

The *Celebrating 60+ Years* Trainmaster

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LAST SOUTHWARD COAST STARLIGHT VIA POINT DEFIANCE LINE



Amtrak Coast Starlight 11 on Nov 17, 2021 at Titlow, WA. *Trainmaster* Staff photo.

Amtrak Train 11, the last southward *Coast Starlight* via the Point Defiance Line, pulled by engines Amtrak 153 and 163 with 10 cars and a single level baggage car on rear. The photo was taken as the train passed Titlow WA, on BNSF Railway [ex-Northern Pacific (NP) -1914] Point Defiance Line on 10:53 a.m. Nov. 17, 2021. Starting Nov. 18, all scheduled passenger trains resumed operation via (Sound Transit) Point Defiance Bypass route, Tacoma to Nisqually WA via South Tacoma, Lakeview/Lakewood, and DuPont WA after improvements were made following fatal overspeed derailment of Amtrak train 501 near DuPont WA which occurred on Dec. 18, 2017.

Both the 1950 and 2007 Tacoma Narrows highway bridges are visible in left background of photo. A remnant of the 6th Avenue auto ferry dock, in operation from 1925-1950, shows at left. The former NP Titlow (Sixth Avenue) depot was located behind white gates shown at right.

The *Coast Starlight*, which has operated continuously since Amtrak's formation in 1971, was the first to offer direct service between Seattle and Los Angeles as an entire train. Its name is a combination of two prior Southern Pacific (SP) trains, the *Coast Daylight* and the *Starlight*. Before the formation of Amtrak, no passenger train ran the entire length of the West Coast. The closest equivalent was the SP's *West Coast* and *Cascade* between Los Angeles and Portland with through cars to Seattle via the Northern Pacific, Great Northern and Union Pacific pool trains.

Coast Starlight 2019 ridership was 426,029 passengers, with peak ridership occurring in 2013 with 479,522 passengers.

AIRPLANE ON THE SUMMIT or the Airplane That Became A Train

by Donald J. Henderer, former SP Conductor as told to Steve Coons

Well here we are at Cascade Summit, the date is the winter of 1955 and I am Conductor on a work train. As we come up the main line, believe it or not here is an airplane on the eastbound siding and we didn't have orders for a meet with him!!

Well, what had happened is that the pilot ran into a real bad storm and was forced to land, and the only place that looked good was the cleared-off railroad right-of-way, so he set it down there. (It was one of those Piper Clubs that could just about land on a postage stamp.) There was a section crew close by, and the pilot got them to help him and they pushed the plane clear of the tracks.

Now the pilot didn't quite know what to do, he thought he might have to leave the plane there all winter or take it apart and haul it out on a truck, but Trainmaster Charley Riedel showed up, and he also was a pilot, so the pilot and Charley put their heads together and decided to fly that plane out of there!

Now get this, first Charley Riedel came up to me and had us run the work train up and down the siding a few times to clear the rails. The section gang brought up their motorcar and two push-cars to where the plane was sitting. They nailed some timbers to the first push-car floor so the plane's wheels would have something to push against, built a short timber ramp and rolled the plane on the push car. Then they lifted up the tail of the plane and rolled the other push car under it. After they chained the two push cars together, the motorcar pulled the whole ensemble to the west end of the eastbound siding. There they took the push car out from under the tail. The pilot had about five thousand feet of runway! No, he is not going to take the push car with him! Down at the east end of the siding, there is a spur that had a big dirt pile at its end, so with the switch lined for the spur, this will take care of the car.



The Airplane near the Rails in 1955

With everything ready, the pilot got in his plane and started it up. When the motor was warmed up, he had the section gang grab hold of the tail and hold on while he got the motor revved up. When the motor was really buzzin' he waved and everybody let go. Down the track he went holding the plane down on the push car until he got up enough speed to lift-off and away he went!!

Just unbelievable!! The push car? Oh yes, it ran down the siding, went into the spur, hit the dirt pile and went end-over-end, and all it did was break one floorboard and scratched it up a bit.

[Article and photo provided to *The Trainmaster* in June 2021 by member Steve W. Coons, Yoncalla, Oregon. Photo by D.J. Henderer, winter of 1955.]



LITTLE GIANT

A visit to the Oregon Coast Scenic Railroad (OCSR) in Garibaldi on August 19th found this new to OCSR rail crane that recently was donated by Rick Franklin Corporation. This crane will come in very handy as OCSR works to maintain their many trestles. Text and photos by Arlen Sheldrake.



WWV 770 ARRIVES AT NORTHWEST RAIL MUSEUM AND No. 201 ON WAY TO ELY, NEVADA



And it was almost 20 years ago that the first part of the locomotive swap became a gleam in the eye of Northwest Railway Museum director Richard Anderson, when he was at a conference and ran into Mark Bassett, president of the Nevada Northern Railway Foundation.

The locomotive Northwest Railway Museum gets, previous Walla Walla Valley Railway (WWV) No. 770, as part of the deal was built in New York, but it's a little bit older, and, unlike the 201, it has a direct local connection.



“Part of this whole transaction is this smaller locomotive that is more significant to Washington state history is moving up to the museum here,” Anderson said. “It’s also built by the American Locomotive Company, or ALCO for short, but was delivered here in February or March of 1940.”

Along with its local pedigree, the smaller locomotive – also known as the “125” – has other interesting aspects to its history. “It was only the second diesel locomotive on the Northern Pacific, and it switched the docks along the Seattle waterfront,” Anderson said, and also served at King Street Station. And then later it was sold to the Walla Walla Valley Railway in Walla Walla, so they could dieselize their electric railway.

NP 125 (1st) – ALCo s/n 69236 Built Feb 1940 - 660hp Model HH-660 – to NP subsidiary Walla Walla Valley Railway as WWV 770 Jan 1949; to Port Longview (Wash.) to switch Continental Grain elevator; sold approx 2011 to Northwest Railway Museum; Arrived Snoqualmie (Wash.) Nov 3, 2021. Photo by Jonathan Fischer

After years of planning, what the Northwest Railway Museum is bidding farewell to is a RSD-4 six-axle road switcher built by the American Locomotive Company (ALCO) in Schenectady, New York, in 1951. This 1600 hp unit is the last surviving RSD-4.

The final destination for the locomotive – which will be carried by massive truck – is Ely, Nevada. That’s home to the Nevada Northern Railway Foundation, and it’s where the brand-new locomotive was originally delivered 70 years ago.

“It was purchased by [a mining company known as] Kennecott for operations on the Nevada Northern Railway in Ely, Nevada, to haul the ore trains from the copper mine in Ruth to the smelter in McGill,” said Mark Bassett. “The locomotive was purchased in 1951 to replace the steam locomotives, and it has managed to survive now for 70 years.”

“What we want to do is bring it home,” Bassett said, and restore it.

The 1951 locomotive – known as the “201” – was donated to the Northwest Railway Museum in Snoqualmie in 1984, where it was used for years to haul their popular excursion trains.



ALCo RSD-4 Locomotive No. 201, built 1951 with a total weight of 286,000 lbs, is headed for Ely Nevada. Photo by Jonathan Fischer

References: mynorthwest.com/3217769/vintage-locomotive-comes-home-to-northwest-railway-museum/ by Felix Bankel, Nov. 3, 2021. www.trainmuseum.org/index.php/kennecott-copper-corp-alco-rsd-4

November Membership Call-In Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on November 19, 2021

The November, 2021 membership meeting was called to order at 7:30pm by President Mark Reynolds. The minutes of the October meeting were called, Mark Reynolds made a motion to approve the minutes and the membership voted in favor.

In the absence of the Treasurer, no Treasurers report was given. George Hickok reported that the 2020 Federal 990 as well as State CT-12 non-profit tax forms have been filed.

Mark Reynolds reported that the negotiations at ORHF on the model railroad donation and exhibit are continuing. The ORHF board has requested proposals if any other groups are interested in space on the second floor addition which will also house the model railroad. Forty percent of the proposed second floor space is available. The chapter is interested in space for Library/Archives. Arlen Sheldrake noted that we need to move quickly on the request and President Reynolds will make contact. Jim Thomas is the head of the second floor committee. President Reynolds then reported that there was no new news from the Turntable Committee except that fundraising continues.

President Reynolds noted that more Holiday Express volunteers are needed especially evening car hosts. Ticket sales have been good with about eight thousand sold to date. Masks are required (as per TSA regulations). Most of the decorations have been done. The tent and food arrangements are about the same as previous years.

For the annual chapter elections, George Hickok and Trent Stetz are making the ballots to be mailed to all members, along with the 2022 annual budget approval information. Jim Loomis will again tally the election results.

For the Train Toys for Tots program, cash donations are accepted, make checks payable to PNWC and mail to the P.O. Box. More information will be included as an insert in the next *Trainmaster*.

Arlen Sheldrake requested update on the air conditioner status in rooms 1A. George Hickok said he is waiting to hear back from the City of Portland. [Editor's Note: Prosper Portland is the managing city organization for the building]

Michael Byrnes inquired if there was any update on the Albany And Eastern Railroad's potential interest in the Chapter's two Budd RDC cars. President Reynolds said he will confer with Rick Franklin. Mr. Byrnes asked why the board minutes were not in *The Trainmaster*. President Reynolds offered maybe a synopsis? However, items discussed at the board meetings are also presented to the general membership at the membership meetings. Mr. Byrnes then said on the membership application/renewal on website noted that the member had to check a box that they will abide by the chapter bylaws. Trent Stetz is formatting the bylaws and they will be added into the member-only portion of the Chapter website so that they are available to members, as suggested by Rolf Schuler. Mr. Byrnes then pointed out that there is a sign on rooms 1 that the Library/Archives are open by appointment. Bruce Strange replied that the rooms are not presently open to the public due to construction. Mr. Byrnes then asked that the book, *Steel Over The Willamette*, be offered on Amazon or Ebay. That will be looked into. Mr. Byrnes then asked about getting back to face-to-face chapter meetings, and space at the church, ORHC, or other. President Reynolds said contact will have to be made at the church to find out when they may be available after construction, and other places will have to be investigated. There will probably not be a face-to-face chapter meeting until at least February, 2022.

Steve Rippeteau offered a thank you to Trent Stetz on his article on the Salem depot.

Trent Stetz has given a talk to young children (and parents) at the Port of Kalama Interpretive Center at their library storytime, about railroads, and especially the NP 1727 on display there, which was well received.

Arlen Sheldrake said there was no new update on the Zoo Railway. [Editor's Note: See Page 11 for more recent update]

The meeting was adjourned at 8:30pm. Michael Byrnes then hosted two videos; one made by Jim Abney of the 1971 trip by the Flying Scotsman Train tour in the Americas, the second video was an overview of the Flying Scotsman anniversary in 1968.



Trent Stetz at Kalama

Respectfully submitted by Jim Hokinson, Secretary.



CHAPTER CAR 6800 SIDE SILL REPLACEMENT

A Nov. 16th photo by Bryan Ackler shows the lower side sill replacement tube in place ready for final welding. Car PNWC 6800 was built in 1950 by American Car and Foundry. It was originally built as a GN diner-observation-lounge car. It was converted to a coach car in 1963 and seats 68. MUCH THANKS to PNWC Members Keith Fleschner, Pete Rodabaugh, Mark Reynolds, Bryan Ackler, David Cautley, Phil Barney, Dale Birkholz and Trent Stetz for their efforts on this project.



PNW RAIL NEWS

by Arlen L. Sheldrake



► **Plan to Strengthen the Portland Metro Levee System Approved:** For the last three years, we have been working with the US Army Corps of Engineers to complete a congressionally authorized feasibility study of the local flood safety infrastructure. The final study, which includes the Corps' recommendations to make the system more reliable and resilient for the next fifty years and beyond, was recently approved by the Chief of Engineers, marking a major milestone in our efforts to secure federal funding for levee improvements. Next, the study will go through additional review to determine if it will go to Congress for authorization and funding. If approved, the recommended improvements will:

- Address points of weakness that could result in levee breaches or overtopping
- Reduce the risk of internal flooding
- Build a levee next to the railroad embankment that breached in 1948 leading to the destruction of the City of Vanport and displacement of more than 18,500 people.



Multnomah County Drainage District 10/12/2021 email.

- The Portland Tribune's lead article November 17th: *HELL AND HIGH WATER*, by Jim Redden, noted a newly created agency works on plan to avoid a catastrophic Columbia River flood. The top of fold picture shows a Union Pacific intermodal traveling over the embankment that failed in 1948 leading to the Vanport Flood. The new agency, Urban Flood Safety & Water Quality District, will eventually combine drainage districts and expand the ability to fund this project. Election of a new board is expected in 2025.

► Following the fire that destroyed the town of Lytton, BC on 30 June 2021, the Transportation Safety Board of Canada (TSB) conducted significant investigative work to determine if there was a definitive connection between railway operations through Lytton, BC and the fire that destroyed the town. The TSB investigation has not revealed any evidence to link railway operations to the fire. Therefore, unless new information establishes that a TSB reportable event occurred, no further work will be performed and no TSB investigation report will be produced. The wildfire remains under investigation by BC Wildfire Service and the RCMP. The fire was in the vicinity of mile 98.3, Canadian National Ashcroft Subdivision. **Transportation Safety Board of Canada 14 October 2021 news release.**



► Tiger Cool Express has signed a letter of intent to acquire Union Pacific Railroad's former Cold Connect warehouse and develop an adjacent intermodal ramp in Wallula, Washington. The envisioned Tiger Tri-Cities Logistics Center will be designed to benefit the agricultural community in the three-state region by providing cost-effective and environmentally benign transportation capacity. Initially, the service is intended to be offered between Wallula and the Northwest Seaport Alliance on-dock facilities for dry and reefer exports (in ISO equipment), as well as between Wallula and Chicago (and beyond) with Tiger Cool Express refrigerated domestic containers and Union Pacific refrigerated boxcars. Service scope is expected to eventually expand into other markets, such as the I-5 corridor and Mexico. **Progressive Railroading 10/13/2021.**



Frederic "Fred" T. Dorsett

August 2, 1930 – August 26, 2021

An active chapter member in the 1970s and 1980s.

RIP Fred

► Samantha Frances Brooks was sentenced on October 8th in U.S. District Court to six months in prison followed by four months of home monitoring and three years probation. Whatcom County Sheriff's deputies observed the 24-year-old and another woman near railroad tracks west of Bellingham late November 28, 2020. Officers found a shunt that could interfere with railroad signaling installed on the tracks and arrested the pair. The jury found 28-year-old Ellen Reiche guilty of the same charge and she'll be sentenced in December. **Progressive Railroading 10/13/2021.**

► **A question about lumber**, from Pedro Rezende, Vespasiano, MG, Brazil; the answer: As a former short line owner and an owner of a forest products reload in Oregon this is how it works. Most Douglas fir and West Coast hemlock from Western Oregon is shipped unwrapped and green. Most other species are kiln dried and shipped with wrapping. This type of lumber is generally shipped on 73-foot centerbeam flatcars. Most timbers are shipped as unwrapped lumber on the same type of centerbeam. There is not a lot of lumber being shipped in boxcars. Most panel products move in boxcars. Lumber from British Columbia is generally kiln dried and is referred to as SPF (spruce, pine, fir) and it is generally wrapped when shipped. **Mike Root, Saddlebrook, Arizona, Trainorders.com 10/16/2021 posting.** [Thanks Mike for this useful information for

us *Trainorders*, ORHC Docents and TM readers.]

► Planning is underway for the Junction City, Oregon sesquicentennial in 2022. Junction City was incorporated on October 29, 1872 but the celebration will probably be earlier in the year for better weather. A Mayor's steering committee is working on the plans. A 6th Avenue (the former route of Pacific Highway) street fair may emerge as the location. "...across the plains we came, then the trains brought the Danes." Stay tuned. [And no, our 418 interpretive sign remains yet to be installed, now hoping that it happens before this event.]



► The summer issue of The Stump Dodger newsletter published by the Sumpter Valley Railroad Restoration, Inc. included an article, From the Secretary's Desk Summer 2021, written by chapter member Alfred Mullett that he will be stepping down from his six-year position as the organization's secretary. Alfred is heading home across the pond but promises to keep tuned into the rail operations of the Sumpter Valley Railroad. Bon voyage Alfred!

► The Peninsular Railway and Lumbermen's Museum in Shelton, Washington is in talks with the Pacific Northwest Railroad Archive in Burien to partner up in preserving the Simpson Railroad archival materials. **PRLM 10/13/2021 blogposting.**

► TransLink has proposed quadrupling the size of Vancouver's BC existing 100km rapid transit network by an extra 210km in a Regional Transportation Strategy (RTS) released on October 12. The RTS includes:

- The already confirmed Surrey – Langley SkyTrain extension.
- UBC SkyTrain – extension from Artubus to USC
- Port Coquitlam Skytrain – a possible 2km extension.



The proposal is out for final public review with TransLink board and Mayor's Council approvals in early 2022. **International Railway Journal 10/21/2021.**

► An October 24th *Trainorders.com* posting on the Passenger Trains forum included a September 11th photo of the Amtrak Empire Builder going through the passenger car wash in Seattle. My question: How is the Portland section washed?



► Oregon Rail Heritage Center (ORHC) Update: 

+ As I reviewed with Doyle McCormack the October 25th *Trainorders.com* posting by SR Bush about his experience firing the 4449 during the American Freedom Train move from Greensboro to Charlotte, North Carolina on October 25, 1976 he confirmed that the teamwork between steam locomotive engineer and fireman is critical and that non-verbal communication was required. Two major reasons, the noise in an operating steam locomotive and the usual cab crowds during AFT moves. Doyle confirmed that if communication was needed, he would tap the small air horn valve.

+ On October 28th the OR&N 197 / UP 3203 smokebox cover was closed. Stay tuned for breaking news.....

+ Added to the free material rack: TriMet WES Commuter Rail trip planner. The TriMet System Map effective September 5, 2021 replaced an older version.

+ The Holiday Express consist decorating parties began in late October with a beautifully done *Greg Kamholz*, PRPA No. 105 done by the Jim & Linda Vanderbeck and the Friends of 4449 Round End *James Gilmore* being done by Ron McCoy & Christopher Bowers. The 105 is also known as Santa's car.

+ Get your pictures now of the NKP 324, Doyle's Alco RSD-5, one of two in existence. Move inspection #1 was done by BNSF staff on November 2nd.

+ During the week of October 25th Jacob Frazier and Forest LeCain cleaned the rust out of the 4449's tender... seems there is always something that needs doing on a steam locomotive.

+ The November issue of Turntable Talk included a description of project lead Karen Karlsson who is also an ORHF Board member. Also noted in the publication is the expected pit dig in Spring 2022 as well as continued fund-raising efforts as the listed \$1 million shortage continues unchanged since reported in the March issue.

+ A *Travel Portland* article on September 30th by Eric Gold hyped ORHC but with some glaring errors: 1) yes, open Saturday & Sunday but also Thursday & Friday; 2) bordered by 3 modern rail lines, yes but also MAX making 4 (name another rail museum that is surrounded by 3 different modes of steel wheel transportation); 3) a quote from Phil Selinger – Executive Director, he has been gone for multiple years and multiple EDs. Received a nice response on November 8th to my message November 4th pointing out the errors. Corrections to the article have been made.

+ The Oregon Pacific Railroad is planning to resume Saturday passenger train runs out of ORHC when Oaks Amusement Park opens for Spring Break 2022. The noticeable lack of refrigerator cars on the OPR at East Portland Junction is due to Americold using trucks because they can't get rail cars.

+ The UP 96 has been moved indoors to eliminate the need for winterization and keep it operational.

+ Planning is underway for the second floor with an architect hired. Some 60% of it will be devoted to the donated Stillson River O-gauge model layout. Partner organizations are being encouraged to suggest uses and funding for the other 40%.

+ On November 16th the ORHF Board adopted a very ambitious *2021 Vision/Strategic Plan: Looking ahead 10 years*. Stay tuned for more information.

+ Major diaphragm work is being done on the Friends of 4449 passenger and other Partner Group's equipment.

► Greenbrier cofounder Bill Furman is retiring as CEO in March but will remain executive chairman until September 2022. Furman, 77, helped found Greenbrier in 1981 and has been the company's CEO for the past four decades. Lake Oswego-based Greenbrier manufactures barges and railcars, producing some of them through its Gunderson subsidiary in Portland. The company, which has 650 Oregon employees, is navigating a turnaround after a steep falloff early in the pandemic. **The Oregonian 10/27/2021.**



Robert Euisung Kim

August 30, 1955 – October 3, 2021

Some of us knew Robert as the long-time owner of Trakside Café at Portland's Union Station. Robert's son Paul (an Amtrak Ticket Agent at Portland's Union Station) reports that his father passed from COVID-19 after many days in the hospital. RIP Robert.

► On September 25, 2021, about 3:47 p.m., local time, westbound Amtrak train 7 (also known as the Empire Builder) carrying 154 people derailed in a right-hand curve at milepost 1014.57 on the BNSF Railway Hi Line Subdivision near Joplin, Montana. As a result of the derailment, 3 passengers died, and 44 passengers and crew were transported to local hospitals with injuries. Damage was estimated by Amtrak to be over \$22 million. Amtrak train 7 consisted of two locomotives and 10 railcars. Eight of the 10 railcars derailed with four railcars derailing on their sides. The locomotives and the first two railcars remained on the rail. Weather was clear with no precipitation at the time of the accident. The train was traveling between 75 and 78 mph when the emergency brakes were activated.

Future investigative activity will focus on track and engineering, equipment, survival factors, and passenger railcar crash worthiness. Parties to this investigation include the Federal Railroad Administration, Amtrak, BNSF, the Brotherhood of Maintenance-of-Way Employees Division, the International Association of Sheet Metal, Air, Rail and Transportation Workers – Transportation Division, and the Brotherhood of Locomotive Engineers and Trainmen. **NTSB Release 10/26/2021, Accident No. RRD21MR017.**

• Amtrak officials were in Montana over the weekend to thank the townspeople of Chester – a remote community along the former Great Northern Railway – for their help in September when the Empire Builder derailed, killing three and injuring scores more. On November 14th Amtrak officials thanked the townspeople in person and made two large donations: \$50,000 to the local Red Cross and \$50,000 to the town itself. They also gave certificates of appreciation to local residents. **Railfan & Railroad Magazine posting 11/17/2021.**

► Nationally recognized Pacific Northwest artist J. Craig Thorpe has a new poster available from the Amtrak Store celebrating Amtrak's 50th anniversary. The 18" x 24" poster is titled *Celebrating 50 Years of Amtrak – 1971 – 2021*. This is yet another great poster from this talented artist. store.amtrak.com [My October order included free shipping!]



► During November the Portland Water Bureau did additional testing for the revised Willamette River Crossing route. The inner eastside work area was north of ORHC on SE 3rd Avenue and Stephens Street. Construction of the bored pipeline is expected to begin in the summer of 2022 using the laydown yard immediately west of ORHC. The project will make the westside Portland water supply more seismic resilient. **Portland Water Bureau 10/28/2021.**



► With apologies to member Steve Coons, the articles he sent to me earlier this year have now finally have been uncovered and gone to editor Trent Stetz for possible inclusion in future *Trainmasters*. The articles:

- ◆ Airplane on the Summit, *or the airplane that became a train* (with photo)
- ◆ Black Night at Armet
- ◆ Theodore R. (Teddy) Roosevelt at Drain, Oregon – April 5, 1911 (with photo)

One of Steve's mailings included this note: "Lloyd Palmer is a good friend of mine. Lloyd, Scott Pirie, Todd Montgomery have walked some trackage. The last trip, we four went down in Cow Creek Canyon, left our transport at Old Brandt siding location, and walked back to tunnel #5, one of the "new tunnels" built when O&C had the "big slide" in 1890, and had to relocate the mainline." Thanks Steve!

► Last month's *Trainmaster* article about Bob Melbo's well deserved ODOT Lifetime Achievement award is being noted in the ODOT employee newsletter by Shelley Snow, Strategic Communications Coordinator - Director's Office, ODOT. Always good to have our excellent *Trainmaster* recognized.

▶ The 2022 BNSF calendar again includes some great photos including these from the PNW:

- Cover - loaded grain train on the Scenic Subdivision.
- June - Nason Creek, Washington, westbound intermodal.
- November - Empty oil train through the Columbia Gorge at Trinidad, Washington.



▶ A *Trainorders.com* thread posting October 31st, SP 4449 in post-AFT Colors Oakland Passenger Yard April 1977 included a picture of a VERY dirty 4449 and story. Seems the 4449 was headed northbound with a malfunctioning Amtrak diesel locomotive that required full steaming through multiple tunnels. This created a steam cleaning effect on the years of diesel grime on the tunnel ceilings. The posted picture is truly grim. A side note is that a missing Fireman side cab window on the 4449 also resulted in this grime being deposited on the engine crew as the 4449 now had an un-enclosed cab. [While math is not my strong suit, the 4449 spent 17 years in SP service; and 63 years and counting owned by the City of Portland. Another side note, SP engine crews that transited many tunnels took to packing masking tape to seal window leaks for the same reason.]

▶ The new Pacific Northwest Rail Archives Executive Director Jonathan C. Fischer has been added to the electronic complimentary Trainmaster distribution list. Welcome Jonathan!

- I hope Trainmaster readers are enjoying the well written quarterly updates from the Pacific Northwest Railroad Archive as included with the November issue. I continue to believe and support this type of cooperative effort. Donations: www.PNRArchive.org/ 425 SW 153rd Street, Burien, WA 98166. [Did you note the picture of the SP&S 865? A sister to the Northwest Rail Museum owned 866 that someday some of us hope to get to ORHC.]

▶ Oregon International Port of Coos Bay news:

- ◆ Port of Coos Bay enters into purchase and sale agreement (PSA) to acquire the former Georgia Pacific Mill site. The Portland current owner, CDC, Inc. of St. Louis, Mo have negotiated the terms of the PSA. The Port's intent in this acquisition is to rehabilitate the site and return it to service, utilizing the facility for the movement of goods and commodities through maritime, rail and trucking for both domestic and international markets. With the PSA fully executed, the Port and CDC, Inc. will now enter into a 60-day due diligence period with the intention to finalize sale before the end of the year. This project has been championed by both State and Federal Legislative delegations. Congressman Peter DeFazio fought to include funding in the amount of \$4.5MM in the reconciliation bill. These funds will be utilized to build out rail infrastructure on site, as well as to conduct improvements to the wharf infrastructure. Senator Dick Anderson and Representative Boomer Wright were both instrumental in securing funding to acquire the property through the Coronavirus State Fiscal Recovery Fund, both allocating \$2MM respectively. **Port of Coos Bay 10/25/2021 news release.**

- ◆ November 1st marked the third anniversary of the Port bringing operation of the rail line in house! Although the Port has owned the line for over a decade, rail service was previously contracted with a third party operator. Since the Port took over operation of the line in house three years ago, the run time between Coos Bay and the UP yard in Eugene has decreased by almost two hours! We will keep making incremental improvements to our infrastructure to ensure that businesses in the region have access to safe, reliable, and affordable freight service. The CBRL is seeing continued growth and increased rail volumes. From the last two quarters of 2020 to the first two quarters of 2021, the rail volume has increased 20.5%. **Port of Coos Bay 11/1/2021 Facebook posting.**



- ◆ Coal Bank Slough Bridge: An updated construction schedule has been provided to the Port by the contractor. Mobilization to the site will begin in the latter part of November and construction will commence on or about December 12th. Once the bridge is taken out of service, the contractor will have 90 days to remove the existing Bridge, construct the new bridge, and place the new bridge in service. Legacy Contracting Inc. has been awarded the \$5,184,350 contract. **Port of Coos Bay 11/9/2021.**

▶ The December issue of *Trains* magazine included an article *Transcontinental Legacy* by Robert W. Scott that describes the Meeker Southern Railroad that runs from Meeker on the East side of Puyallup five miles to McMillan. The track is part of the former original Northern Pacific mainline. Meeker Southern is owned by the same corporation that owns Ballard Terminal Railroad in Seattle.

▶ BNSF Inside Track 11/4/2021: BNSF is hiring in Washington & Oregon, Northwest Division –

- * Conductor Trainee, Klamath Falls, OR & Intermodal Equipment Operator, Seattle, WA

▶ Holiday train rides return to Oregon railroads for 2021 season, *The Oregonian* 11/01/2021:

Holiday trains are back on track around the Pacific Northwest, with family-friendly excursions departing on scenic, historic railroads across the region: Holiday Express (ORHF, Portland); Mt. Hood Christmas Train (Hood River); Candy Cane Express (Oregon Coast Scenic Railroad); Polar Express Train (Chehalis-Centralia Railroad); Santa Holiday Train Ride

(Chehalis-Centralia Railroad); Santa Train (Chelatchie Prairie Railroad). MIA: Candy Cane Express, Santiam Excursions (Lebanon OR); Christmas Night Full Run, Sumpter Valley Railroad, McEwen, OR; others?

The article included a nice picture of the 4449 in HE decorations.

► The Burke-Gilman Trail will, after a 20-year delay, get the last 1.4-mile gap constructed with a new revised plan that avoids relocating a half-mile of tracks owned by the Ballard Terminal Railroad Co. Construction could start in late 2022 or early 2023 for an estimated seven months. The missing link of the Burke-Gilman Trail is in Seattle's Ballard neighborhood. The 19-mile Burke-Gilman Trail is a rail to trail that runs from Seattle to Bothell mostly on the former Seattle, Lake Shore and Eastern Railway. **The Seattle Times 11/1/2021.**

► Last month's article about Bob Melbo's well deserved ODOT Lifetime Achievement Award prompted two conversations of note:

- 1) Arlen Sheldrake's Seattle daughter in-law fondly remembers Bob and her work as the EPA lead with him during a late 1990s oil spill clean-up of a Portland & Western Toledo Hauler derailment at Burpee (first station east of Toledo) on the Toledo Branch. Bob was the P&W President at the time. (Bob and Beth memories.)
- 2) While boxing up materials from his office to work from home during the COVID pandemic Bob ran across a book *Oregon on the Move, A history of Oregon's transportations systems* published probably 2009 by the Oregon Department of Transportation History Committee. Bob asked if I knew a John Sheldrake that the book was dedicated to. Yep... my older departed brother John W., who was the serious rail historian in the family, a 1959-1994 ODOT employee and strong supporter of the ODOT History Committee. While, as one would expect, the book is chock full of Oregon road history, rail history does creep in including:
 - ◇ 1855 Pacific Railways surveys extended into Oregon.
 - ◇ 1864 Oregon Pony, Oregon's first railroad engine arrives.
 - ◇ 1884 First regularly scheduled passenger rail service begins in Portland.

The book is now in the Chapter library/archives.

► The early November mailing to Friends of the Joseph Branch members included an update from President Ed Spaulding and their November *On the Line ENewsletter*. 2021 was a very tough year for this Northeastern Oregon, Eagle Cap Excursion Train, volunteer effort. Impacts included the virus, the Crow Butte fire and a derailment at MP 35.50 forcing multiple cancellations and limited seating. Work this winter will include conversations with the Wallowa Union Railroad Authority for track maintenance and the ability to run to Wallowa. The newsletter included an interesting graphic showing the distance traveled by their ticket purchasers. 22% came from 250+ miles and 17% 101 to 250 miles. [Join me and make a News Years resolution for a 2022 trip to Elgin and ride the train.]



► For those planning a Coast Starlight trip to Los Angles, some more good news. The former LA Union Station Harvey House Restaurant is again open beginning November 5th as the Homebound Brew Haus. www.homeboundbrewhaus.com.

► The House of Representatives passed a historic \$1.2 trillion infrastructure bill late in the night on November 5th. President Biden is expected to sign the bill. [Editor's Note: The bill was signed on Nov. 15th] The \$1.2 trillion will be spread over eight years, and it contains \$550 billion in new spending. Rail services are expected to receive \$55 billion while port infrastructure will receive \$17 billion. Transit will receive \$39 billion, which is the largest investment in history. **RT&S 11/6/2021.**

► One of the sections of the monthly *Railfan & Railroad Magazine* I always read is Alexander Craghead's *Departures* column. His column in the November magazine was titled **What Is Historical, Anyway?** His point is that today is tomorrow's history be it happenings or material items. One of his examples is the Chris Fussell effort some 20 years ago to preserve a F40PH (Amtrak 231) locomotive that many thought was a waste of time; now one of three preserved. I could not agree more with Alexander; one of the major reasons I do this column. Today's readers are important but so are the readers in the future.

► Cascades service to resume on the Point Defiance Bypass. Amtrak Cascades and Coast Starlight service will return to the Point Defiance Bypass on November 18th. This will also mark the move to Tacoma Dome Station near the Sounder and light rail stations on East 25th Street. This move will provide the opportunity to add more trips between Seattle and Portland. Over the past four years, all the involved agencies have worked collaboratively on the following:

- Activated positive train control (PTC)
- Developed and implemented an Amtrak Safety Management System
- Implemented step-down speed restrictions
- Upgraded simulator programs
- Conducted extensive public outreach on railroad safety. **WSDOT 11/9/2021 news release**




► Statement of Sound Transit Chief Safety Officer David Wright on resumption of Amtrak service on the Point Defiance

Bypass, 11/18/2021 (**SoundTransit news release**): Rather than permitting service on its tracks according to any predetermined schedule. Sound Transit committed to approve resumed service only when compliance with stringently imposed safety requirements were fully met and verified. Safety measures implemented prior to testing and ultimate approval of resumed service included but were not limited to:

- Amtrak and all passenger rail agencies in the region now utilize a powerful automated safety system called Positive Train Control (PTC). Under PTC, trains are tracked by satellite. Should an engineer exceed a permitted speed, PTC automatically applies brakes and stops the train. Sound Transit has verified the proper functioning of PTC equipment on its tracks and on Amtrak trains that will use the tracks.
- Any train that is not under active PTC monitoring is limited to 30 mph over Sound Transit owned track – a standard which is stricter than current federal regulations.
- Leading into the curve where the December 2017 incident occurred, Sound Transit institutes step-down speed limits (from 79 mph to 50 mph to 30 mph), with additional signage, and
- Sound Transit instituted a “focus zone” in the railroad timetable that crews must follow when operating on the bypass. The timetable requires train crews to verbally note the speed step-down to each other.

► The Pamplin Media Group in November published A Salute to Veterans – Honoring Those Who Served Our Country, an 84-page insert with their newspapers. Page 32 featured our chapter member **Chuck Morris** a Navy veteran who served in Vietnam.

► The Interstate Bridge Replacement Program has an online survey live until December 10th. Contribute to identifying a new multimodal bridge solution that meets the needs of the region – now and for future generations.  www.interstatebridge.org. [This is the second effort to design the replacement for the I-5 bridges spanning the Columbia River between Portland and Vancouver.]

► Train testing is underway on the East Link light rail line between Bellevue and Redmond. After four years of construction, Sound Transit says crews are now evaluating controls, safety and signal systems. Testing will run overnight now through November 19th from the Bellevue Downtown Station to the Redmond Technology Station. The Seattle to Redmond line is expected to open in 2023. **KING 5 tv 11/9/2021**.

► The NRHS News received November 15th says the applications and dates for RailCamp 2022 will be available on the www.nrhs.com website beginning January 1st. ORHC is looking forward to being a part of RailCamp NW again after the 2020 & 2021 session cancellation. 

► A deadly storm described by officials as a one-in-a-century weather event has severed road and rail links around Vancouver, Canada. Thousands of homes in British Columbia were evacuated after an “atmospheric river” – a long strip of moisture in the atmosphere that transports water from tropical regions toward the poles – dumped the region's monthly rainfall average in just 24 hours. Part of the Trans-Canada Highway which connects Vancouver to the rest of the country was under water. The port of Vancouver, the largest in Canada, was forced to suspend all rail access because of the flooding and landslides, halting shipments. **BBC News 11/17/2021**.

● **KIRO Radio Seattle** reports November 17th that BNSF estimated completing track repair and rerailling 12 cars overturned November 15th in the 3-track ex-NP yard in the small border town of Sumas, Washington by about 4 feet of floodwater from Johnson Creek. Heavy flood damage in nearby Abbotsford BC also reported November 16th, along with closure of BNSF ex-GN main track and adjacent Interstate 5 freeway near Ferndale, Washington. Radio news reports November 16th stated entire metroplex of Vancouver BC was temporarily inaccessible by highway due to multiple road washouts and flood damage including closure of Trans Canada Highway 1. Lake Whatcom Railway president Frank Culp reported November 16 minor flood about a foot deep in places of north leg wye and east side of yard at Wickersham, Washington, was blocking access to the train shed.

● Network Updates: BNSF crews continue to make progress in restoring the Yale and Aschroft Subdivisions as they work around the clock. Multiple highway and road closures, including Highway 1, as well as the continued risk of mudslides, have made it challenging to deliver materials to some of the repair sites. **CN Network Updates 11/17/2021**.

► On November 19th the Albany & Eastern Railroad celebrated the Santa Maria Valley #205 with speeches by restorer George Lavacot and Lebanon Mayor Paul Aziz with a ribbon cutting and free ride for community members.

► The Othello Tunnels are in rough shape following this week's flooding and landslides. The Othello Tunnels have withstood 107 years of heavy train traffic, torrential rains, freezing winters and frozen water and ice expansion. The damage is a testament to how powerful this recent storm was. The 159-hectare park opened May 1986 and features five tunnels that were built in 1914 to accommodate the now-decommissioned Kettle Valley Railway. **Hope Standard 11/18/2021**. [The tunnels are just east of Hope, BC; part of Coquihalla Canyon Provincial Park.]

My News Year Resolution is that 2022 will be a better year for all of us. Merry Christmas!

DRAFT GEOTECHNICAL ENGINEERING REPORT OREGON ZOO TRAIN TRACK RESTORATION

The update report contracted by the consortium of Arlington Heights Neighborhood Association, Sylvan-Highlands Neighborhood Association, Pacific Northwest Chapter - NRHS and the Oregon Rail Heritage Foundation have received the Nov. 2021 DRAFT Geotechnical report for the Oregon Zoo Train Track Restoration within Washington Park. Shannon & Wilson prepared the report, which was partially funded by a grant from the PNWC.

Shannon & Wilson performed a site reconnaissance in October 2021. Overall, in their opinion the tracks are in good condition. In addition to geotechnical considerations presented in the report, the railroad would benefit from removal of ivy and other vegetation that has taken over since the railroad has been out of service. Track ballast would be beneficial along most of the alignment to help hold the track in place.

They identified two areas that are currently preventing the train from running and several areas that should be budgeted for and addressed in a long-term maintenance plan. These two areas in need of immediate attention are:

1. Crib Wall Number 3 has failed as a result of uncontrolled drainage during a storm and is not retaining the track shoulder. Estimated design and construction cost is \$150,000.
2. A slide from adjacent bluff at [Washington Park] Station has covered the track with slide debris. They estimated the slide debris at around 300 cubic yards. For slide debris removal and cleanup, they recommended a budget of \$40,000.

After re-opening the line to trains, there are areas that should be addressed as part of a long-term maintenance plan, as required by inspection and as budget allows. These locations are described in the report and include retaining walls, culverts, and areas of slope instability.

They recommended a budget be developed for an annual reconnaissance of the line to identify changes over time and to prioritize areas for maintenance.



Bill of Lading

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Treasurer	Keith Fleschner	503.516.9272
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Bob Jackson (1st Term)	2021-2023	rjackson@nwrail.com
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Rolf Schuler (2nd Term)	2020-2022	503.285.7941
Bruce Strange (2nd Term)	2020-2022	503.901.7815

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PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 713

Dec. 09: 7:30pm. **Call-In Chapter Board Meeting:** Open to all Chapter Members. Contact Mark Reynolds
Jan. 13: TBD at ma.reynolds.consulting@gmail.com or (503) 523-9740 for participation information.

Mailing: Look for your mailing with ballot for Election of Officers for 2022.

Dec. 17: 7:30pm. **Call-In Chapter Zoom Meeting. Annual Meeting Join us!** Including an important annual budget review and close of year business items, a review of Chapter election results, and a **Thank You** for our departing officers of PNWC.

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 ID number changes every month!). For the next meeting on Dec. 17th, use the computer/tablet/smartphone connect info sent via email. If you just want to use your phone/cell phone, just call (Toll) **1 253 215 8782 US** (Tacoma) followed by (Meeting ID) **839 5523 8324#**, followed by (Passcode): **817782#**. So please call in and join in the information sharing!

Jan 21: 7:30pm. **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

NOTABLE NON-CHAPTER EVENTS

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

- Dec. 4-5 Columbia Gorge Model Railroad Club, last of four weekends, Portland, (cgmrc.com)
- Dec. 3-5, Dec. 10-12, 17-19 The Polar Express, Chehalis-Centralia Railroad & Museum, Chehalis, WA, (www.trainmuseum.org)
- Dec. 3-5, 10-12 The Polar Express, Canyon County Historical Society, Nampa ID, (www.canyoncountyhistory.org)
- Dec. 4-5 Candy Cane Express with Steam, Santiam Excursions. Lebanon, OR, (santiamexcursiontrains.com)
- Dec. 4-5 The Holiday Express, Oregon Rail Heritage Foundation, Oaks Amusement Park, (www.orhf.org)
and Dec. 11-12, 18-19
- Dec. 4-5 North Pole Express, West Coast Railway Association, Squamish, BC, (www.wcra.org)
and Dec. 11-12, 18-19
- Nov. 27 - Dec. 19 Candy Cane Express, Oregon Coast Scenic Railroad, Garibaldi, OR, weekends, (oregoncoastscenic.org)
- Nov. 27 - Dec. 19 Christmas Special Trains, Chelatchie Prairie Railroad Yaocolt, WA, weekends (www.bycx.com)
- Nov. 27 - Dec. 19 Yuletide Express, Northwest Railway Museum, Snoqualmie, WA, weekends (www.trainmuseum.org)
- Dec. 4-5, 11-12 Simpson Santa Special, Shelton, Washington, (www.simpsonrailroad.org)
- Dec. 10-12, 17-19 Powerland Holiday Sparkles Drive Through, Powerland Heritage Park, (www.antiquepowerland.com)
- Dec. 11-19 Santa Limited, 2-hour, Northwest Railway Museum, Snoqualmie, WA, (www.trainmuseum.org)
- Dec. 17 - Jan. 02 Model Train Festival, Washington State History Museum, Tacoma, WA (WashingtonHistory.org)

☆ ☆ ☆ ☆ ☆ ☆ ☆ 2022 ☆ ☆ ☆ ☆ ☆ ☆ ☆

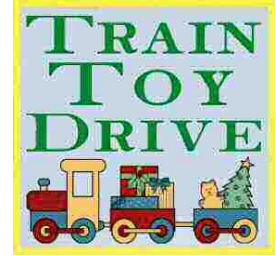
Feb. 4-12 Portland Winter Light Festival. (www.pdxwlf.com)

Mar. 19-20 Winterail, Corvallis High School (www.winterail.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.

CALL FOR TRAIN TOYS FOR KIDS!



For many years as a holiday tradition, PNWC has collected train toys at our annual Holiday Potluck meeting in December. As I am sure you are well aware, we will not be able to meet this December 2021 because of COVID-19. This year, PNWC will be conducting the necessary Annual Meeting business that we normally would have completed at the December 2021 meeting by mail and also via Zoom meeting on Dec. 17th.

However, that does not address our desire to continue the tradition of providing toys for children. In recent years, the toys collected have gone to Catholic Charities of Oregon. This organization just happens to be located a few blocks from St. Mark's Lutheran Church where our monthly Membership meetings were held. Jean was in contact with Shawn Cass, who has joined with us at the Holiday Pot Luck in previous years, to receive the toys from PNWC on behalf of that charity.

While many of the toys are used during the Holidays, a certain number are set aside every year. These toys are used for special situations that arise outside of the Holiday season. It may be for a child whose family has been displaced by conflict, who seek refuge here. Or more recently, children whose families have lost everything in the wildfires that devastated communities in Oregon. That toy may be the only thing that child has that they may call their own, providing some stability in a very disruptive situation.

Shawn has shared a number of stories of children who have found great joy in the train toys that have been donated through PNWC. And so we wish to continue the tradition. And we need your help to make this happen.

I think this program matters, and that it has a positive impact on the lives of children. Therefore, I ask for your help to continue this tradition under very difficult circumstances for everyone. There are several options, and I hope you will be able to contribute to this effort for this holiday season, and the year to follow.

If you want to shop for toys yourself: Your new, unwrapped toys can be sent to the post office box below, and we will take it from there. We may also be able to pick up the toys from you: Please call the phone number below to arrange.

We can also shop for toys on your behalf via your donation: please make your check payable to "PNWC", and mail your check to the address below.

If you have any other questions or need assistance with donations, please call and we will do our best to handle your request.

There are few opportunities to broadcast this message to our members, **so please don't delay** – make your contribution to this effort today.

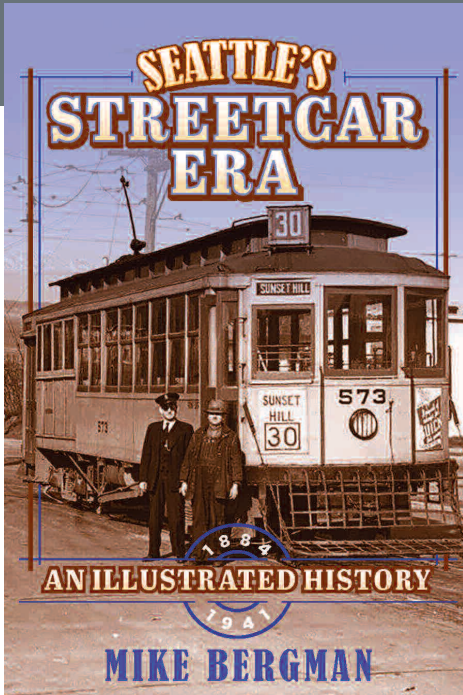
Make your check payable to PNWC-NRHS, and Mail contributions to:

PNWC Toy Drive
ATTN: Jean Hickok
PO Box 6212
Aloha, OR 97007-0212

Or call George or Jean Hickok at 503-649-5762 for assistance.

Our Train Toys drive has been a big success in years past. Let's continue the tradition this year.

Thanks for your consideration. George & Jean Hickok.



Illustrations / maps / notes /
bibliography / index
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Seattle's Streetcar Era

An Illustrated History, 1884–1941

Michael Bergman

Seattle's population was growing rapidly during the 1880s, but steep hills and shorelines impeded residential development, pushing expansion northward and creating a long, narrow corridor ideal for a public transportation route. Frank Osgood arrived from Boston in 1883, recognized the potential, and opened Seattle's first street railway the following year, operating from Pioneer Square north on Second Avenue to Pike Street. The tiny streetcars were pulled by horses.

Motivated by potential increases in real estate values, by 1896 thirteen private companies ran streetcar lines in the Emerald City. Horse-drawn streetcars were gone, replaced by electric trolleys and cable cars. But many of the lines were cheaply built or spaced too close together, and small, independent companies lacked economies of scale. Consolidation began, and the Seattle Electric Company acquired almost all of the independent street railways. The firm started a massive improvement and expansion program, and by 1910, ridership totaled 103 million annual passengers—a number equivalent to every Seattleite boarding a streetcar 435 times that year.

Following voter approval, Seattle became one of the country's first large cities with a publicly-owned transit system. The new Seattle Municipal Street Railway took over operations in April 1919, initially adding new bus routes and extending some existing streetcar lines. But a huge debt load, declining ridership, and the Great Depression caused severe financial troubles and maintenance issues. By 1938, Seattle and San Francisco were the nation's only cities still operating cable cars. Over the next three years, Seattle converted its entire transit system to trolley coaches and motor buses.

Utilizing narrative, maps, and many previously unpublished photographs, author Mike Bergman offers a detailed jaunt through Seattle's fascinating streetcar era. Bergman worked as a transit planner for King County Metro and Sound Transit for more than 35 years. He is president of the National Railway Historical Society's Tacoma Chapter, and has contributed to railroad journals as well as the *Seattle Times'* "Now & Then" column.

Uncommon, undeniably Northwest reads

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