan 1 *Model Train Festival*, Washington State History Museum, Tacoma, www.washingtonhistory.org
Dec. 21-22 *Winter Finale*, Chelatchie Prairie RR, Yacolt WA, www.bycx.com

☆ ☆ ☆ ☆ ☆ ☆ ☆ **2020** ☆ ☆ ☆ ☆ ☆ ☆ ☆

Feb. 6-8 *Portland Winter Light Festival*, Eastbank Esplanade, OMSI & ORHC areas, www.pdxwlf.com
Feb. 22 *SP&S Railway Historical Society Swap Meet*, 9:30-2:30, Battleground HS Gym, www.spshts.org
Mar. 21 *Winterail*, Corvallis High School, Corvallis OR, www.winterail.com
May 13-16 *Union Pacific Historical Society Convention*, Cheyenne WY, www.uphs.org
Jun. 8 – 13 *NRHS Annual Convention*, Knotts Berry Farm Hotel, Buena Park CA, www.nrhs.com
Jun. 10-13 *Friends of the Burlington Northern Railroad Convention*, Vancouver WA, www.fobnr.org
Jul. 25 – Aug. 2 *RailCamp NW*, Tacoma WA, www.nrhs.com

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 Railroad Along the Willamette River

The current Oregon Pacific Railroad (OPR) East Portland Division is essentially the last 5 miles of what was once a vast network of electric railroads that extended all over Portland and into Oregon City, Gladstone, Boring and as far as Estacada and beyond, including the East Portland Yard and Milwaukie Industrial Park.

In 1904, plans were underway to build a new amusement park, The Oaks, along the Willamette River that could spur trolley business for the rail lines. The trolley system could bring customers directly to the park from Portland. The amusement park, which opened on May 30, 1905, was built by the Oregon Water Power and Railroad Company to increase business on their rail lines, especially on the otherwise slower weekends. It would not be the only amusement park in the Portland Area, but it would ultimately be the last and it continues to survive AND thrive even today.

In late 1906, the regional companies all merged to form the Portland Railway Light & Power Company (PRL&P). This company would control all city electric lines as well as the branch lines that ran to Oregon City, Troutdale, Gresham and to the dam past Estacada.

By 1924 the PRL&P had financial problems and would ultimately need to be reorganized into a new company. This was the birth of Portland Electric Power Company, otherwise known as PEPCo. In a bit of a confusing period for corporate names and ownership, a new company called the Portland Traction Company was created and the interurban electric lines, which were no longer as profitable, were placed under its holdings in an effort to separate it from the city bus and rail lines.

After the war in 1946, PEPCo was again sold off to a California based company, called the Portland Transit Company. The city lines would remain under the control of the Portland Traction Company and a new company was formed called the Portland Railroad & Terminal Division in August, 1946. New railroad reporting marks were PRTD.

However, while electric rail service was ending, a new era was just beginning. The dieselization of the interurban lines along the Willamette River and an expansion of freight traffic had begun, as an effort to increase the attractiveness of the rail lines to a freight railroad who might take over and purchase the operation.

By 1958 electric rail car service had ended. However the railroads that were built were not abandoned. Instead a new era would begin in the 1980s followed by the OPR starting operation in 1997 on the East Portland Branch.

From: www.oregonpacificrr.com/historyPTC.html

The Holiday Express Train Consist

“Gregory Kamholz”

Built: 1948 by Pullman Car Company

Configuration: Built as 22 Roomettes

Converted in 1974 to Bag/Dorm

Notes: Formerly NYC No. 10442

Owned By: Pacific Railroad Preservation Society, No. 105



sps700.org

“Plum Creek”

Built: 1951 by American Car & Foundry

Configuration: Built as 60 Seat Coach

Converted in 1977 to Chairs/Classroom

Notes: Formerly Great Northern, No. 1210

Owned By: Friends of SP 4449



www.4449.com

“6200”

Built: 1939 by Budd Company

Configuration: 56 Seat Coach

Notes: Formerly Seaboard, No. 6200

Owned By: Pacific Northwest Chapter-National Railway Historical Society



www.pnwc-nrhs.org

“Gordon Zimmerman”

Built: 1954 by American Car & Foundry

Configuration: Four-Door Baggage

Notes: Formerly Union Pacific, No. 5659

Owned By: Friends of SP 4449



www.4449.com

“Red River” / “6800”

Built: 1950 by American Car & Foundry

Configuration: 41 Seat Diner/Observation

Converted in 1963 to 68 Seat Coach

Notes: Formerly Great Northern, No. 1147

Owned By: Pacific Northwest Chapter-National Railway Historical Society



www.pnwc-nrhs.org

“James J. Gilmore”

Built: 1941 by Pullman Standard

Configuration: Parlor / Lounge

Round End Tail Car

Notes: Formerly Southern Pacific, No. 2955

Owned By: Friends of SP 4449



www.4449.com

Daylight

Logo © Union Pacific Railroad



4449



©2005 T. Trent Stetz PNWC-NRHS Chapter Member

Owned by the City of Portland



www.4449.com

Photos ©2009/2019 T. Trent Stetz



SOUTHERN PACIFIC No. 4449

Built in 1941
by the Lima Locomotive Works
A 4-8-4 GS-4 "Northern" type
locomotive 110 ft long,
10 ft wide and 16 ft tall.
With the Tender Weighing 433 tons.
A boiler pressure of 300 psi.
Eight 80 inch diameter drivers and
Unique firebox trailing truck booster.
5,500 horsepower to the rails.
Can exceed 100 mph.

Retired to Oaks Park in 1958 for display
 in 1974 she was completely restored
 specifically to pull the 1976 Bicentennial
 American Freedom Train throughout the
 United States to the delight of over 30
 million people.

The only remaining operable
 "streamlined" steam locomotive of the
 Art- Deco era, this grand Lady of the
 High Iron pulled Southern Pacific
 "Daylight" coaches from Los Angeles to
 San Francisco over the scenic Coast
 Route and then on to Portland until 1955.
 She is arguably one of the most beautiful
 locomotives ever built -- and kept that
 way by the all-volunteer Friends of the
 SP 4449.

www.4449.com

HOLIDAY EXPRESS Fundraiser



All of the proceeds
 from the annual
 Holiday Express are
 used for maintaining
 and growing the
 Oregon Rail Heritage
 Center facility.

ORHF Partner Organizations

Friends of Oregon Railroad & Navigation 197
 Friends of the Southern Pacific 4449, Inc.
 Pacific Railroad Preservation Association – SP&S 700
 Pacific Northwest Chapter – National Railway Historical Society
 Northwest Rail Museum
 Portland Parks & Recreation

Stop By the Center to learn about Volunteer Opportunities

The Oregon Rail Heritage Foundation is a non-profit 501(c)(3) volunteer-based organization. Our mission is to *"provide for the preservation, operation and public enjoyment of Portland's historic steam locomotives, railroad equipment, and artifacts, and to educate the public about Oregon's rich and diverse railroad history."* The Oregon Rail Heritage Center opened in September, 2012. The costs for maintaining and growing this facility are being paid for by your membership, concession purchases and your donations. Thank You!

Special Thanks to our Partners:

OREGON PACIFIC RAILROAD COMPANY

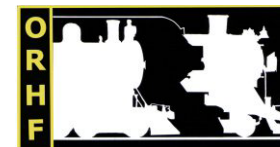


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We thank the volunteers whose countless
 hours and unprecedented dedication made
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Photo 2012 by Arlen Sheldrake

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Palouse to Cascades State Park Trail 2019-2021 Capital and Grant Projects

The following projects are funded by grants awarded through the Washington Wildlife and Recreation Program and legislative appropriation.

I-90 Sign Update - \$80,000

Replace 23 highway and off-ramp signs to reflect new name and improve trail recognition and wayfinding.

Oct. 25, 2018	Project start
Aug. 15, 2019	Installation started
May 30, 2020	Installation complete

Renslow Trestle Decking and Railings - \$1.2 million

Open an existing 680-foot trestle over I-90 for recreational use creating a link to the Columbia River.

May 1, 2019	Project start
March 16, 2020	Construction started
June 30, 2020	Construction complete

Beverly Bridge Decking and Railings - \$5 million

Open an iconic 3,300-foot trestle over the Columbia River.

July 18, 2019	Project start
Nov. 1, 2020	Construction started
June 1, 2021	Construction complete

Malden to Rosalia Trestles and Surfacing - \$1.8 million

Repair trestles, build a trailhead and provide a user-friendly trail surface between two rural communities.

Jan. 1, 2021	Project start
April 1, 2021	Construction started
June 30, 2021	Construction complete

Tekoa Trestle Decking and Railings - \$1.7 million

Open an existing 975-foot trestle located in the rural community of Tekoa.

June 15, 2020	Project start
March 1, 2021	Construction started
June 30, 2021	Construction complete



Beverly Bridge. Photo courtesy of Marilyn Hedges.