

# The *Celebrating 60+ Years* Trainmaster

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## A FULL TIME JOB – KEEPING THE TIPPLER FULL

by Peggy Meacham Kerr



Have you ever wondered what fuel powered the old railroad engines you often see huffing and puffing their way across the screen in the television and movie westerns? Did you ever wonder how that fuel entered the tender? This picture, taken in 1906—depicting my grandfather, Sidney F. Meacham, Sr. standing by an apparatus called a 'tippler' provides answers to the questions for one section of the west. This tippler was constructed by the railroad to load wood into the tenders for several years around the turn of the century at Drain, Oregon, a small town in the west-central part of the state.

The two-foot long pieces of wood, cut by local farmers and stacked eight feet high and three or four ricks deep often stretched for a mile or more along the railroad right-of-way north of Drain. Using the push car shown in the background of the picture, Mr. Meacham would load it with the heavy wood and wheel it to the tippler. The floor of the tippler bed was located sixteen feet above the ground, requiring the wood to be pitched to a platform at the eight-foot level, then to the top where it was neatly stacked inside the rack which held two cords. The tippler was to be kept filled day and night for use by show trains, passenger trains and official trains. Wood for the freight trains was loaded, one piece at a time, by the train crew.

Mr. Meacham worked several days a week, ten hours a day regardless of the weather, for a dollar and a half a day. If a train came through in the night he had to get up, light a lantern and refill the

tipler, keeping it in readiness for the next train. Somedays he might have to fill the tipler four or five times as well as keep the wood racks full along the track so the crews from the freight trains could throw wood into their tenders.

To operate the tipler the padlock on the large box at the bottom would be removed and the rope which can be seen behind Mr. Meacham pulled to release the snap catch at the top, allowing the tipler to fall forward, dumping the wood into the tender. Rocks in the box, the amount controlled by the weather conditions, would act as a counter weight and swing the rack back into place, snapping the catch. Then for safety the padlock would be replaced

When a freight train was behind schedule the engineer would ask Mr. Meacham for permission to use the tipler. If permission was granted, within a few days a bottle of whiskey would be left in the small box on the leg of the tipler. The other engineers deposited a ticket in the box for each load of wood. Daily, Mr. Meacham would collect the tickets and turn them in at the depot which was located a short distance south of the tipler.

In 1911 the use of the tipler was discontinued, and it was torn down. Now the tipler remains a little known segment in the past of Drain, Oregon.



Current View of Site. Photo by Kent Hutchens.

The author of this article was born in Drain; she found the article's noted photo in her father's collection. Her father told her that the photographer Harry Cool, Sr. wanted the picture to be donated to the Douglas County Museum since it was supposed to be the only picture in existence of this structure. The man in the picture is the author's grandfather, Sidney Frank Meacham, Sr.

From a list provided by Bob Melbo: SOUTHERN PACIFIC COMPANY – PACIFIC SYSTEM Wood on hand at Fuel Stations on the LINES IN OREGON, October 31, 1906: Drain 579 cords. 38 fuel stations listed with a total inventory of 9,019 3/8 cords of wood. Lloyd Palmer says the 9,000+ cords would cover a football field to a height of 24'. [His wood pile is only slightly smaller.]

This article as reproduced was published in The Drain Enterprise newspaper, Drain, Oregon, Thursday, Dec. 8, 1983. A photocopy was sent in early February to The Trainmaster for possible publication by member Steve W. Coons who lives in Yoncalla, Oregon. Karen A. Bratton, Research Librarian/Collections Manager, Douglas County Museum, Roseburg, Oregon kindly provided the 1906 photograph, N11821 Tipler at Drain Oregon, for Trainmaster use. The Drain Enterprise newspaper is no longer published and is awaiting donor funding to be added to the Oregon Digital Newspaper Program at the University of Oregon. Member Kent Hutchens tripped down to Drain and provided the current picture of the tipler site.

Arlen Sheldrake put this article together from Steve's mailing, with input from Bob Melbo, Lloyd Palmer and Kent Hutchens.

## ASTORIA STATION



Astoria Station Photo by T. Trent Stetz

This depot was built in 1924, in the "Prairie School" style, for the Astoria and Colombia Railroad (A&CR). The A&CR transported both freight and passengers along the 118 mile Portland to Clatsop Beach Route.

Trains brought businessmen visiting their families summering on the coast, and fresh salmon to Portland. Rail transport peaked in the 1920's with eight passenger and freight trains daily. Passenger service declined as roads improved and automobiles grew popular, ending regular service in 1952.

In 1979, Burlington Northern Railroad donated the depot to the Columbia River Maritime Museum, which restored it in 2013 as the Barbey Maritime Center.

The Barbey Maritime Center is an integral part of the Columbia River Maritime Museum's programing and educational outreach. It is a center for hands-on learning opportunities. The Center is also a favorite location for may civic and private events. (Text courtesy of Columbia River Maritime Museum).



# NUCLEAR FUEL TRAINS

by Arlen L. Sheldrake & T. Trent Stetz

A March 2nd *Trainorders.com* posting by “we-ite” titled “a Surprise Along The Maryhill Highway” included a beautiful February 27, 2021 picture taken by his wife of a BNSF train with some specialized casks and a “caboose” in the Columbia River Gorge.

On February 27th at about 11:18 a.m. Vincent Schwindt and his wife Angela were driving west on SR 14 after some exploration on the “Maryhill Highway”, the former SP&S right of way before the dams were built.

This photo was taken by Angela of this eastbound BNSF special train with what was reported to be spent nuclear fuel from the Navy in Bremerton headed for the Idaho National Lab west of Idaho Falls. The idler cars, locomotive, and staff car were reported in Blackfoot after dropping the loads at Scoville.

Vincent's posting and his wife's picture prompted some research. This train was part of the Naval Spent Fuel Transportation system of moving spent fuel from Bremerton to the Naval Reactors Facility in Idaho.



Nuclear Fuel Train Photo along SR-14 by Angela Schwindt on Feb 27, 2021

A late 2010s report noted that the U.S. Navy has some 100 nuclear reactors in 13 aircraft carriers, 78 submarines, and some land-based prototypes/training facilities. Nuclear-powered warships comprise more than 45% of all of the Navy’s major combatants. The Naval Nuclear Propulsion Program (NNPP), founded in 1948, has been shipping both new and used nuclear fuel by rail for over 60 years. The Naval Nuclear Laboratory (NNL) is the main component of the NNPP four separate facilities, the Bettis Atomic Power Laboratory in Pittsburgh, Pennsylvania; the Knolls Atomic Power Laboratory (KAPL) in Schenectady, New York; the Kenneth A. Kesselring Site in West Milton, New York; and the Naval Reactors Facility within the Idaho National Laboratory.

NNPP trains carry components in boxcars and, for larger items, in specialized shipping containers on flatcars (as shown in the photo). Two different types of sealed containers are used to transport spent nuclear fuel.

All shipments are classified (security) and invoke the Department of Transportation National Security Exemption (49CFR173.7b):

- Radioactive labels and placards not used.
- No advance notification.
- The railcars used for these shipments are frequently inspected and maintained at the highest standard.
- The location and status of the train is constantly monitored by satellite tracking.
- Advance arrangements are made with railroad operations and railroad police.
- Previous outreach has been made to civilian authorities for accident exercises.

For perspective, the current fuel for an attack submarine operates for the 33-year life of the ship (or are they boats?). Most new and used Navy nuclear material to/from Bremerton transits via the Columbia River Gorge. (See rail map on next page).

Angela's picture shows two of the unique types of rail vehicles used by the NNPP program:

- Escort Vehicle (sort of looks like a caboose): This houses security personnel, train monitoring equipment, and satellite tracing. The couriers escorting the Navy shipments are Federal Officers who provide constant surveillance, and act as first responders in the event of an issue with the transport.
- M-140 Naval Spent Fuel Shipping Container: Type B NRC/DOE certified. With at least 10” thick solid stainless steel, and 350,000 pounds (loaded). The thick solid steel typically results in radiation levels much lower than the safe maximum DOT limits.

The U.S. Department of Energy (DOE) is developing special railcars for future large-scale DOE transport of spent nuclear fuel (SNF) from nuclear power plants. Designs include new buffer railcars, the *Atlas Railcar* (to transport SNF containers), and a new escort railcar for security personnel that was developed in collaboration with the U.S. Navy. All railcars are expected to complete testing and meet North American/Association of American Railroads (AAR) freight standards in 2023.

# NUCLEAR FUEL TRAINS (CONT.)

DOE estimates it will take about 8 years of railcar development and testing to verify that all of the new railcars meet the S-2043 standard and receive approval the Association of American Railroads. (This from USDOE – Atlas Railcar 10/2020)

A NNPP report notes that Vigor Works LLC (previously known as Oregon Iron Works) was designing new escort vehicles with design complete in 2016, initial procurement planned for summer 2017, and delivery tested in January 2020. The plan noted procurement of four additional vehicles in 2020 and 2021 (2 each year). These cabooses carry reporting marks of VWXX-800, for example. The new design appears to be substantially larger and more capable than the armored escort cabooses that the NNPP has now (as seen in the photo), which notably have no visible firing ports. It's unclear how many of



those escort railcars exist now, but a 2016 Naval Reactors presentation said that the plan, at least at that time, was to acquire five of the new examples from Vigor Works. It is certainly very possible that this represents a one-for-one replacement plan.

Vigor Works is best known for designing and building a number of stealthy special operations boats for the Navy, and has also previously developed an unmanned seaplane for the Navy, built streetcars in cooperation with Czech firm Skoda, and crafted a buoy designed to test the possibility of turning waves into energy.

Common routes for those trains run between facilities in New York and Virginia and shipyards on the East and West Coasts of the United States. When it comes to spent fuel, those ships generally run from shipyards on the coasts to the Naval Reactors Facility in Idaho, where this waste is stored, at least temporarily. It is somewhat interesting that Naval Reactors continues to use rail transport for its nuclear movements, at all.

More than three decades ago, the Department of Energy ended the practice of moving nuclear weapons via specialized trains, known variously as "atomic trains" or "white trains," the latter referring to their initial plain white paint schemes. They featured multiple heavily armored boxcars sandwiched in between 'turret cars,' which protruded above the rest of the train. The turrets had slit windows through which armed DOE guards peered out, prepared to shoot if they needed to defend the train. "Known in DOE [Department of Energy] parlance [as] 'safe, secure railcars,' or SSRs, the white trains were highly resistant to attack and unauthorized entry. They also offered 'a high degree of cargo protection in event of fire or serious accident,' the DOE assured a wary Congress in 1979."

Protests and public outcry, driven in large part by growing opposition to nuclear weapons in general toward the end of the Cold War, prompted changing the paint scheme of the trains from white to various colors in the early 1980s. There were still concerns, both inside the U.S. government and out, as well as elsewhere around the world, about the safety and security surrounding these trains, the simple accidental derailment of which presented the potential risk of a major nuclear or radiological incident.

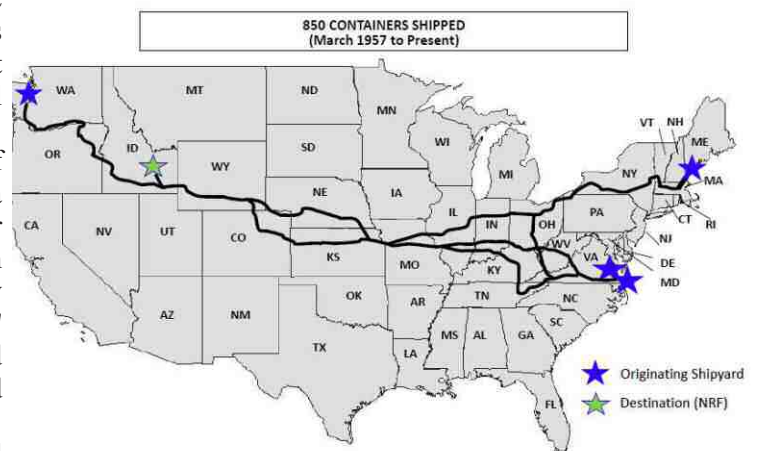
It's important to note, of course, that rail transport remains in use for the movement of commercial reactor components and nuclear waste. At the same time, reactors for naval vessels, in general, are significantly different from civilian power-generating types. Most notably, in part to help keep the reactors compact, but powerful, they often use weapons-grade highly enriched uranium (HEU). As of 2016, the Navy alone accounted for approximately 60 percent of HEU use in naval applications worldwide, according to the Arms Control Association. It's worth pointing out that the head of Naval Reactors is also one of a number of Deputy Administrators at NNSA, underscoring both the importance and the sensitivity of the NNPP.

Regardless, at least in the meantime, Naval Reactors will continue to use rail as a means to transport nuclear and nuclear-related cargoes around the country.

Other sources: Naval Spent Fuel Transportation report (undated). Also article titled: "Wait, This Mysterious Heavily-Armoured Blue Train Caboose Belongs to the Navy?" posted on [www.thedrive.com](http://www.thedrive.com) on March 8, 2021.



## Naval Spent Fuel Shipping Routes





# PNW RAIL NEWS

by Arlen L. Sheldrake



I begin this month's news on February 25<sup>th</sup> in anticipation of my first "jab" on the 26<sup>th</sup> proving once again that there is in fact a light at the end of the tunnel. I hope you are also seeing the light!

► ORHF Update:

- At the February 22<sup>nd</sup> Board meeting, a Non-Discrimination Policy was adopted that also covers the partner organizations including the Chapter. The operational implications of this policy await explanation and publication to partner organizations; and, I would add, to this ORHC and Chapter volunteer.
- The first issue of *Turntable Talk*, an update on the historic turntable project, hit electronic mailboxes on March 11<sup>th</sup>. A nice update as the project moves forward; additional funds are being solicited: [www.orhf.org](http://www.orhf.org). [Us Oregonians should remember that turntable donations can be part of your Oregon Cultural Trust tax credit.] As of March 19<sup>th</sup> the welding on the bridge is nearing completion, the next step is another light sandblasting then painting.
- While the Chapter's Mt. Hood sleeper/lounge exterior is in desperate need of painting, the Exhibits Committee is now aware that it is one of the premier exhibits and needs to be located for guided visitor access.



► ORHC Update:

- To follow-up the February *Trainmaster* article on the 125<sup>th</sup> anniversary of Portland's Union Station, T. Trent Stetz has agreed to lead a project to develop an exhibit honoring the Station for installation by July 1<sup>st</sup>. This exhibit will replace the 4-month leased Oregon Black Pioneers exhibit that was installed for opening in March.
- Other news from the Exhibits Committee: Tough Guys movie exhibit will be completed mid-April, a Turntable Project picture wall is being developed for the side of the Section House, and a Velocipede on loan from the Northern Pacific Railway Historical Society will be coming to Section House soon.
- After many months of closure, it was quite the effort to bring the facility up an opening status for March 6<sup>th</sup>. The counts for the first two days of opening: Saturday = 91, Sunday = 87. The plan right now is continuing to be open on weekends, 1 to 5. Oregon Pacific Railroad passenger trains begin operation out of ORHC on April 3<sup>rd</sup>.

► PNWC Update:

- More book donations from Susan Hayden to the library: *Oregon The Way It Was*; *Early Oregon Days*; and *Yesterday in Oregon*, A Pictorial Scrapbook; all three by Edwin D. Culp and *Washington Steam Locomotives* by Kenneth G. Johnsen. The *Yesterday in Oregon* book includes photos from each of Oregon's 36 counties. Among the Hood River photos: Bridge of the Gods with an eastbound City of Portland underneath (see Dave Larsen's March article for dining menus) and Mitchell Point Tunnel with an afternoon passenger train heading west. The picture clearly shows the limited space below Mitchell Point with most all the available space taken by the railroad. Edwin Culp makes an interesting point in that Oregon being pretty young [at least young in case of us invaders], much of its history is captured via photographs.
- The February issue of *Around the Enginehouse* included an article *Workin' on the Red River* showing the work being done by Keith Fleschner to do the body rust & side sill repair on the PNWC 6800. The work has been held up awaiting the rocking of the swamp around the car. On March 3<sup>rd</sup>, Ed Bohm and his tractor put down ballast topped by 3/4- gravel in the swamp; a nice job.
- This member continues to be concerned when membership email meeting notices don't get to all members when the meeting includes member votes. Most recent example being the March meeting. Only this newsletter gets to all members.
- The Archives Committee has submitted a grant request Feb. 28<sup>th</sup> to NRHS; a separate report describing the grant proposal to the membership has been requested for publication in *The Trainmaster*.
- As many know, the Portland Union Station and Annex, where the Chapter offices and archives are currently located, are both un-reinforced masonry buildings; hence some are calling our long-term offices likely unsafe. All of us living and working in areas like Portland that are due for the "big one" should activate ShakeAlert on your cell phone operational as of March 11<sup>th</sup> in Oregon. ShakeAlert is part of the USGS Earthquake Early Warning System, more information: [www.oregon.gov/oem/hazardsprep/Pages/orshakealert.aspx](http://www.oregon.gov/oem/hazardsprep/Pages/orshakealert.aspx).
- *Trainmaster* Editor T. Trent Stetz has the Special Issue *Trainmaster, A Journey of 10,000+ Miles, Finnish Locomotive*





*No 418* almost ready for printing. This 12-page pamphlet size issue, like the Oregon Pony, will include the articles that were published over multiple months in 2020 of *Trainmasters* plus, as they say, and much, much more. The issue will be distributed to Chapter members with copies going to the Board of the Finlandia Foundation, Columbia Pacific Chapter and both the City of Junction City and the Junction City Historical Society. Bill DiMarco is excited to get copies as they work to develop 2022 celebrations of the 150<sup>th</sup> anniversary of the City's founding and the 50<sup>th</sup> anniversary of the Society's founding.

► The Zoo Railway Task Group (formed with the support and backing of both ORHF and the Chapter) met with the Arlington Heights Neighborhood Association board of directors to discuss how to move forward to get the Oregon Zoo Railway operating back to the Rose Garden. Both groups agreed to jointly move forward; stay tuned. [An interesting note, the co-chair of the AHNA now owns and lives in the home built by Task Group member and long-time Chapter member Jeff Honeyman's grandparents.] This Task Group has two objectives:



- Get the Zoo Railway back to operating to the Rose Garden in Washington Park.
- Under the auspices of the Chapter, publish a book on the history of the Zoo Railway.

And about the Zoo Railway book, under the leadership of noted author and chapter member Steve Hauff, a scanning “party” is being developed to scan the extensive Ed Miller and Jeff Honeyman archives as step number 1.

► I think you will agree with me that Valli Hoski, NRHS News Editor is doing an outstanding job. The 32-page February issue being an excellent example. As with most publications, Editor's can only publish what they are given but it goes beyond this. Editors “get” to pick and choose, and I think Val is doing one heck of a job. If you agree, let her know.



► In the realm of “it's a small world”..... Tom Dill, retired Southern Pacific Railroad engineer and renowned author was the engineer who brought Doyle McCormack's last train into Eugene from Klamath Falls. Doyle's last SP engineer run before retiring was from Eugene to Portland on May 11, 2003. Doyle reports a nice February visit with Tom at his home in Silverton.

► The Federal 9<sup>th</sup> Circuit Court of Appeals on February 23<sup>rd</sup> upheld the state of Washington's 2020 crew-size law ruling that a Trump administration order to require only one-person crews issued in 2019 was arbitrary and “does not implicitly preempt state safety rules.” “The Trump administration unlawfully attempted to impose a national one-person crew standard that jeopardizes our environment and Washingtonians' safety...” said the Washington state Attorney General. California and Nevada joined Washington state to sue over the FRA order. BNSF Railway operates freight-trains with two-person crews, based on union contracts. **The Seattle Times**



2/24/2021.

► The two former Amtrak Cascades Talgo series VI train sets (Mt. Hood & Mt. Baker) went south from Seattle on February 28<sup>th</sup> as Amtrak #865 headed for an uncertain future at Coast Rail Services in California. The “funeral train” operated on the Coast Starlight #11 schedule. **Trainorders.com 2/28/2021.**

► TriMet will begin replacing rail along a curved stretch of MAX Red Line spanning 200 feet near Cascade Station. From March 6-7, MAX Red Line service will be disrupted with service provided by shuttle buses. About 1,000 feet of rail will be replaced on the northern side of Cascades Station. The Red Line will reopen at the start of service on March 8. **Mass Transit 3/1/2021** via T. Trent Stetz.



► One of the largest collections of passenger rail equipment in the country is on the sale block. This week, the trustee in charge of Heritage Rail Leasing, LLC – a subsidiary of the sprawling Iowa Pacific Holdings announced that it is selling more than 100 pieces of historic equipment, including dozens of passenger cars and more than 20 locomotives. Three of the passenger cars are located in the Pacific Northwest:

- SLRG #5 Olympic, round end observation, 51 seat, value = \$40,000, Moses Lake WA
- SLRG #1398 Columbia Winery, table, value = \$40,000, Moses Lake WA
- SLRG #501 City of Seattle, dome diner, value = \$150,000, Hood River OR



**Railfan & Railroad 3/4/2021.**

And on March 20<sup>th</sup> John Williams adds the following is also on the sale block:

- F7 #804, the last surviving SP&S diesel passenger locomotive, former Minnesota Zephyr #787, Alamosa, Colorado.

► The March 1<sup>st</sup> posting on BNSF Northwest ([bnsfnorthwest.com](https://www.bnsfnorthwest.com)) BNSF Honors African Americans in Transportation highlighted the following:

- Andrew Jackson Beard with the invention of the Jenny automatic car coupler.
- Elijah McCoy for the invention of a lubricating cup that distributed oil evenly.
- William Thaddeus Coleman, Jr. for his appointment as U.S. Secretary of Transportation in 1975.
- The Pullman Porters for organizing and founding the Brotherhood of Sleeping Car Porters.



▶ Many of us have some favorite travel stories and some of them include visits to train stations around the world. Take a look at *9 Most Spectacular Train Stations in Europe* (<https://flip.it/HSpNY3>) and take a virtual trip to these nine. Spotted by T. Trent Stetz.

▶ The Nevada-California-Oregon Railway, a non-profit historical society preserving the legacy of the N-C-O Railway, is hosting a volunteer work weekend May 15<sup>th</sup> and 16<sup>th</sup> in Alturas, California. Light cleaning of passenger cars #72 and 22 and other maintenance and documentation activities are being planned. More information or to RSVP: [www.NCORy.org](http://www.NCORy.org).



▶ Results from TransLink's trial show that copper is effective at killing bacteria on high-touch transit surfaces. Based on sample-testing performed on transit and in a lab, the trial concludes that select copper products on transit are durable and kill up to 99.9 per cent of all bacteria within one hour of the bacteria's contact with the surface. This phase 1 of the pilot, which was fully funded by Teck Resources Limited began in November 2020 and lasted five weeks on two buses and two SkyTrain cars. A second phase will be launched in the coming months to verify the results with a larger sample of data. The pilot's second phase will include:



- Testing copper products on more train cars and buses;
- Testing over a longer amount of time to analyze varied conditions;
- Focused tests on products that were most effective in our transit environment;
- Public engagement to measure copper's impact on customer confidence.

#### TransLink media release 3/4/2021.

▶ The Canadian government yesterday announced TransLink in British Columbia would receive federal and provincial funding for a CA\$21 million project to modernize seven West Coast Express locomotives. The project calls for refurbishing the engines of six of the seven locomotives to expand their lifespan by 15 years. In addition, all head end power units – which provide heat and lighting to the passenger cars – will be replaced to reduce emissions, improve energy efficiency and allow the operation of longer trains. To ensure no disruption in service, the locomotives will be refurbished one at a time. Funding: Canadian government = CA\$10.2 million, British Columbia = CA\$9.2 million and TransLink = CA\$1.5 million. **Progressive Railroading 3/19/2021.**

▶ Want a physically distanced train ride....Rita and I have rented the caboose on the April 11<sup>th</sup> Santiam Excursions train ride out of Lebanon, Oregon on the Albany & Eastern Railroad. A creative solution offering for us risk-adverse seniors. Look for a report in a future *Trainmaster*. This senior continues to applaud the retailers and venues who have developed creative and effective solutions during our need to physically distance during this pandemic.



★ March 23<sup>rd</sup> was a very, very special day. A birthday, that with COVID-19 restrictions, was celebrated by the children of one of our well-known member historians. On March 23<sup>rd</sup> **Kenn Lantz** turned 90. Many know Kenn from his work with the Salvation Army and/or his work with the Historic Columbia River Highway and/or his work in researching old railroad right-of-ways (*ground pounder*) and/or a lot of things I am leaving out. Kenn's three kids arranged to have some 100 of Kenn's closest friends send birthday cards to a central address for delivery to Kenn on his birthday. **HAPPY BIRTHDAY Kenn!** (and nice work kids: Kathi, Kristi & Brian!)

▶ WSDOT Point Defiance Bypass February 2021 update: Sound Transit, Amtrak, WSDOT and FRA continue to meet on a bi-weekly basis to track progress towards return to the Point Defiance Bypass. Our hope is that service will be returning to the Bypass this summer or fall. The next step is Amtrak crew qualification, which will occur over a two-to-three-month period. Sound Transit, as owner of the Bypass, is currently reviewing all documentation prior to giving approval to start crew qualification runs. Those runs will likely occur this spring. Once crews have completed required qualification runs on the route, Sound Transit will provide final approval and a date for returning to revenue service on the route.



▶ The March 9<sup>th</sup> posting on the Historic Hood River site ([historichoodriver.com](http://historichoodriver.com)) provides some great statistics on how the archives of the Museum of Hood River County is providing to the public their archival pictures and “crowdsourced history”. For those not familiar with the site, five days a week Arthur Babitz, a Museum volunteer, posts a picture from their archives and provides as much information as the Museum has on the photo. The site then allows comments to be posted with the picture. No subscription or registration is needed to post, just information or a question about the photograph. The Museum digital archives contains more than 20,000 images, almost 2.5 Terabytes of data. 2,600 images have been posted over 10 years with over 3 million views from all over the globe with 20 thousand comments identifying family members or noting clues to the date or location or history. [One of the major benefits of this system is that it puts the photograph out for public viewing and solicits comments about the content. I love Arthur's term and the concept of crowd sourcing history! Anyone know of a similar site for

railroad photos?]

▶ Relief package will reinstate daily Amtrak service. Passenger rail advocates are celebrating a provision in the pandemic relief package, dubbed the American Rescue Plan, passed by the U.S. Senate on Saturday [Mar. 6th] that will restore daily passenger service across northern Montana by summer. A provision included by Montana Senator Jon Tester requires Amtrak to restore daily service along the Empire Builder route within 90 days. **Montana Free Press 3/8/2021.**



▶ The first of six Amtrak locomotives are entering service on the national network with 50<sup>th</sup> anniversary painting. Each P42 locomotive was painted and overhauled at the Amtrak Beech Grove shops. **Amtrak 3/17/2021 news release.**

▶ Daily service on both the Amtrak Empire Builder and Coast Starlight trains return May 24<sup>th</sup>. Full staged restoration of daily service for 12 long distance routes were announced following pandemic-related schedule reductions in 2020. The new schedule has been updated on all Amtrak reservation systems, including Amtrak.com and Amtrak.app. **Amtrak Media Center 3/10/2021.**

▶ On March 22, 1872, the Seattle Coal and Transportation Company begins operating Seattle's first railroad. Established by the founders of the Seattle Coal Company, it is used to carry coal from a dock on the south end of Lake Union to coal bunkers at the foot of Pike Street, on Elliott Bay. The coal arrived from a mine in Newcastle. **HistoryLink Essay 5412.**

▶ Another outstanding **HistoryLink essay 10804** is Hanford's Southern Connection Rail Line that describes Hanford's Southern Connection 12-mile rail line section of railroad through Richland completed in 1950. The line was built in order to provide a second, and more secure, railway line into the Hanford Engineer Works site (later called the Hanford Nuclear Reservation). The line included a new railroad bridge over the Yakima River that is next to the Highway 240 bridge. [www.historylink.org](http://www.historylink.org).



HistoryLink.org

▶ On March 29, 1909, railroad workers lay the last rail of the Chicago, Milwaukee & Puget Sound Railway's line (later named the Chicago, Milwaukee & St. Paul Railway) at Snoqualmie Pass, just in time to carry passengers from Eastern Washington to Seattle for the opening of the Alaska-Yukon-Pacific Exposition. Nearly four million fairgoers will visit the exposition, a world's fair located on the University of Washington campus that will run from June 1, 1909 to October 16, 1909. Fairgoers traveling to Seattle from around the state, country, and world, will mostly arrive by train or ship, since there are few roads crossing the mountains. **HistoryLink.org Essay 9090.**

▶ Rocky Mountaineer is adding rail cars and extending the preview season to November 19<sup>th</sup> for their *Rockies to the Red Rocks* excursion between Moab, Utah and Denver, Colorado. This preview season is experiencing strong sales. They are also delaying the start of their Canadian travel season to June 1<sup>st</sup> in the hopes that Canadian travel restrictions will be lifted by then. **Travel Pulse Canada 3/10/2021.**



ROCKY MOUNTAINEER

▶ Here is yet another reason to put Dunsmuir, California on your visit bucket list.....Dunsmuir's restored 'Lady of the Fountain' unveiled. First erected in 1888 in the Dunsmuir Railroad Yard, Alexander Dunsmuir, a railroad baron from British Columbia, Canada, offered to purchase and install the fountain in exchange for the town naming itself after him. At the time, the purchase and installation cost Dunsmuir \$360. In the 1960s, the weather damaged fountain was dismantled by Southern Pacific Railroad and was stored until a new location could be found. In the 1970s, a new basin was formed near the entrance to the Dunsmuir City Park and the fountain once again flowed. In May of 2019 the restoration process began. **mtshasta news 7/8/2020.**



▶ The Historic Hood River photograph posting for March 11<sup>th</sup> was the 1907 first graduating class of Hood River High School. About 50 students and faculty went via the steamboat Telephone to The Dalles for a debate with The Dalles High School students, the topic: Shall the U.S. Government Own and Operate the Railroads. The boat landing was near Koberg beach and they walked from the school in Hood River to the boat; there was no road.

▶ Remember the June 2019 announcement that TriMet had contracted with Siemens Mobility had won a mid-life overhaul service contract for the TriMet's Type-2 and Type-3 Light Rail Vehicle fleet? Some 79 LRVs are going to be overhauled with 2 done in Sacramento to figure out the process and the rest in Clackamas, Oregon. A check with TriMet March 14, 2021 indicates that the COVID-19 delayed the project and there is currently no solid date for the Clackamas plant to start.



▶ A couple of March updates from the Pacific Railroad Preservation Association:

- A cold water hydrostatic test was accomplished to check for leaks after firebox repairs and reinstallation of the flues and tubes with only minor issues in the firebox were found. The next step is to install newly manufactured superheaters.
- The Autzen Foundation awarded PRPA a \$5,000 grant to install head end power in the Greg Kamholz 105 railcar.

▶ Save the Hope Train Station: A 11<sup>th</sup> hour effort to save the Hope, British Columbia train station from being demolished in March was instigated by some Hope community members. The station was built in 1916. More





information: [www.savethehopestationhouse.ca](http://www.savethehopestationhouse.ca)

► The Salmon Bay Rail Bridge Project, [salmonberryrailbridge.com](http://salmonberryrailbridge.com): BNSF is posting lots of information about this Seattle bridge history and the current project. Some history:

- Great Northern Railroad authorized construction of the jackknife-style bridge in 1912. Bridge spans Salmon Bay and connects the Magnolia/Interbay and Ballard neighborhoods. 1948: counterweight rebuilt. 1980: main operating strut replaced 1995: main drive machinery and motors replaced. 2010: counterweight trunnion bearings replaced. 2013: most recent replacement of movable joints. Timber tie deck replaced multiple times. Common steel maintenance such as replacing stringers and repairing corroded members has occurred throughout the life of the bridge. Operator house has been continuously updated and maintained.



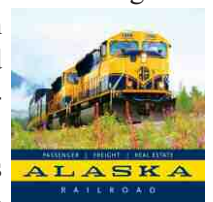
[Note: BNSF originally planned to replace the iconic bridge but has changed to rehabilitation.]

► A little known part, at least to me, of the World War II effort was the importing of Mexican workers to replace the U.S. railroad maintenance-of-way workers that either went to war or went to the more lucrative war product factories. *Bracero Railroaders, The Forgotten World War II Story of Mexican Workers in the U.S. West* by Erasmo Gamboa, University of Washington Press 2016 fills the void for this piece of our history. Some tidbits:

- Over the three-year period of the program, Southern Pacific employed the greatest number of Braceros.
- First group of 6,000 Braceros received contracts for railroad employment in the U.S. between May 10 and June 15, 1943. Southern Pacific received 3,500 of these workers.
- On D-Day in 1944, eight of every ten Southern Pacific track jobs were held by Braceros.
- At the Pacific Fruit Express facility at Wallula, Washington Braceros were 77% of the icing work force during WW II.
- Southern Pacific reported November 1945 that they had 147 separate Bracero worker camps in Oregon.
- Some 300,000 Mexicans were contracted to work on the railroads during WW II.
- The last Bracero departed the U.S. in March 1946.

This book is now in the Chapter lending library.

► The Alaska Railroad has revised their summer train service. The *Coastal Classic*, with service between Anchorage and Seward, and the *Glacier Discovery*, connecting Anchorage with Whittier and Spencer Glacier, will both operate round-trip daily, May 29 through September 6, 2021. The *Denali Star* (which traditionally offered daily bi-directional service between Anchorage, Talkeetna, Denali and Fairbanks) will now offer bi-directional service on Sundays and alternating single-direction service the remaining six days of the week. Between May 29 and September 5, the northbound *Denali Star* will operate Tuesdays, Thursdays, Saturdays and Sundays, while the southbound train will run Mondays, Wednesdays, Fridays, and Sundays. The *Hurricane Turn* flagstop will continue as a merged service on the *Denali Star's* revised schedule. **Alaska Railroad 3/11/2021 news release.**



► I don't veer off topic often in this column but if you know me I am not far from my "litter grabber" doing rounds at ORHC.



The other day I ran across a non-affiliated grass roots developed effort called **Adopt One Block** that is working to clean-up the Portland area. As of March 16<sup>th</sup>, some 2,000 blocks have been adopted with the adopters agreeing to clean up their adopted area about once a week. Absolutely a perfect match for my time and unhappiness with the mess at least Portland is in. Give me a wave or toot if you see me doing my litter thing on my "block" the Highway 26/Zoo exit. More information: [www.adoptoneblock.org](http://www.adoptoneblock.org).

► When the Shelton roundhouse closed to railroad activity the Peninsular Railway & Lumbermen's Museum stepped in and moved many railroad related items including the filing cabinets. These cabinets were full of railroad operations records, communications with suppliers and contractors, equipment maintenance records and manuals. A project is currently underway to catalog and scan the documents. Long term the records will be housed in a future museum facility. **PRLM March 2021 newsletter.**



► Email interchange with Spokane Portland & Seattle Railway Historical Society President Doug Auburg indicates that there will be no Swapmeet this year, the 2021 convention will be in Albany September 10-12 and that they are rolling out a new web site. [www.spsrhs.org](http://www.spsrhs.org).



# As I close up this month, I hope you are also close to or have completed your COVID-19 vaccinations. It is interesting how important a new piece of documentation, COVID-19 Vaccination Record Card, provided by the CDC has become. This may become a form of passport. Stay well and thanks for reading!

# March Membership Call-In Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on March 19, 2021

The March chapter meeting was called to order at 7:34pm by President Mark Reynolds via ZOOM. President Reynolds showed a video of the Union Pacific Steam Shop in Cheyenne WY.

The minutes of the February meeting were called, Doug Auburg made a motion to accept the minutes, Bryan Ackler seconded and the members approved the minutes.

In the excused absence of the Treasurer, Keith Fleschner, no Treasures report was given.

President Reynolds said there will be a meeting with the Albany and Eastern Railroad about the possibility of future railcar restoration.

President Reynolds said Keith Fleschner has been continuing work on the lower side sill on the 6800 car, but has been slowed due to some weather issues. He might asking for assistance in the future in preparing for the final structure work. One of the seats from the 6800 will be sent to the vendor KSU N.A. (Innovative Seating Solutions) in Bellwood, IL for an evaluation and costing of the restoration.

President Reynolds reported that the Chapter will transfer ownership of the Union Pacific caboose to Willow Creek Railroad (another 501 (c)(3) non-profit) and they will arrange for and provide transport to Powerland Heritage Park.

President Reynolds next reported that grant applications will be created by ORHF for the funds to replace the diaphragms on the railcars used in the Holiday Express. He also reported that much welding and structural repair has been done on the turntable bridge, next it will be sandblasted and painted likely by the end of April. He said there are still expenses to be met for the project and ongoing grant requests have been made.

President Reynolds reported that we sent three members to the National Airbrake School which was recently held in Lebanon, Oregon. We can now have our railcar airbrakes tested and certified quickly, on site.

Bryan Ackler reported there was one applicant for 2021 NRHS RailCamp scholarship.

President Reynolds said we are investigating a painting contractor for repainting the Chapter's Alco S-2 locomotive at Powerland Heritage Park.

Ed Berntsen reported that the Library and Archives committee have been working hard to move, update, and reconstruct the storage shelves in room 1 and 1A for better access and safety in case of earthquake or other emergency.

The meeting was adjourned at 9:32pm.

Respectfully submitted by Jim Hokinson, Secretary.

## PILLARS OF HERCULES

by Arlen L. Sheldrake

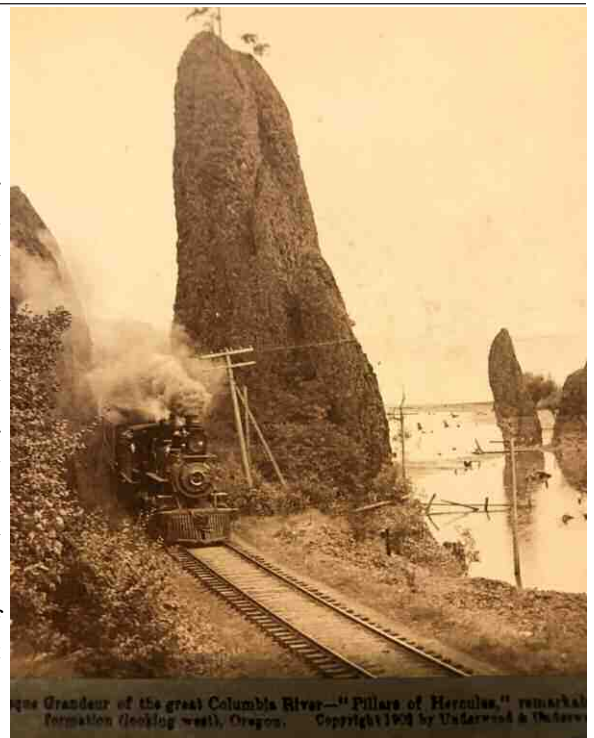
This stereocard was purchased in December by my brother Roger, it was advertised as a Northern Pacific locomotive in the Columbia River Gorge. For sure the Northern Pacific never operated on the south bank of the Columbia River after about 1900, but Roger wondered when the railroad was moved from operating between the pillars.

Member Kenn Lantz responded to Roger's inquiry with: "There was a big project to straighten the line through the Gorge in the 1910 era. There had been complaints by management about the curvature, but the engineers had been told to build cheap and fast. Every degree of curvature slowed trains and the drag used more fuel. The bridges were replaced: Hood River = 1909, Tanner Creek = 1906, Multnomah Creek = 1907, Bridal Veil Creek = 1910, Sandy River = 1906. The needles were a logical move at that time."

And member Lloyd Palmer responded: "The reason the OR&N moved outside the pillars was to get away from the base of the cliffs along that area. When first built the line was placed at the base of the cliffs in many places to take advantage of the available rock for ballast that had fallen from the cliff sides over the years. It turned out to be a problem in that the passengers didn't like the sound of rocks regularly falling onto the tops of the passenger cars while riding up the gorge and it was also a continuous maintenance problem. As a result the grade was moved outward from the base of the cliffs and in this particular area that meant outside of the pillar." There you have it, two reasons for the move.

This stereocard was published in 1902 by Underwood & Underwood card #52. This author fondly remembers growing up with one of these viewers and a pile of stereocards, that produced vivid 3-D images.

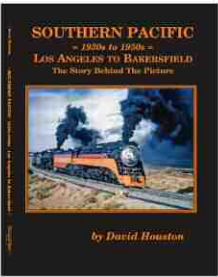
Sources: Roger Sheldrake, Kenn Lantz, Lloyd Palmer and columbiariverimages.com.





## SOUTHERN PACIFIC

### Los Angeles to Bakersfield from the 30s to the 50s

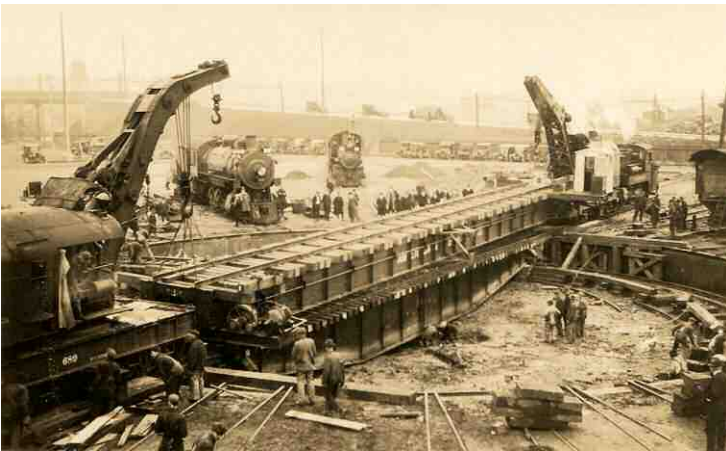


The Story Behind the Picture, Volume 2  
by David Houston  
Four Ways West Publications is pleased to announce our latest photo journalism series capturing the Tehachapis during the big steam and early diesel era, featuring over 52 of the all-time great railroad photographers. Printed in the USA, this 144-page hard-bound book follows years of exhaustive research. Over 450 photos await as you thrill to color and black and white images of the epic battle fought by man and machine vs gravity. The Keeler, Jawbone and McKittrick Branches are covered as well. Available this summer, \$59.95

**Pre-publication sale through the end of April  
\$54.95 plus free shipping within the US.**

For an autographed copy, order from David Houston Photography  
daylightdave4449@gmail.com  
Dealer discounts available through Four Ways West  
Fourwayswest@ca.rr.com

## BROOKLYN TURNTABLE INSTALL 1925



In 1925, Southern Pacific swapped out the 85 foot turntable at its Brooklyn (Portland, Oregon) roundhouse with a 100 foot version, as seen in this postcard photograph. Thanks go to John Sweester for determining the dimensions for the old and new turntables. For more info see:

[wx4.org/to/foam/sp/locations/Brooklyn/turntable.html](http://wx4.org/to/foam/sp/locations/Brooklyn/turntable.html)

## Bill of Lading

Keeping the Tippler Full.....	Page 1
Astoria Station.....	Page 2
Nuclear Fuel Train.....	Page 4
PNW Rail News.....	Page 5
Chapter Meeting Minutes.....	Page 10
Pillars of Hercules.....	Page 10
New Book: Southern Pacific.....	Page 11
Brooklyn Turntable Install 1925.....	Page 11
Officers, Committees & Contacts.....	Page 11
Notable Events.....	Page 12
Mission Statement.....	Page 12

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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

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Don Klopfenstein (1st Term)	2019-2021	503.777.8209
Chuck Fagan (2nd Term)	2019-2021	
Bob Jackson (1st Term)	2021-2023	rjackson@nwrail.com
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

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# **PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 705**

**Apr.08: Chapter Board Meeting:** Open to all Chapter Members. Contact Mark Reynolds at [mark.reynolds@powereng.com](mailto:mark.reynolds@powereng.com) or (503) 523-9740 for call-In & log-In participation information.

**Apr.16: 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 April 16<sup>th</sup>, 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) **881 4104 4825**, followed by (Passcode): **514318**. 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!

**May 21: 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](mailto:backler@ix.netcom.com)

**Check [www.PNWC-NRHS.org](http://www.PNWC-NRHS.org) for updates**

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## **NOTABLE NON-CHAPTER EVENTS**

**Please call or visit website of the organization for the most up-to-date information for these events**

Last published March 2020; Maybe there is light at the end of the tunnel!

- Apr. 2-4 Inland NW Rail Museum, opening weekend, ([nlandnwrailmuseum.com](http://nlandnwrailmuseum.com)), Reardan, WA
- Apr. 3 2021 Easter Eggspress, Chehalis-Centralia Railroad & Museum, ([www.SteamTrainRide.com](http://www.SteamTrainRide.com))
- Apr. 24 Cascade Rail Foundation: Zoom tour of the Milwaukee Road Tacoma Shops, ([www.milwelectric.org](http://www.milwelectric.org))
- May 2 Molalla Train Park opens for Sundays thru Oct. 31, 11 to 4, Molalla, OR, ([pnls.org](http://pnls.org))
- ~~Jun. 20 – 26~~ NRHS RailCamp East ([nrhs.com](http://nrhs.com)) **CANCELLED due to COVID-19**
- Jul. 14 – 17 Union Pacific Historical Society convention, Pasco, Washington ([www.uphs.org](http://www.uphs.org))
- Jul. 24 – 25 The Great Oregon Steam-Up, Powerland Heritage Park, Brooks, OR, ([www.antiquepowerland.com](http://www.antiquepowerland.com))
- ~~Jul. 25 – Aug. 1~~ NRHS RailCamp Northwest ([nrhs.com](http://nrhs.com)) **CANCELLED due to COVID-19**
- Jul. 31 – Aug. 1 The Great Oregon Steam-Up, Powerland Heritage Park, Brooks, OR, ([www.antiquepowerland.com](http://www.antiquepowerland.com))
- Aug. 21 – 22 Snoqualmie Railroad Days – ([www.railroaddays.com](http://www.railroaddays.com)), Snoqualmie, WA
- Aug. 23 – 28 NRHS Convention, Milwaukee, Wisconsin, ([nrhs.com](http://nrhs.com))
- Sep. 10 – 12 SP&S Historical Society convention, Albany, OR, ([www.sps.shs.org](http://www.sps.shs.org))
- Sep. 21 – 25 Northern Pacific Railway Historical Association convention, Missoula, Montana ([www.nprha.org](http://www.nprha.org))

☆ ☆ ☆ ☆ ☆ ☆ ☆ 2022 ☆ ☆ ☆ ☆ ☆ ☆ ☆

TBD Winterail will return in 2022 ([www.winterail.com](http://www.winterail.com))

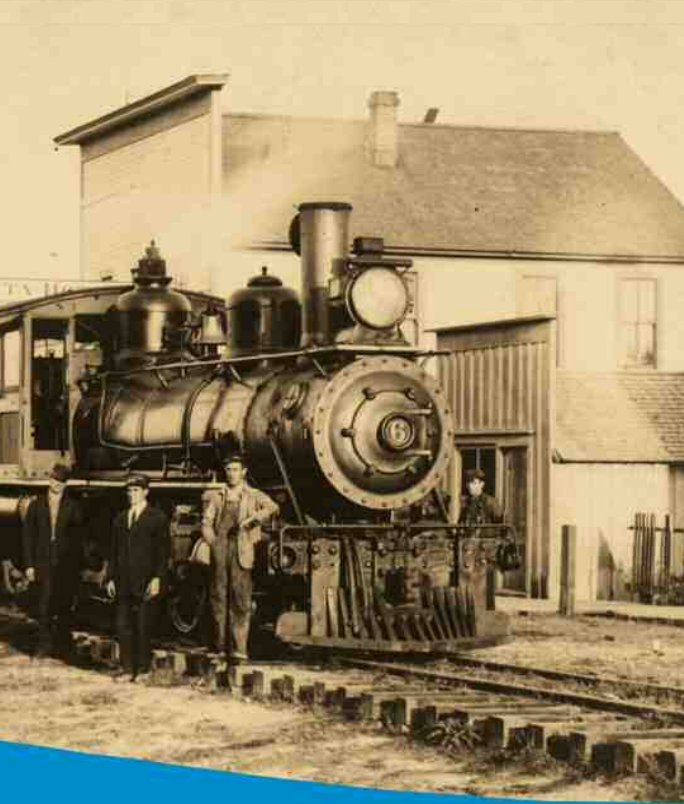
TBD NRHS RailCamp East will return in 2022 ([nrhs.com](http://nrhs.com))

TBD NRHS RailCamp Northwest will return in 2022([nrhs.com](http://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.





## GONE BUT NOT FORGOTTEN

For 41 years the Clamshell Railroad made thousands of trips along the historic North Beach Peninsula. But like so many other small railroads across the country, it struggled to survive as automobiles and trucking lines became more dominant forms of transportation. In 1930, the Clamshell Railroad made its last run.

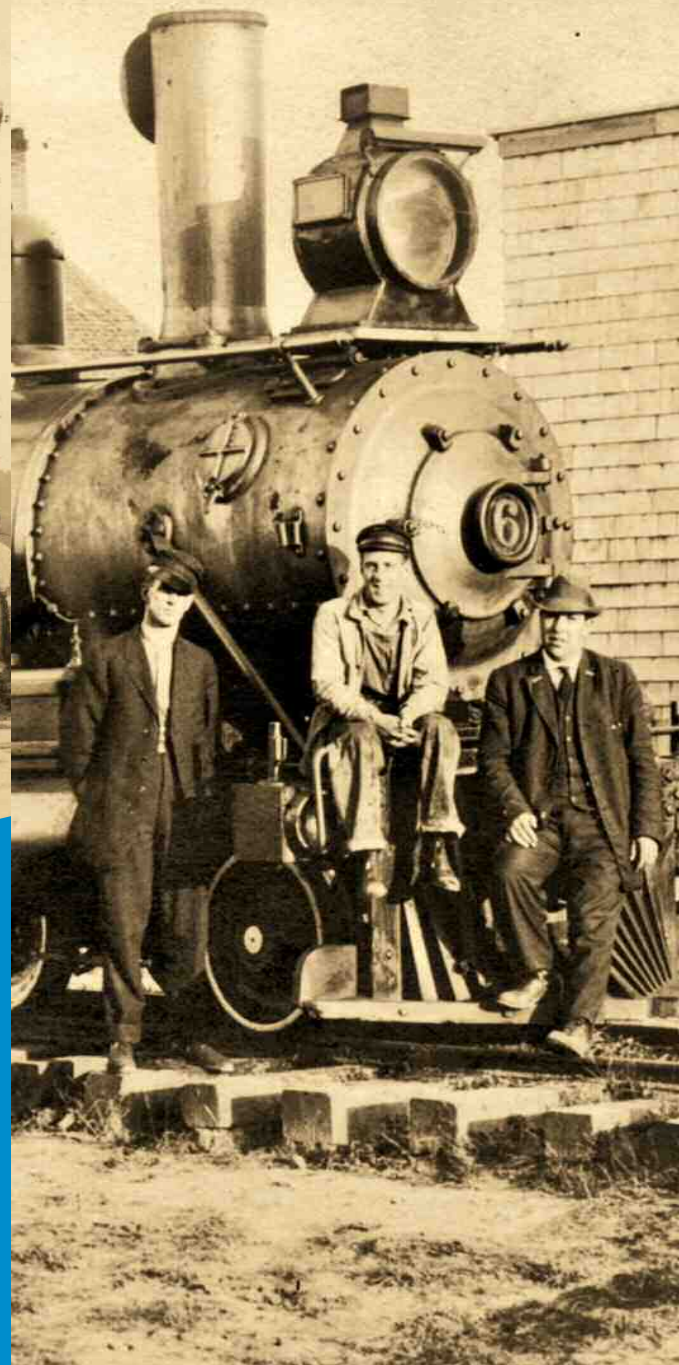
Though the old tracks have been pulled up and the rolling stock sold, present day visitors to the Peninsula still enjoy retracing the route of the vintage train and recapturing a small piece of its history.



## CLAMSHELL RAILROAD DRIVING TOUR



**Ilwaco Railroad & Navigation Co.**  
"The Railroad that Ran by the Tide"



**1900**

The Oregon Railroad and Navigation Co. (OR&N) purchases the railway.



**1908**

New tracks are laid on the east extension and the first train travels from Megler to Nahcotta.

**1920s**

Automobiles become increasingly popular and state highways and ferry service extend to the Peninsula.



**1930**

Last train runs on September 9<sup>th</sup>. Locomotives, cars, and tracks are sold.



## COLUMBIA PACIFIC HERITAGE MUSEUM



Be sure to visit the Columbia Pacific Heritage Museum in Ilwaco to view the historic Ilwaco Freight Depot and original IR&N 1889 wooden Pullman built passenger coach, *NAHCOTTA*.

115 SE Lake St., Ilwaco, WA 98624 • 360-642-3446  
[www.columbiapacificheritagemuseum.org](http://www.columbiapacificheritagemuseum.org)

© Columbia Pacific Heritage Museum, photos courtesy of CPHM

## TIMELINE

**1870s**

Stagecoaches carry passengers and freight along the weather beach.



**1888**

L.A. Loomis forms IR&N and construction begins on the 3.5 miles of track from Ilwaco to Long Beach.

**1889**

The line is finished and regular service starts from Ilwaco to Nahcotta. The trip, scheduled for an hour, usually took longer to accommodate unscheduled stops.





# NORTH/SOUTH LINE

Construction on the railroad began in Ilwaco in 1888 and reached its northern terminus in Nahcotta in 1889.

Directions (in blue) are to sites with Driving Tour signs.

## 1 ILWACO

(PORT OF ILWACO, 165 HOWERTON AVE. TRAVEL NE ON HOWERTON AVE TO PEARL SE. TURN LEFT. TURN LEFT ONTO LAKE ST. SE.)

Construction of the railroad began here in 1888. Driving Tour Signs are located at the Port of Ilwaco boat yard and the Columbia Pacific Heritage Museum, home to Ilwaco's historic freight depot and original 1889 wooden, Pullman built passenger coach NAHCOTTA.

## 2 HOLMAN

Important for its water tower, Holman was a service stop for locomotives to replenish their water supply mid-way between the Nahcotta and Megler terminals.

## 3 SEAVIEW

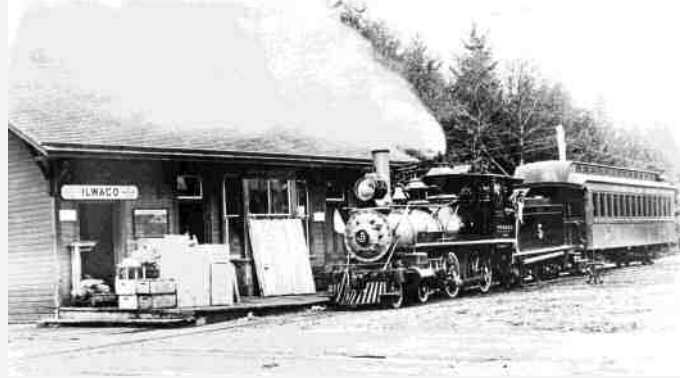
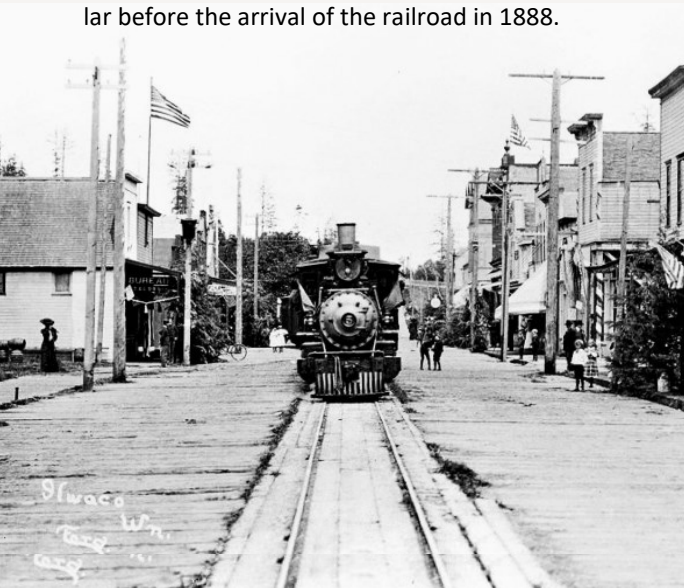
(NORTH ON US-101. TURN LEFT ON 38TH PL.)

Driving Tour Sign at the Depot Restaurant, the only depot still in its original location.

## 4 LONG BEACH

(NORTH ON US-101/WA-103. TURN LEFT ON 3RD ST. SW.)

Driving Tour Sign at the Long Beach Depot. Moved from its original location this depot accommodated the tourist community of Long Beach, already popular before the arrival of the railroad in 1888.



## 5 BREAKERS

(NORTH ON WA-103. TURN RIGHT ON 26TH ST. NE. TURN LEFT ON WASHINGTON AVE. N.)

Driving Tour Sign at the Breakers Hotel. This stop was originally built to accommodate guests who stayed at the historic up-scale destination resort.

## 6 CRANBERRY

A waiting station used mostly for shipping agricultural freight, especially cranberries picked from local bogs.

## 7 LOOMIS

(NORTH ON WA-103. TURN LEFT ON 184TH PL.)

Driving Tour Sign at Loomis State Park. 3 blocks south of Loomis State Park, the Loomis Mansion was a courtesy stop for Lewis A. Loomis, founder of the railroad.

## 8 KLIPSAN LIFESAVING STATION

Intended for sightseeing, special excursion trains brought spectators to this place or to watch weekly drills performed by the station's crews. In more serious situations, trains used this stop to haul crews and boats to marine disasters.

## 9 OCEAN PARK

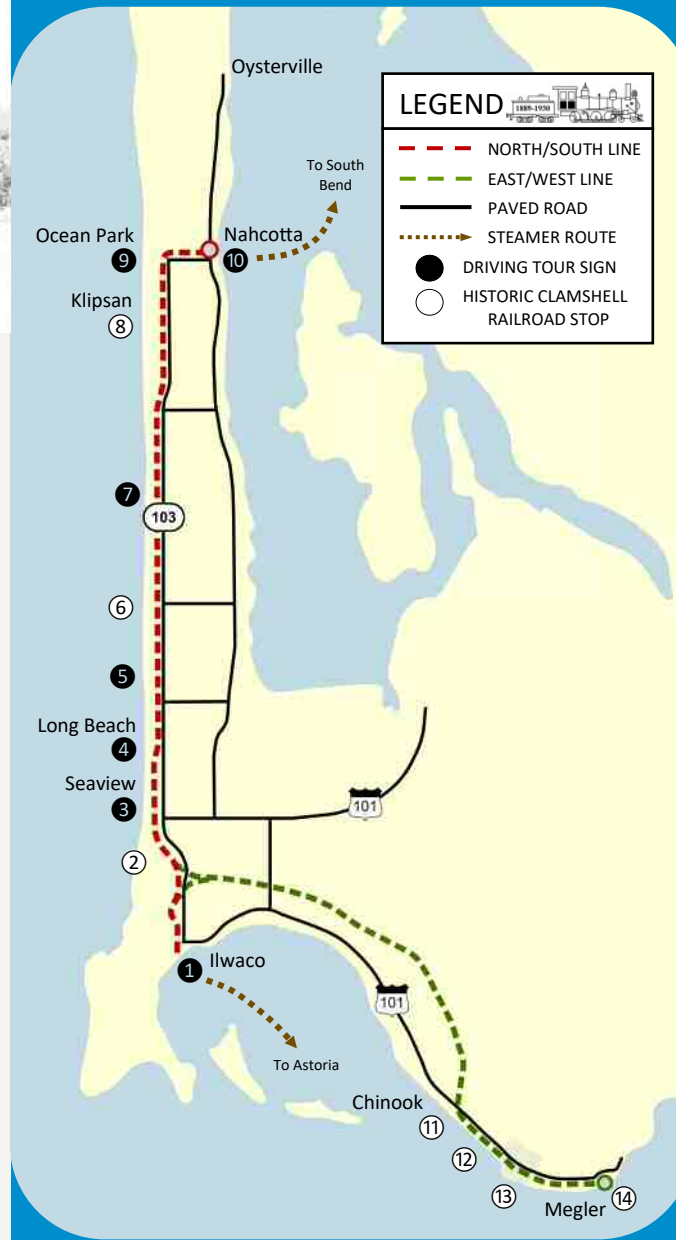
(NORTH ON WA-103. TURN RIGHT ON BAY AVE.)

Driving Tour Sign on the northeast corner of Jack's Country Store. Founded before the arrival of the railroad, Ocean Park was the commercial center of the Peninsula's north end.

## 10 NAHCOTTA

(NORTH ON WA-103. TURN RIGHT ON 227TH PL. TURN LEFT ON SANDRIDGE RD. CONTINUE 2.2 MILES.)

Driving Tour Sign in the parking area of the Nahcotta Post Office. From this northern terminus of the line, passengers and freight were transferred to steamers for the trip to South Bend. Remains of the wharf pilings can still be seen at low tide.



# EAST/WEST LINE

Roughly 20 years after the railroad began it was sold to Union Pacific who established an east/west line to bring the railroad to deep water at Megler.

## 11 CHINOOK

The railroad depot that served the community of Chinook was situated one block off the highway on Chinook Valley Road, built in part on the roadbed of the old line.

## 12 FORT COLUMBIA

The railroad depot at Ft. Columbia was used by the U.S. Army to transport supplies and personnel to and from the fort. The tunnel under Fort Columbia was created by the railroad between 1907-1908 and later altered in the 1930s for automobiles.

## 13 MCGOWAN (MIDDLE VILLAGE/STATION CAMP)

Once a traditional Chinook village site was later used as a temporary camp for Lewis and Clark and later a cannery owned by the McGowan family. The railroad stop that became part of the McGowan community grew up as a result of this cannery.

## 14 MEGLER (REST AREA)

Completed in 1908, 20 years after the railroad began, the Megler terminal provided a deepwater terminus for the line. With its dual-tracked wharf extending several hundred feet into the Columbia River, steamers from Portland and Astoria could schedule regular trips, no longer requiring the railroad to run by the tide.



## WHY CLAMSHELL RAILROAD?

In 1900, the Ilwaco Railway and Navigation Company was acquired by the much larger Oregon Railway and Navigation Company. In 1903, a newspaper reporter was dispatched to inspect the line. Unimpressed with the small railroad, he muttered, "Hmph! Clamshell Railroad" and the name stuck!