

The *Celebrating 60+ Years* Trainmaster

March 2021

ISSUE Nº 704

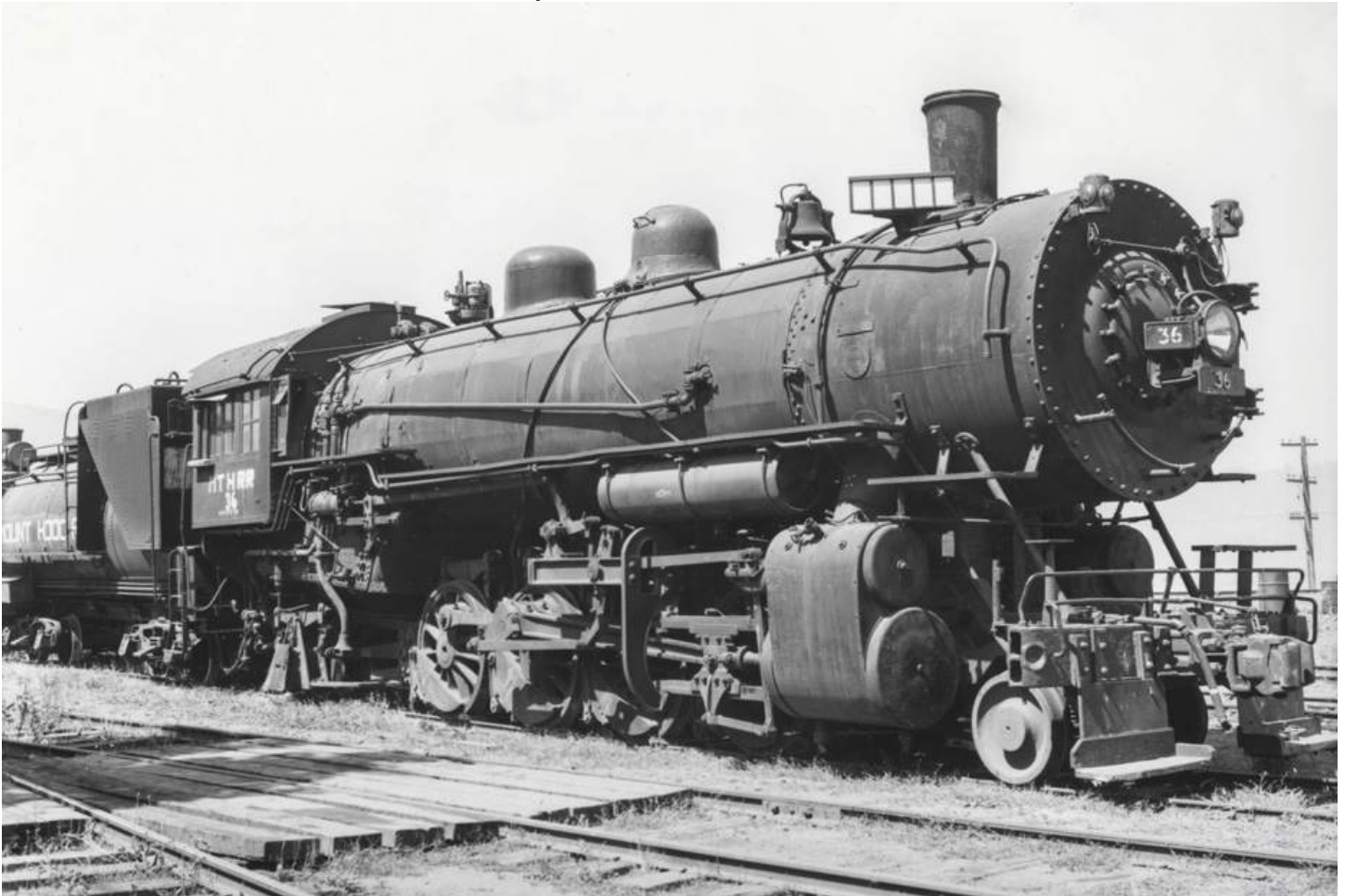


The Official Publication of the
Pacific Northwest Chapter
National Railway Historical Society
Portland, Oregon
www.pnwc-nrhs.org



A MHRR WHOOPS

by Arlen L. Sheldrake



The History Museum of Hood River County's Historic Photo (www.historyhoodriver.com) program posted December 1, 2020 this photo of the Mount Hood Railroad (MHRR) No. 36 steam locomotive. No information was available about either who took the photograph or when or what, so some research: The steam locomotive was purchased from Baldwin Locomotive Works April 1911 by OWRR&N (UP) as 2136. It is a 2-8-2 configuration with a weight of 208,450 lbs. It was sold to MHRR in 1947 and sold to Zidell Machinery Company for scrap in July 1954.

A picture of No. 36 on page 61 of Clem Pope's *Switchback to the Timber* book has the following caption:

“Number 36...the locomotive that never got out of Hood River. This monster 2-8-2 was first used on Union Pacific mainline freight hauls. It was so heavy it laid the rails over and was on the ground before it reached yard limits. It weighed 267,850 pounds, Number 1 (the last new Baldwin) weighed only 139,000 pounds. It may have been fortunate Number 36 never made it to the bridge across Hood River.”

Source: *Switchback to the Timber, A History of the Mount Hood Railroad and the Oregon Lumber Company* by Clem Pope. Photo used with permission from the Museum of Hood River County.

DINING ON THE CITY OF PORTLAND 1953

by Dave Larsen

A Little Background

I have always had a thing for dining car menus. I feel like the menu reflects the level of service a train offered. There is a world of difference between the menu from the *Twentieth Century Limited* and a menu from a regular New York Central passenger train. One is aiming to be the best and the other to provide a service that is pleasant, but not too pricey. Eating in the dining car is still one of my favorite rail travel activities.

The Union Pacific's crack train between Chicago and the Pacific Northwest was the *City of Portland*. To travel from Portland to Chicago required an investment of 41 hours and 40 minutes. The competition either on the Northern Pacific or Great Northern required over 44 hours. What the Union Pacific lacked in scenery, it made up for in speed. It wasn't until the *City of Portland* became a Domeliner that the UP adjusted its schedule to give the scenery in Oregon and Idaho its due.

The big market in the Pacific Northwest was Seattle. The big players in that market were the Milwaukee Road's *Olympian Hiawatha*, the Great Northern's *Empire Builder* and the Northern Pacific's *North Coast Limited*. The Union Pacific was not about to surrender that market uncontested. So, every day there was a 12 roomette, 4 bedroom sleeper that left Seattle in the early afternoon on a pool train and became a through sleeper on the *City of Portland* at 5:30 PM. Also, no extra fare was charged for the *City of Portland* unlike its high end competitors on the Northern Pacific and Great Northern. A passenger's total time investment using this route was around 45 hours to Chicago, but it was also a practical method to access Salt Lake City, Denver or other cities closer to the overland route. Pullman travel was not cheap in 1953 dollars. The one way fare for you and a companion using the new Family Plan in a double bedroom to Chicago was \$158.74.

Why 1953? 1953 was a year in which American passenger railroads reached their zenith in optimism about the future of the passenger train. All of the previously mentioned trains had been re-equipped with new cars from Budd, Pullman or American Car and Foundry. This massive investment didn't just include cars. It also included service. Sleeping car passengers were the crème de la crème of the traveling public and no expense was spared to make their trip enjoyable.

A word about food choices circa 1953. Some dishes that were popular in 1953 are not going to cut it in 2021. For instance, calf's liver for lunch is not going to get many votes today. However, the variety of choices is a good indicator of the level of service.

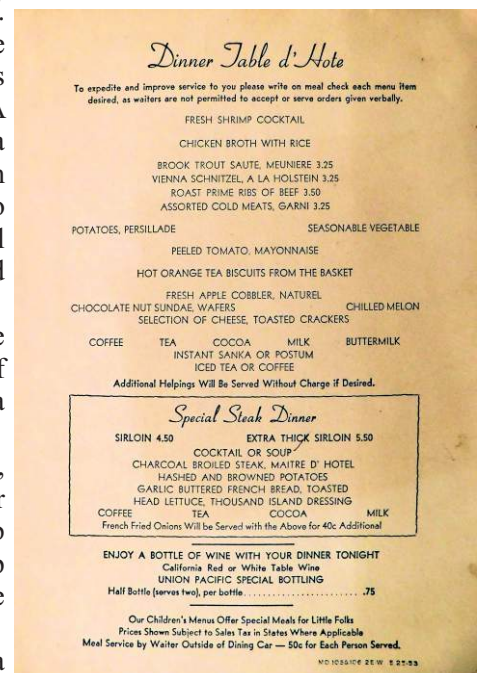
Come On Along For a Culinary Adventure.

When you arrive at Portland's Union Station, you checked in with the Pullman conductor. He assigned you to bedroom D in the car *American Indian*. You are surprised to see that the car is owned by the C&NW. The two railroads share an equipment pool for this train. Bedroom D is close to the center of the car and should provide the smoothest ride. The entire train of twelve cars is painted in the UP's attractive color scheme and pulled by an almost brand new E8 A and B combination. There are four sleepers on your train and those passengers have a private Club-Lounge, *Colorado River*, that contains a barber shop and shower which you can reserve as well as a lounge with service and a radio. You are disappointed to see that your bedroom, even though only four years old, still retains the old style, pull out toilet like the *Mt. Hood*. At precisely 5:30 PM, your train begins its high speed dash to Chicago.

It is dinner time and you head to the diner just forward of the club lounge. You are fortunate to get a table on the Columbia River side of the car with sweeping views of the gorge as the sun sets behind you. The waiter hands you your menu and it has a beautiful photo of Mt. Hood, taken from the west hills, on the cover.

The left side of the menu is all beverages including about ten cocktails, Champagnes, red and white wines and beers/ales. All are available either imported or domestic. Your main entrees include Brook Trout, Vienna Schnitzel, Roast Prime Rib and the June special, Broiled Lamb Chops. All of these choices come with a shrimp cocktail, soup, vegetables, fresh biscuits, dessert and beverage. All of these complete meals came in under four dollars.

The other main choice is the Special Steak Dinner of a charcoal broiled extra

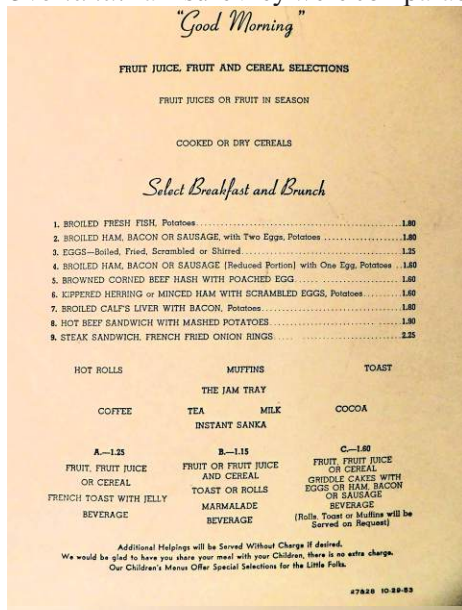


thick sirloin. It comes with all the sides, but no desert for \$5.50. It is a tough choice for me between the trout, prime rib and the steak. The message in the middle of the menu really catches my attention. "Additional Helpings Will Be Served Without Charge If Desired." That would be hard for me to ignore.

After dinner, the sun has probably set, so you would head to the club-lounge for an after-dinner cocktail and a chance to catch the NBC Railroad Hour which is sure to be on the radio. Then, you would probably retire to your bedroom and peacefully sleep the night away.

Many coach passengers probably did not eat in the diner but in the bargain priced diner lounge just forward of the dining car. This would have been roughly comparable to the Northern Pacific's *Travellers Rest* cars found on the *North Coast Limited*. When you arise the next morning, you are between Shoshone and Pocatello, Idaho. Both stops are keys for transfers to Sun Valley from Shoshone and the national parks, north and south, including Yellowstone from Pocatello. Sitting down to breakfast during the stop at Pocatello, you are again greeted by a diverse menu.

I could not find a 1953 menu from the *City of Portland*, but I found a 1953 breakfast menu from the *San Francisco Overland*. I am sure they were comparable.



Your choices include the normal breakfast choices. Such staples as pancakes and French toast are only offered on the ala carte menu. Your nine main choices included broiled fish, calf's liver with onions and a steak sandwich. In fairness, these are listed as breakfast or brunch options along with more normal breakfast fare. All but one was under two dollars except the steak sandwich which cost \$2.25.

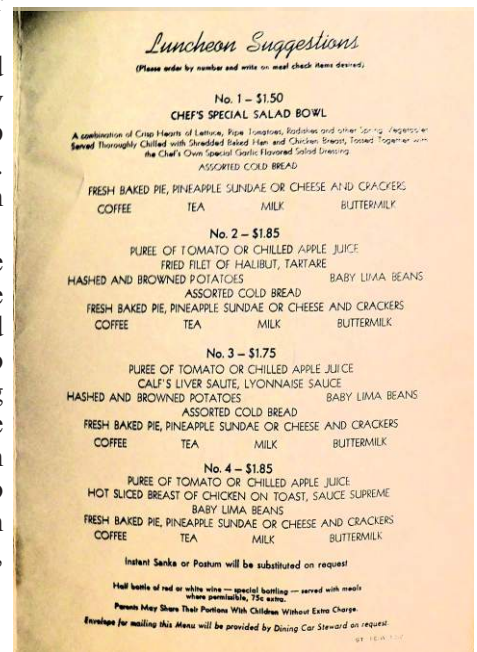
I was personally intrigued by the kippered herring with scrambled eggs. This dish is typical in a Swedish restaurant, but you would find it today on a breakfast buffet in the UK. I like it. The other dish, found on the large ala carte side of the menu, was boiled salt mackerel and steamed potatoes. Like the calf's liver, I have a hard time imagining a big call for those dishes. Although, I am sure the Union Pacific marketing department kept track of what sold. I ate liver and onions as a child, probably about 1953, but not since. I have never had boiled salt mackerel and am unlikely to find it on a menu. Although, I have attended fish boils in Wisconsin where the Lake Michigan white fish, potatoes and corn on the cob are drenched in melted butter and it was quite good.

Assuming you ate a normal breakfast and headed back to your bedroom. You might have booked a shower or a hair cut in the club lounge or just enjoyed the scenery as you rocketed along at close to 100 mph on the very fast UP main out of the northwest. Somewhere around Green River, Wyoming, after you had joined the main line between Council Bluffs and all point west, you are probably ready for lunch.

As you are seated in the diner, you notice that the menu has beautiful picture taken from Crown Point looking out over the Columbia Gorge. Inside, the complete meal suggestions only come to four. They also include desert and beverage. The Chef's Special Salad Bowl contains many vegetables as well as ham and chicken with garlic dressing. You can also have fried filet of halibut, tartare as well hot sliced chicken breast on toast with sauce supreme. Finally, the dreaded calf's liver and onions makes another appearance. Someone had to eat it. All of the complete lunches come in under two dollars.

On the A La Carte side it is more a mixture of dinner items such as seafood cocktail and lamb chops as well as some simple breakfast items such as eggs, any way you want, and more traditional sandwiches including peanut butter and jelly and up to a club sandwich. However, there was no hamburger or look alike on the menu yet. Although, they did have children's menus. Breakfast and dinner seem to have been the big high traffic meals.

This concludes our culinary tour of the *City of Portland*. It was a different time and customers had different tastes. However, I found the variety of choices available rather remarkable from fresh trout to halibut as well as prime rib and kippered herring. The dining car crew had its work cut out for it to provide quality and variety for a cross country trip lasting almost two full days. Riding Amtrak today cannot compare to dining car service in its prime. One final note on competition, the Northern Pacific advertised their big Idaho baked potato. It was an icon of their print ads. Nowhere in the 1953 menus of the Union Pacific's *City of Portland*, could you get a baked potato.



PNWC SCHOLARSHIPS AVAILABLE FOR RAILCAMP 2021

The Chapter board has allocated within the annual budget the support of one or two of "our own" attending RailCamp NW in Tacoma in 2021. This is a full event cost scholarship; the family should have to provide little or no funding for this event.

Our intent is to encourage young people in our regional rail and historic community to pursue their interest in railroading, and to provide pay-back and encouragement for youth who have contributed time and effort to the chapter goals and the goals of our associate organizations (Oregon Rail Heritage Center, Powerland Heritage Park, etc.) NRHS RailCamp student eligibility is usually limited to high school age – from just entering Freshman year (Summer after 8th grade) to having just graduated Senior year (Summer just after 12 grade). More info about RailCamp can be found on the website: nrhs.com/program/railcamp.



The scholarship committee is: Bryan Ackler (chair), Al Baker, Jim Hokinson, and Mark Reynolds.

RailCamp is an educational experience for high school students who have an interest in railroads and railroading. The program is designed to teach students about 21st century railroad operations, dispatching, and maintenance while providing a simultaneous experience in the early history of U.S. railroads in the development and settlement of our country. Students will learn both modern and historic elements of America's most vital transportation mode, including: How diesel, electric, and steam locomotives function, how track is built and maintained and how early freight and passenger cars were constructed.

To apply for the PNWC Scholarship:

- Fill out the NRHS RailCamp application and submit it National NRHS before April 1, 2021. (nrhs.com/program/railcamp)
- Write a detailed cover letter outlining your local or regional involvement and describing what you would like to pursue in the future regarding railroading, particularly any specific projects you would like to undertake. In the cover letter, pay particular attention to the list of any projects and activities you have performed
- Submit this cover letter with a copy of the completed NRHS RailCamp Application to Bryan Ackler (email below) for PNWC scholarship consideration before **March 15, 2021**.

NOTE: PNWC cannot guarantee that you will be accepted by NRHS to Railcamp or that a place will be available.

Selection Criteria for Scholarship:

- The applicant passes the National NRHS RailCamp candidate acceptance criteria.
- Chapter Membership: The applicant or their family is a PNWC member in good standing is preferred.
- Work on Chapter Projects, or Staffing at Chapter events is preferred.
- Attendance at Chapter Events: "Part of our Community". Regional Applicants are preferred.
- Work on Associated Organization projects, and/or staff events: ORHF, PowerLand Heritage Park, Steam-Up are also highly valued, slightly less than direct Chapter work.
- No Prior Award: We prefer to 'spread the wealth' across all Chapter scholarships and support programs.
- Future Opportunity: Our community is small enough that we believe we will be able to get most of our youth to RailCamp while they are eligible; so generally older youth will be given some preference.

Questions? Please Contact:

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PO Box 2384, Portland OR 97208



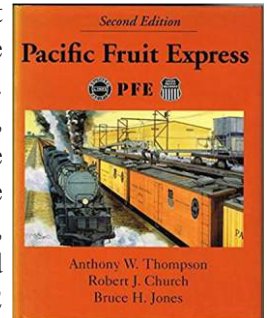
PNW RAIL NEWS

by Arlen L. Sheldrake



As I begin this issue on February 1st, I am reminded that we aren't yet through this damn COVID-19 pandemic as the vaccine shots (jabs per BBC) are still being given to priority group 1A here in Oregon.

► Modeler and member Ron Nierenberg is working on building a model of an early Pacific Fruit Express (PFE) wooden reefer car. Bob Weaver provided a list of Chapter library books and Ron chose the 1992 Pacific Fruit Express book written by Anthony W. Thompson, Robert J. Church, and Bruce H. Jones. This 420-page hard bound book seems to be an exhaustive history of the PFE. [In Chapter 15, PFE In Action, the authors have a section - Oregon to New York – 1925: Describes a wood ice refrigerator car of PFE's most numerous class, R-3-12, car 30814 was built in 1914. In February Apple Growers Association in Hood River has requested six cars to ship apples from storage. On February 10, 1925, the car is part of a cut of six cars spotted on the Association's spur and by the next day is loaded with 756 boxes of "Defiance" brand Yellow Newton apples, giving a total lading weight of 37,422 pounds. The trip required periodic temperature checks to determine icing or heating needs.] I mention this minor point from the book because my Father John L. as a recent high school graduate, loaded ice chunks into these cars in Hood River. Have a brew at Full Sail overlooking the site.



► WES commuter rail costs TriMet \$108 per passenger. TriMet's Westside Express Service (WES) was already headed in the wrong direction with rising costs and declining ridership, the pandemic has made the commuter rail line's struggles even more pronounced. Ridership on WES was down nearly 75% in December 2020 compared to the same month last year. TriMet launched WES in 2009 on 15 miles of track between Beaverton and Wilsonville. In fiscal year 2019, WES cost TriMet \$19.75 per passenger. The cost per rider jumped to \$27.39 in fiscal year 2020 before skyrocketing to \$91.15 during the first six months of fiscal year 2021. In December 2020, the operation costs per rider for WES was \$108. **KGW 2/1/2021.** [WES operates DMUs with RDCs as backup. As



I noted to article author Kyle Iboshi, it will be interesting to see if TriMet operates WES much past the date required by the Federal grant.]

► The GMTX 3306 locomotive reported last month headed to Arlington was reported spotted in Hinkle on January 27th. Take a look at www.wasterbyrail.com, the Waste Management web site WasteByRail Waste Transportation Services. Waste Management touts the following rail services:

- Intermodal Rail Containers – multi-functional containers loaded at your facility.
- Motor Carriers – bring your waste to designated railheads.
- Gondola Rail Cars – open-top rail cars for bulk waste.
- Rail Tank Cars – for liquid transport of free-flowing liquids and bulk tank cars to transport fine solids.

► ORHF Special Board Meeting February 2nd:

- The Board approved the offer of the Friends of 4449 to bring their newly purchased chair car SP 2395 to ORHC.
- PGE Boardman Coal Plant donations: Pat Tracy reported that a forklift and a Switch Master trackmobile may be available. The donation of both will be pursued. As previously reported here, this closure marks another milestone in Oregon railroad history: no more coal trains to Oregon destinations.



► ORHF Regular Board Meeting January 18th - The following committee chairs were appointed for 2021:

+ Development - Roy Hemmingway, + Finance - Dale Birkholz, + Governance - Steve Dotterer, + Turntable - Doyle McCormack, + Management Group convenor – Jan Schaeffer, + Operations – Randy Woehl, + Visitor Services/PICs (Person In Charge) – Ron Nierenberg, + Exhibits – Ed Bohm and Peter Rikjen, + Events, Outreach and Marketing – Jan Schaeffer, + Holiday Express – Steve Sedaker, + Concessions – Todd Landwehr

► ORHC Update:

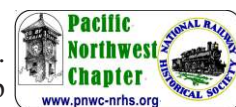
- It is appearing that Holiday Express 2021 will again be run out of Oaks Amusement Park.
- With the improving numbers of COVID-19 infections in Multnomah County, ORHC announced February 9th that they will re-open to the public on Saturdays and Sundays, 1 to 5, beginning March 6th.
- On February 18th the Gunderson 100th exhibit came down and the Oregon Black Pioneers (OBP) exhibit took its place.

Note that NRHS helped fund the development of the exhibit in 2012 and the PNWC-NRHS contributed information. The OBP exhibit is expected to be on display for 4 months.

- The Section House now has Maintenance of Way track tools displayed along with descriptive signs. Also new is a sign describing the various sizes of rail used over the years.
- The February 4th Trains News Wire carried a nice article *Oregon Rail Heritage Center seeks funds to complete turntable project*. The article was written by Roger Woehl who is leading the fund raising efforts.
- As noted last month, ORHC will again host the NRHS RailCamp Northwest attendees on July 28th if the pandemic situation looks promising, a go/no decision is scheduled for April 1st.
- The ORHF Finance Committee on February 5th recommended a rail car repair fund that can be used by car owners for repairs that enhance the Holiday Express or other excursion customer experience.
- The Exhibits Committee and hopefully Visitor Services will have input into future rail car moves at ORHC While the Mt. Hood is in dire need of exterior painting, the interior is an excellent visitor exhibit, and the car needs to be safety accessible.
- A new monthly email blast called Turntable Talk will be coming out in late February.
- A second round of PPP (Payroll Protection Plan) in the total of \$30,000 has been approved; submitted via First Interstate Bank.

► PNWC Update:

- The cushions of one of the 6800 seats have gone to KSU N.A., LLC, Bellwood, Illinois for pricing. A \$19,000 grant from the John H. Emery Rail Heritage Trust was received in March 2020 to help fund the much-needed project. The 6800 was built in 1950 and converted into a coach in 1963, the upholstery and foam are *very* tired. The grant is to repair seats and upholstery in both the Mt. Hood and 6800.
- The Library & Archives Committee is looking for another building as they have determined the Union Station Annex facilities are unsafe.
- After toooooo many months of inactivity the Zoo Railway Task Group is pleased to report news from Melissa Darby, Lower Columbia Research & Archaeology, the lady who did the National Historical Trust submission: “A student from the University of Oregon Historic Preservation program is doing a project this Spring on the Zoo Railway. She will be designing a Park and Ride entry to the Zoo Railway station. She will present concept to Metro and the Portland City Council.” The student is being informed that this Task Group is very supportive of her idea and efforts.
- On my visit to Union Station February 8th, I noticed that all the newspaper racks at the entry have been removed. In checking with the Security Guard, she said the reason was vandalism.
- Discussing last month's TM lead article on Union Station with Trent, he mentioned that while taking pictures for the article he had a nice chat with one of the Union Station Security Guards. On a visit the week of February 2nd I saw one and asked if she was the one.... Sure enough, Kaela Marti, Amtrak Site Supervisor, Allied Universal Security Services was the one and she asked for, received and appreciated a copy of the February issue. It is amazing that these Guards can keep our Union Station a somewhat calm island amid all that surrounds it.



► Construction on all three stations of Sound Transit's Northgate Link Extension is now substantially complete, a major milestone in process toward the start of revenue service later this year. Earlier the construction of the UDistrict and Roosevelt Stations were completed, the last one, Northgate is now also substantially completed. **Sound Transit 2/2/2021 news release.**

► The design-build contract for the Federal Way Link Extension is more than 25% complete, with final design scheduled to complete by mid-2021. This demonstrates significant progress of the project following the launch of heavy construction in July 2010. Kiewit Infrastructure West Company is the design-build contractor for the \$3.1 billion project. **Sound Transit 2/10/2021 New Release.**



► The Invention of the Ski Chairlift: Without this historic pre-World War II technology, skiing would likely still be a niche sport pursued primarily by adventurous mountaineers. A chairlift may seem like an unlikely project for a railroad company but, in the 1930s, Union Pacific developed the first destination ski resort in the United States. Inspired by European ski resorts, the railroad's top brass, Averell Harriman, ventured that building a resort-style ski area in the United States would help boost passenger rail travel. Sure enough, high-end vacationers flocked to Sun Valley Resort in Ketchum, Idaho, when it opened in



December 1936, with the world's first chairlifts designed by UP engineer James Curran in South Omaha, Nebraska. **Smithsonian Magazine 2/2/2021.**

► The northbound bridge opened in 1917 and the southbound bridge opened in 1958. Both bridges upon opening carried tolls. This new effort intends to correct the flaws in the earlier effort to design a replacement. The states of Oregon and

Washington have combined to fund this \$50 million planning effort called **Interstate Bridge Replacement Program**. Including light rail is one of the many issues. More information: www.interstatebridge.com. [This former Clark College student can well remember throwing 18 pennies (20 cent toll) into the hopper to get the gate to lift.]



► UP Customer News CN 2021-6 1/31/2021: Heavy rain caused washouts on our main line just outside of Portland. [The location is east of Bridal Veil with Rick Franklin Corporation crews working the muck. The slide crossed the old Highway 30 taking out the guard rail and covering a significant amount of track. The slide did not reach the adjacent I-84 freeway. The picture taken from I-84 by Rita Sheldrake was taken February 3rd noonish just before the first train west bound moved through the area. Multiple trains were awaiting on both sides of the slide. No trains were involved in this incident.]



► Evidence in West Olympia of the Port Townsend Southern Railroad: Certain land features or road configurations may look curious at first glance, but there is usually a story behind the clues. The neighborhood along Budd Inlet in West Olympia still shows evidence that it almost had a railroad running right through it, one that was supposed to connect Olympia to Port Townsend. The story of how the idea emerged, and why it did not evolve, is part of the more extensive transportation history in Olympia. The Olympia Tenino Railroad began in 1878. The plan, of those financially interested, was to continue that rail line from Olympia, north along the west side of Budd Inlet, on to Union City at the Hood Canal. From there it would go on to Quilcene and then another 27 miles to Port Townsend. Ultimately, this would connect Port Townsend in the north to Portland, Oregon in the south. For the rest of the article: www.thurstontalk.com.



► TriMet has a most interesting history of transit in the Portland area on their web site: trimet.org/history/. The history begins with 1872 and goes in detail through 2019 when TriMet celebrated their 50th anniversary. Very extensive! Spotted by T. Trent Stetz.



► The Greenbrier Companies announced plans to form GBX Leasing, a new leasing joint venture with the Longwood Group to develop an owned portfolio of leased railcars primarily built by Greenbrier. **GREENBRIER Gunderson** Longwood is a Chicago-based transportation equipment advisory and asset management firm. GBX Leasing will acquire approximately \$200 million of newly-built and leased railcars per annum from Greenbrier. The initial portfolio for GBX Leasing has been substantially identified from leased railcars on Greenbrier's balance sheet or in its backlog. **Greenbrier 2/5/2021 press release.**

► The Port of Vancouver USA is seeking Statements of Interest (SOI) from parties interested in operating a high-volume marine export bulk facility at the port's Terminal 2, Berth 7 location. This dry bulk dock is capable of handling a broad range of heavy mineral bulk commodities quickly and efficiently using a telescoping conveyor system. The port is open to a diverse commodity mix that will take advantage of this premium rail-served location. Rail specifics:

- Facility served by four rail support tracks and one working track
- Prior 10-year annual average rail car count: 5,299
- 10-year high rail car count: 6,716
- Covered rail cargo receiving facility features bottom dump system and backhoe mounted over track to dig out material from open-top rail cars
- From the rail cargo receiving facility, product is then conveyed to one of two storage buildings.



Cargo Handling:

- The dry bulk facility can handle a unique blend of dry bulk products. In the past 10 years, cooper concentrate, bentonite clay, mill scale and tire chips all destined for international export have transited the facility.
- Prior 10-year annual average cargo throughput: 469,000 metric tons.
- 10-year high cargo throughput: 577,000 metric tons.

► The Cascade Rail Foundation (www.milwelectric.org) posted February 1st on their Facebook page an excellent 10+ minute video **A Long Gone Song, Milwaukee Road's Pacific Extension**. Photos by Martin Burwash with the video put together by OtterCove Productions / Steve Carter. All great photos with location captions and music.



► A tentative date for the Snoqualmie Railroad Days has been set for August 21-22. This is tentative

depending on how the COVID-19 pandemic restrictions play out. Stay tuned: www.railroaddays.com

▶ The Heritage Rail Alliance has posted January 30th a nice article on their web site (<https://heritagerail.org>) Rail News titled **Starting Up the Simpson Railroad**. ORHF is a member of the Heritage Rail Alliance.

▶ Bill Gates owns the largest ownership stake at CN. The founder of Microsoft is also the largest farmland owner in the United States. Most of the CN shares were acquired through Cascade Investment LLC, an investment firm solely owned by Gates. Cascade owns 101,400,770 shares, or 14.28 percent, of the railway according to CNN Business. The Bill and Melinda Gates Foundation Trust owns another 13,661,683 shares or 2.08 of the company. Combined, that is 16.36 percent ownership stake in CN. Gates has been investing in CN since 2006, and his total investment in the railway is valued at \$16.3 billion. The next largest is Massachusetts Financial Services with 4.79 percent of the company. **The Western Producer 2/4/2021.**

▶ The Spokane, Spangle & Palouse Railway (SSP) is one of three branch lines within the Palouse River and Coulee City Railroad (PCC) network. Owned by the Washington State Department of Transportation, SSP has long-term contract to operate, manage, and develop what is known as the P&L branch line. Serving Spokane and Whitman Counties, with a heavy presence in the agricultural, chemical and empty car storage sectors. SSP interchanges with BNSF at Marshall, Washington; has 60 miles of active track, 16 active customer locations and over 600 spots for deep and shallow rail car storage. Extracted from www.ssprw.com. The SSP 3906, reported to be a GP 39, was spotted in Portland's Lake Yard on February 8th destined for Marshall from Utah.



▶ Over the weekend of January 30-31 the Chehalis-Centralia Railroad Museum's (CCRM) 1916 Baldwin steam locomotive No. 15 received its 1472 day inspection performed by Stathi Pappas. The inspection found additional repairs are needed to the boiler and some additional conditions are being evaluated. The repairs may take another six to 12 months. The No. 15 was taken out of service in March 2019; excursions since have been diesel pulled. The exact cost of the repairs is still being determined. To find more information about CCRM or to donate toward repairs of the No. 15 visit the CCRM website at steamtrainride.com. **The Daily World 2/5/2021.**



▶ The Goose Lake Railway is getting a former UP GP15-1 locomotive SSRX 614 per an Altamont Press posting February 7th. The locomotive was spotted in Klamath Falls on its way to Alturas on the 13th. The California Transportation Commission through the 2020 Short-Line Railroad Improvement Program funded a Goose Lake Railway project: Pit River Curves Track Rehabilitation in Modoc County, \$432,962. Near the city Alturas, the project will replace 1.25 miles of nearly 100-year-old rail in the Pit River Canyon. Total project cost: \$865,925. **R&TS 2/8/2021.**



▶ A couple of items from the Port of Kalama: The Centennial +1 celebration pending COVID-19 restrictions is being planned for the end of July. The project to replace the pedestrian bridge over the railroad tracks will move forward with the selection of an engineering or architectural firm in February. [This Volkswalker drives around this “scary” bridge!] An absolutely gorgeous and rare 1910 Portland Post Card Company postcard of the ferry Tacoma titled “NP Railroad train crossing the Columbia River on a ferry” has been scanned. This postcard is available for viewing at OSU Oregon Digital: oregondigital.org. This postcard was spotted by nephew Ryan Sheldrake.



▶ Government of Canada announces one-year ban for pleasure craft and cruise vessels. Among the prohibited vessels until February 28, 2022: Cruise vessels carrying more than 100 people from operating in Canadian waters. Essential passenger vessels, such as ferries and water taxis, should continue to follow local public health guidance. This cruise ship prohibition continuation will severely impact White Pass & Yukon Route Railway, the community of Skagway and the Alaska Railroad among others. **Transport Canada 2/4/2021 News Release.**



Office
des transports
du Canada

Canadian
Transportation
Agency

▶ On February 5th the White Pass and Yukon Route Railroad sent a letter to 27 employees terminating their employment and “abolishing” their jobs. It's the latest blow to Skagway's tourism-dependent economy after the Canadian government announced cruise ships will not be welcome in its waters until 2022. **KTOO 2/8/2021.**

▶ Nice chat with member Tom Hargis who lives in Carlisle Pennsylvania, he reads *The Trainmaster* to keep up with what we are doing in the Pacific Northwest. Tom visits periodically and attended both the 2005 (Portland) and 2011 (Tacoma) Pacific Northwest Conventions. Tom suggested that some clarification would be helpful to my note last month about Chris Fussell working for the Nevada State Museum. Chris is a locomotive engineer on the Museum's line that was originally built to transport materials for the building of Hoover Dam.

▶ A February 9th Volkswalk in downtown Vancouver USA reminded me about the neat rail viewing location the Vancouver USA's New Waterfront development provides. The development is west of the I-5 freeway bridges and provides excellent

viewing of both the BNSF Columbia River Bridge and the busy BNSF Fallbridge lines. And yes, the riverfront amenities are quite nice including the Grant Street Pier that juts out over the Columbia. As we continue to winterize, visualize having a “*brew and stew*” at one of the waterfront restaurants and/or walk east on the five-mile Columbia River Waterfront Renaissance Trail trail and do the same at the waterfront McMenamins on the Columbia.



► The Hanford History Project is a physical and online-archive documenting the history of the Hanford nuclear production facilities and the surrounding community, called the Tri Cities (Richland, Kennewick, and Pasco). Washington State University – Tri Cities hosts the Hanford History Project through a contract with the Mission Support Alliance and the US Department of Energy. The project manages the Hanford Collection, which is the Department of Energy's own extensive collection of documents and artifacts from Hanford's history. [Some railroad information.]

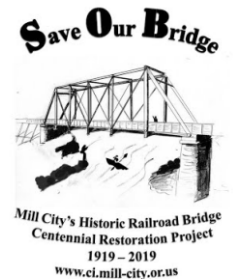


www.hanfordhistory.com

► New from Railroads of Montana, www.railroads-of-montana.com, an interesting web site:

- Great Northern Railway's Kettle Falls Branch – Spokane to Chewelah, 166-page 8 ½ x 11 portrait format softcover book containing over 235 black & white photos, 50 maps, a comprehensive bibliography, employee interviews, reference section and index. \$54.97 with free shipping.
- Spokane International Railway – Modelers Notebook & Words of Larry Shawver. This 2021 version of a 2010 DVD is a 92-page 8 ½ x 11 portrait format softcover book containing thirteen Larry Shawver essays with over 100 photos to assist modelers. \$29.97 with free shipping.

► The Oregon State Advisory Committee on Historic Preservation on February 19th will consider the nomination of the Mill City former Southern Pacific railroad bridge to the National Register of Historic Places. The bridge is a 120-foot-long single span pin-connected Pratt thru-truss bridge that spans the North Santiam River. It is one of two patented Phoenix Columns bridges in Oregon. The bridge was originally constructed in northern California circa 1885 and was relocated to the Mill City site in 1919. The original Mill City bridge was wooden. ODOT acquired the line and bridge in 1975 and transferred ownership of the bridge and 8.25 acres of adjacent land to Mill City in 1991. Linn County, in association with Marion County, secured funding through the TIGER Discretionary Grant program to support the rehabilitation and restoration of the bridge. The project will address existing deficiencies and damage so as to assure the bridge remains a functional element and continues to support bike and pedestrian use. The first Oregon Pacific Railroad train arrived in Mill City on the last day of November 1888. The last train crossed the bridge in 1971. The bridge is a part of the Mill City Rail Trail. **National Register of Historic Places Registration Form & Restore Oregon.**



► About Genesee & Wyoming (from a 2/11/2021 news release):



- Four North American regions serve 42 U.S. states and four Canadian provinces and include 113 short line and regional freight railroads with more than 13,000 track-miles; 7,300 employees serving 3,000 customers.
- UK/Europe Region includes the U.K.'s largest rail maritime intermodal operator and second-largest freight trail provider, as well as regional rail services in continental Europe.

► Palouse to Cascades Trail update (former Milwaukee Road):

- ◆ Beverly Bridge is scheduled to open September 9, 2021.
- ◆ Renslow Trestle is slated to open in March 2021.
- ◆ Tekoa Trestle construction complete September 30, 2021

► CN Rail uses two jet-powered snow blowers when conditions get really bad. The units burn through 1,500 gallons of fuel (#1 kerosene) in an eight-hour shift. The surplus jet engine is out of a B-52 bomber. They are especially useful for clearing snow out from around switches. They are run at up to 15% maximum thrust in order to limit the blowing to snow. One of the two CN snow blowers is stationed in Vancouver BC. **iNFO News.ca 2/11/2021.**

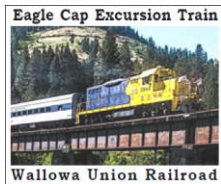
► St. Patty's Day Dinner Train Rides, 2-hours, Chehalis-Centralia Railroad & Museum, March 13 and March 17. info@steamtrainride.com or www.SteamTrainRide.com.

► A CP potash train derailed at least 42 cars and 2 locomotives February 12th near Crowsnest Lake just outside Coleman, Alberta. Five cars were reported falling onto the frozen Crowsnest Lake with one in the lake; no injuries. [It was also reported that this was a Canpotex potash train headed to Portland, Oregon for export.] **Calgary Herald 2/16/2020.**



► Mount Hood Railroad resumes excursion service April 16th with Friday-Saturday-Sunday runs through October. It appears the 1+ hour runs departing Hood River go to Odell and return, More information: www.mthoodrr.com.

► News from the John H. Emery Rail Heritage Trust includes effective June 1, 2020 grants may also be awarded to projects requesting funds to work on equipment owned by a government body. Two special 2020 mid-year grants were awarded: one to the Pacific Railroad Preservation Association of \$35,000 to complete restoration of the SP&S 4-8-4 number 700. This is the same organization that awarded the Chapter \$19,000 earlier in March of 2020 for upholstery work. emeryrailheritagetrust.org



► News from the Friends of the Joseph Branch is that planning is underway for operations to return in 2021 after being shutdown for the entire 2020 season due to the COVID-19. Tentative plans include starting runs on July 3rd and ending in early November with possible runs out of Wallowa now that the two bridges (Howard Creek and Water Canyon) are repaired. Most runs will continue to begin in Elgin. Among the other major accomplishments during the 2020 shutdown was the repainting of the entire train. Watch this space and www.eaglecaptrainrides.com for more information as these 2021 plans firm up.

Members of the Friends of the Joseph Branch receive a nice electronic newsletter approximately bi-monthly. Many thanks to Janet Dodson, Marketing & Media Coordinator, for this information.

► News from the Northwest Railway Museum: The Parlor Car 1799 built by Pullman in 1901 is getting replacement trucks. Steven Butler and Morton Machine Works donated a pair of 1900s-vintage Master Car Builders (MCB) Association trucks from a former Great Northern Railway baggage car that were located at the Texas State Railroad Museum. When the Parlor Car was converted to seaside cottage use, the original trucks were scrapped. These MCB trucks are of composite wood and steel construction. **Northwest Railway Museum 2/10/2021** posting.



► The newest exhibit in the Train Shed Exhibit Hall is on loan to the Northwest Railway Museum for the next hear from the University of Puget Sound. This new exhibit follows the life of artist Abby Williams Hill. Hill (1861-1943) was a landscape painter who is known for her commissioned works for the Great Northern and Northern Pacific Railway companies in the early 1900s. The six-panel exhibit will be on display through February 4, 2022. Hills's paintings are on permanent display in the Collins Memorial Library and other spaces on the University's campus. **Northwest Railway Museum 2/17/2021.**

► Yamhill County will end its pursuit of a multi-use trail that has pitted farmers against outdoor enthusiasts and could have to pay back millions of dollars in grants it received for the project. The Yamhill County Board of Commissioners voted 2-1 Thursday to withdraw its land use application to build a three-mile trail between Carlton and Yamhill along abandoned railroad property the county purchased back in 2017. Supporters of the Yamhelas-Westsider Trail envisioned a multi-use path stretching all the way to Gaston, possibly further if additional lands were acquired. Local farmers have been driving the opposition, claiming a trail would put their livelihood in jeopardy by increasing the risk of crop contamination and destruction by humans and animals. The county will likely need to replay a \$1 million state grant for project components that were underway, including a bridge on which construction had already begun, as well as \$1.7 million it used to purchase railroad right of way for the trail. **KOIN 2/8/2021.**



► The Inland Northwest Rail Museum in Reardan, Washington will hold their season opening weekend April 2-4. 25-miles west of Spokane on Highway 2, Inland sports many great attractions including the Mt. Hood's sister Mt. St. Helens; a brother to the OR&N 197, the UP 3206; reefer heaters and much, much more. inlandnwrailmuseum.com



► A sure sign of our times: The Grand Canyon Railway announced first Saturday steam pulled trains March – October with recycled waste vegetable oil fired locomotives 29 and 4960. More information: www.thetrain.com.



► I would venture that most of us have more than had it with the trash in and around our cities. An organization that historically has organized things like Oregon beach and trail cleanups is now promoting city cleanups. On March 3rd, SOLVE is hosting a Central Eastside Industrial District (CEID) street scape cleanup. ORHF is a member of the CEID and the March 3rd area includes the area around ORHC. I applaud SOLVE's efforts but if you don't want to join a group cleanup, do like I am doing as an individual and adopt and regularly cleanup an area. *JUSTDO IT!*

► The Washington State Historical Society has published its quarterly history journal, COLUMBIA, since 1987. Over the past several years, the Society undertook the task of scanning past issues and generating searchable PDFs of each. You can find this treasure trove on their web site: www.washingtonhistory.org/columbia-magazine/columbia-archives/



As I finish this rail news off at the end of February, there is after all a light at the end of the tunnel...us Oregon 75+ year old's can now get their "jab" scheduled and maybe just maybe we can get to a new normal in a few months. Stay well and thanks for reading!

YAKIMA VALLEY TROLLEYS SHOULD BECOME A NATIONAL HISTORIC LANDMARK

Washington State Architectural Historian Michael Houser thinks the Yakima Valley Trolleys' (YVT) historic line to Selah should be designated a National Historic Landmark by the National Park Service, the highest level of recognition a historic site can achieve. Mr. Houser has reviewed literally thousands of listed and potentially eligible resources in America. The trolley railroad is already listed on the National Register of Historic Places.



In a letter of support for a Save America's Treasures grant, Mr. Houser wrote that the state Department of Archaeology & Historic Preservation "believes that the (YVT) operation as a whole is eligible for listing at the national level of significance, and that it is more than worthy of National Historic Landmark designation."

Yakima Valley Trolleys' president, Ken Johnsen said "Yakima's trolley railroad is unique as the last historically intact interurban railroad in the United States. It is nice to know that the state agrees with us. We look forward to working with the Department of Archaeology & Historic Preservation to attain National Historic Landmark status."

Of the 24 National Historic Landmarks in Washington State, seven are sailing vessels and four more are in Mt. Rainier National Park. There are only two in eastern Washington, a reactor at Hanford and the Marmes Rock Shelter. Nationally, there are only a few other railroads designated National Historic Landmarks.

Attaining National Historic Landmark status would help the trolley line find more sources of grants and funding which are needed to ensure the vintage trolley railroad's survival into the future. The railroad has been owned by the City of Yakima since 1985, and is preserved and operated by the nonprofit Yakima Valley Trolleys organization.

From Feb 2, 2021 Yakima Valley Trolleys Press Release

Bill of Lading

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Chapter Officers

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| 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 | |
| Bob Jackson (1st Term) | 2021-2023 | |
| Pete Rodabaugh (1st Term) | 2021-2023 | |
| Rolf Schuler (2nd Term) | 2020-2022 | 503.285.7941 |
| Bruce Strange (2nd Term) | 2020-2022 | 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 | Grant Carson | |
| 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 |
| Flanger Restoration | Phil Barney | 503.706.0498 |
| Library | Bruce Strange | 503.901.7815 |
| Operations Manager Library & Archives | Bob Weaver | 503.806.4955 |
| 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 | 360.228.5523 |
| | 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.



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 Website: www.pnwc-nrhs.org/trainmaster.html
 ISSN: 0041-0926

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PACIFIC NORTHWEST CHAPTER TIMETABLE No. 704

Mar. 11: Chapter Board Meeting: Open to all Chapter Members. Contact Mark Reynolds at mark.reynolds@powereng.com or (503) 523-9740 for Call-In participation information.

Mar. 19: Call in Chapter Meeting. Updates and Questions & Answers Join us! The instructions are simple: If you have a PC, download the free **Zoom** application and use the Meeting ID that we show in *The Trainmaster* every issue (please note that the number changes every month!). For the next meeting on March 19th, use computer/tablet/smartphone connect info sent via email. If you just want to use your telephone/cell phone, just call (Toll) **+1 253 215 8782 US** (Tacoma), followed by the (Meeting ID) **883 0111 6537**, followed by (Passcode): **212356**. So please call in and join in the information sharing! **NOTE:** We are beginning to share presentations and photos and videos during these virtual meetings! Try connecting to the meeting via computer or tablet or smartphone!

Apr. 16: Chapter Meeting TBD.

To Ensure Receipt of All Chapter Email Based Announcements and Meeting Notifications

Please send your Email Address to Bryan Ackler at: backler@ix.netcom.com

Check www.PNWC-NRHS.org for updates

February Membership Call-In Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on February 26, 2021

The February 2021 Chapter meeting was called to order at 7:46pm by President Mark Reynolds.

After the regular February 19 meeting was postponed because of some problems with ZOOM and weather related outages for some members. The regular meeting was rescheduled and held on February 26 via ZOOM.

The session started with a report by President Mark Reynolds and a presentation of photographs and historical information by T. Trent Stetz entitled "*Cheyenne: Division Point of the Union Pacific on the Transcontinental Railroad*" of a trip to the Cheyenne Union Pacific Rail yard to view two later 1920s heavyweight Southern Pacific cars that are available for donation from Union Pacific to an interested group for restoration and future use. The people who traveled to view the cars were; Mark Reynolds, George Hickok and Trent Stetz. A discussion was then carried about the feasibility of obtaining one or both of these cars. The cars would be given and transported free to their new home.

President Reynolds then related that he received a telephone call from a chapter member in Pennsylvania who is a neighbor to the current General Manager of Portland & Western (P&W) Railroad in the Portland area, and offered his assistance in getting help for us to move some railcars. Contact was made to the P&W General Manager and an offer was made to assist us.

President Reynolds reported that the 1924 Brooklyn turntable bridge at ORHC is being repaired and cross section parts are being replaced with new steel. The restoration costs are rising with ongoing problems being found in the historic structure.

President Reynolds reported that PPP loans have been made to ORHF to help with expenses in the organization.

President Reynolds then reported that at ORHF, planning is underway for the Holiday Express 2021 in hopes that it will be able to operate this year. One strong suggestion is that professional cleaners be hired to clean the railcars between runs.

The minutes of the January meeting were called, Bryan Ackler made a motion to approve the minutes, Bill Markwart seconded and the minutes were approved.

The meeting was adjourned at 9:10pm.

Respectfully submitted by Jim Hokinson, Secretary.

PNWC – NRHS MISSION

To preserve and interpret Pacific Northwest railroad history and historical artifacts for the education and enjoyment of current and future generations.