

The Trainmaster

August 2016

ISSUE N^o 649

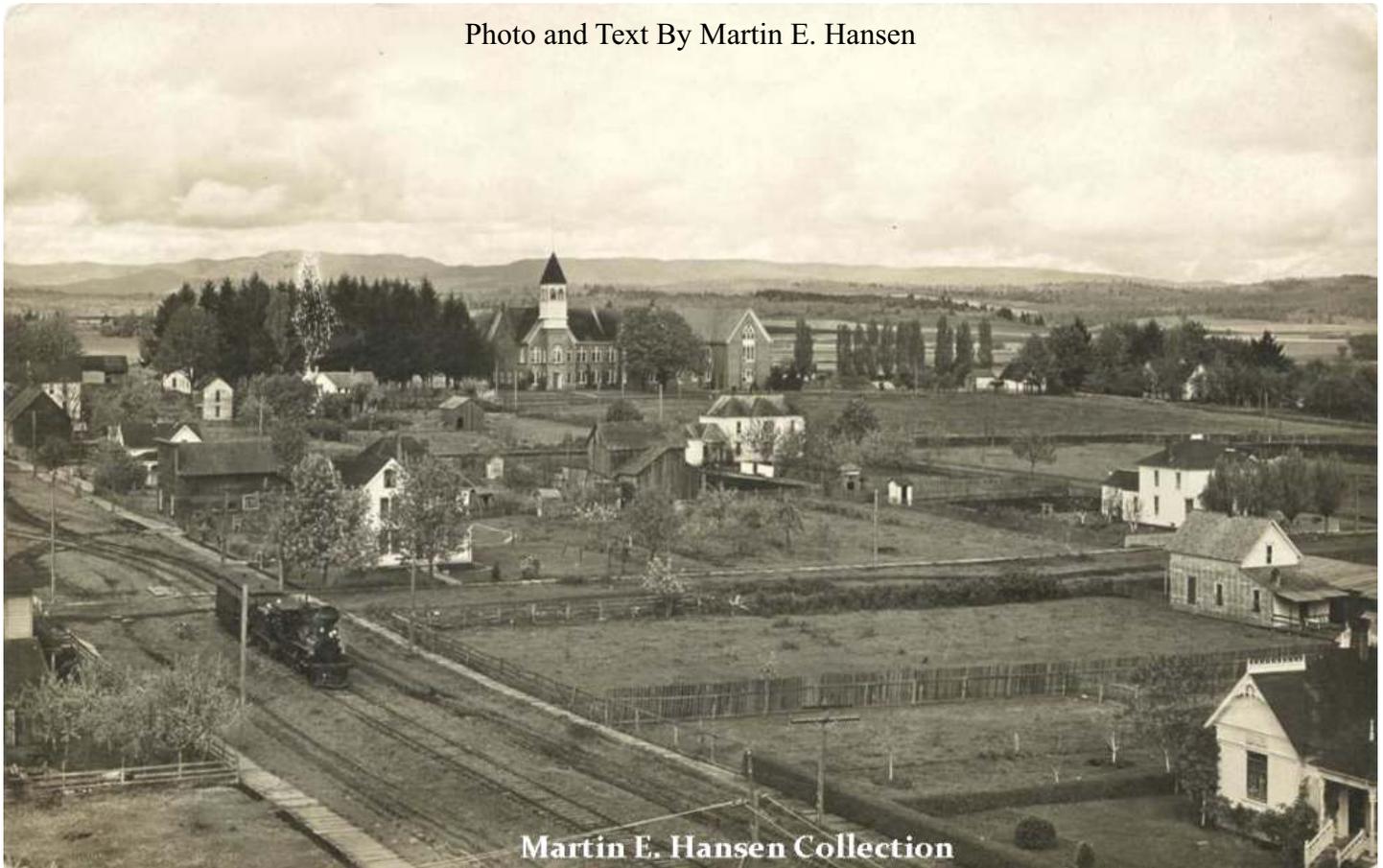


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National Railway Historical Society
Portland, Oregon
www.pnwc-nrhs.org



The Railroad Comes to Monmouth, Oregon

Photo and Text By Martin E. Hansen



A 1910 view of Monmouth, Oregon with the Independence & Monmouth Railway.
(Courtesy of Martin E. Hansen collection)

Small Towns Depended on Small Trains to Keep Them Alive

Before the turn of the last century, the West was beginning to be developed thanks to the advent of the railroads reaching the West. Many small farming towns were able to survive and even grow if they could obtain a rail connection with the outside world. We see just such an example of this in the picture above.

Nestled in the heart of Oregon's Willamette Valley is the small farming community of Monmouth, Oregon; first settled in 1853 to serve the various farms that had been created in this lush agricultural region.

When the Southern Pacific built its line through the Willamette Valley the closest it came to Monmouth was the small town of Independence some 2 ½ miles away. The citizens of Monmouth did not want to allow their town to perish by being by-passed by the railroad and soon some local business men in the area banded together to form the Independence & Monmouth (I&M) Railway in 1890. This line eventually ran 32 miles of track with the shared trackage rights over the SP to West Salem and Dallas.

In this fine 1910 photo, photographer unknown, we see the heart of Monmouth which included then as it does today a Christian College. In the foreground is the little I&M Railway train ready to take her passengers out to the SP at Independence, Oregon.

She may have been a small railroad even at this time, but her importance to those folks who depended on her was far greater than the length of her trackage.

Recent Travels on the Pacific Railway and Navigation Co. a.k.a. Port Of Tillamook Bay Railroad (POTB) The Oregon Coast Scenic Railroad

Text and Photos by T. Trent Stetz

During a recent vacation on the Oregon Coast, my wife, sister-in-law and I enjoyed some of the rail sites of the (once known as) Pacific Railway and Navigation Company, now know as the Port of Tillamook Bay Railroad. We rode on both the Oregon Coast Scenic Railroad round-trip from Garibaldi to Rockaway Beach as well as pedaled with the Oregon Coast Railriders round-trip from Bay City almost to Tillamook.

The Oregon Coast Scenic Railroad was pulling their four car train with the 1925 Alco built 2-6-2 McCloud River Railroad No. 25. I was so excited by the trip I forgot to put on sunscreen as we sat in the open car! Acquaintance J. J. Thompson was in the cab for our journey. The weather was clear and the scenery along the coast was spectacular.



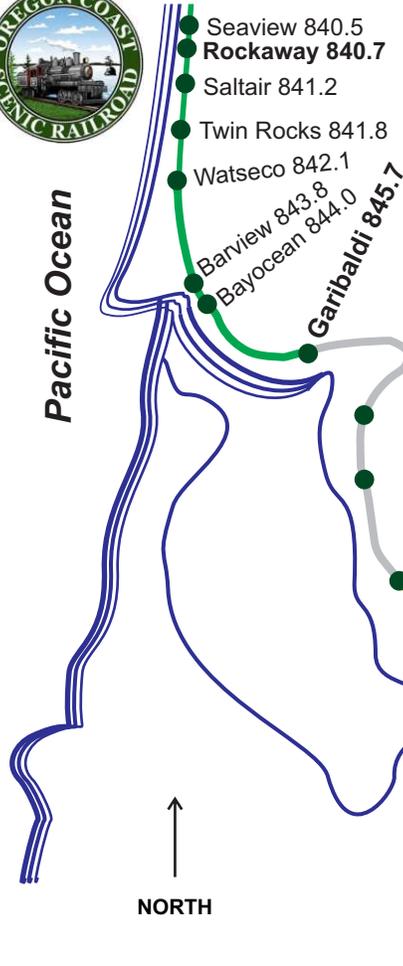
OCSR Staff (Including J. J. Thompson on Right)



A view of the Garibaldi Waterfront



J. J. and No. 25 Getting Ready to Leave Garibaldi



No. 25 At Rockaway Beach



The OCSR Caboose



A view at Rockaway Beach



Our Train at Rockaway Beach



Recent Travels on the Pacific Railway and Navigation Co. a.k.a. POTB

Oregon Coast Railriders

Text and Photos by T. Trent Stetz



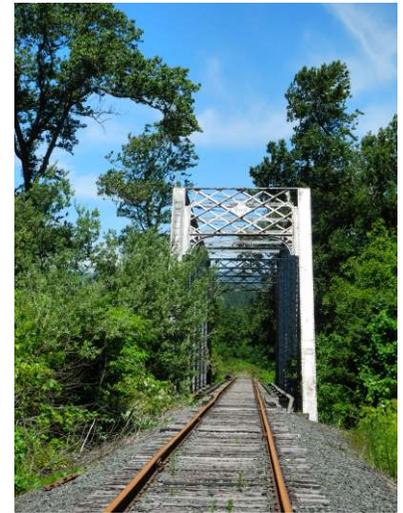
Getting Ready for the Trip

On the Oregon Coast Railriders, the three of us were accompanied by one of the staff on one of the four pedal-powered passenger vehicles. I got to sit in the back and work the hand brake. (No bumping allowed!). Seven other vehicles joined us on our two hour trip starting in Bay City near a very large pile of oyster shells. It was a very unique experience pedaling along the rails near

the coast, and across the trestles. When we reached the half-way point of our trip, the staff turned all of the vehicles on a makeshift turntable. This part of the railroad is mostly flat, so pedaling was not too strenuous.



Turning the Vehicles near Tillamook



Scenery Along the Way

SERVICE DATE – LATE RELEASE JULY 26, 2016

SURFACE TRANSPORTATION BOARD



Surface Transportation Board

DECISION AND NOTICE OF INTERIM TRAIL USE (NITU) OR ABANDONMENT

Docket No. FD 31676

PORT OF TILLAMOOK BAY RAILROAD – MODIFIED RAIL CERTIFICATE

Decided: July 26, 2016

On May 26, 2016, the Port of Tillamook Bay Railroad (POTB), a division of the Port and operator of the Line, filed a notice of its intent to terminate service over an 81.07-mile segment of the Line, between milepost 775.01, near Banks, Washington County, Or., and milepost 856.08, near Tillamook, Tillamook County, Or.

POTB states that it will continue to provide service on the portion of the Line that remains covered by the modified certificate, between milepost 774.0 and milepost 775.01.2

It is ordered:

1. The request for a notice of interim trail use under 16 U.S.C. 1247(d) is accepted. Salmonberry Trail Intergovernmental Agency (STIA) may negotiate with the Port of Tillamook Bay (POTB) for interim trail use for the Trail Use Segment for a period of 180 days from the service date of this decision and notice, until January 22, 2017.
2. If an interim trail use/rail banking agreement is reached, it must require the trail user to assume, for the term of the agreement, full responsibility for: (i) managing the right-of-way; (ii) any legal liability arising out of the transfer or use of the right-of-way (unless the user is immune from liability, in which case it need only indemnify the railroad against any potential liability), and (iii) the payment of any and all taxes that may be levied or assessed against the right-of-way.
3. Interim trail use/rail banking is subject to any future use of the property for restoration of railroad operations and to the trail sponsor's continuing to meet the financial obligations for the right-of-way described in paragraph 2 above.
4. If interim trail use is implemented, and subsequently the user intends to terminate trail use, it must send the Board a copy of this decision and notice and request that it be vacated on a specified date.
5. If an interim trail use agreement is reached by January 22, 2017 (and thus, interim trail use is established), the parties shall jointly notify the Board within 10 days that an agreement has been reached. 49 C.F.R 1152.29(d)(2) and (h). If no interim trail use agreement is reached, the modified certificate shall be considered terminated as the end of the NITU negotiating period.

ROUTE OF THE OLYMPIAN HIAWATHA - IT'S ALIVE!

Text and Photos By Dave Larsen

Once upon a time, there was a great train, The Olympian Hiawatha, that traversed arguably the most scenic route between Chicago and the Pacific Northwest for the long gone but fondly remembered CMStP&P, The Milwaukee Road. The Olympian disappeared in 1961 and the Milwaukee Road Pacific Extension disappeared in 1980 and was largely torn up. Today a large portion of the Pacific Extension is a series of trails, but not all of it.

In the town of St. Maries, Idaho are the shops of the St Maries River Railroad (STMA) which operates on the former Milwaukee Road passenger main between Omega and Plummer Junction. It also has former Milwaukee track south from St Maries to Clarkia where the line is cut. The line originally ran as far south as Bovill. I believe the track to Bovill is still in place. The line is inactive south of St Maries. During steam days the biggest power on the line to Bovill were the N-3 2-6-6-2 mallets. 4-8-4's dominated the Olympian as far as east as Avery where the electrics took over.

The town of St. Maries was a positive stop for the Columbian, the Milwaukee's secondary train, until its discontinuance. After the Columbian was discontinued, St. Maries became a positive stop for the Olympian Hiawatha, westbound 9:11 PM, eastbound 1:21 AM. The depot in St Maries is now the offices for the railroad.

The railroad operates with two rebuilt former Milwaukee SW12's, 501 and 502, (former 612,618) and three rebuilt Milwaukee GP9's, 101, 102, 103 (former 292, 301 and 322). The yard is filled with former Milwaukee M of W equipment. Much of it still lettered for the Milwaukee. There is a distinctive Milwaukee homebuilt caboose in rough shape.

The railroad depends on finished lumber from the Potlatch mill to survive. Logs used to come from Clarkia, but now they are trucked to the mill. When I was there, they were busy switching because they were behind schedule due to crew and equipment problems. They share crews and maintenance personnel with another property, the Washington & Idaho (WIR).



Locomotives No. 502, 102 and 103 in the Railyard



St. Maries Railroad Locomotive No. 501 with the Depot in the background

When that dinner train does come into operation, it will have a wonderful piece of track to traverse. On this trip, we were able to follow some of the line west from St. Maries by road. What we were able to see included the Benewah trestle, Benewah tunnel, several viaducts and running along the St Maries River and the huge Chatcolet Lake.



Former McCloud Passenger Car

The railroad is owned by Midwest Pacific Rail Net & Logistics. The company owns ten properties in seven states as far east as Missouri. One of the properties is the McCloud Railway in California. Therein lies a Portland connection. About two years ago four McCloud passenger cars were bad ordered by the UP and spent upwards of six months in Albina yard before finally disappearing. The archives team discussed this at length supposing they would become cars for a wreck train. We were wrong. They are all converted for dinner train use and were on their way to the St Maries for a projected dinner train service which has not been implemented, although they do cater meals in the stationary equipment.



M of W Equipment built by Milwaukee

While I was there, I got to see a DVD of a cab ride on the St. Maries, *The St. Maries River Railroad, End of an Era*. It got my attention and I have since donated the set to the chapter library. So, if you are a diehard Milwaukee fan, you will enjoy reliving the route of the Olympian Hiawatha in daylight.

References:

St Maries River Railroad by Bruce Kelly, *Railfan and Railroad*, June 1995

Orange and Black on the White Pine Route by Thomas Hillebrant, *The Milwaukee Railroader*, 1st Quarter 2012



PNW RAIL NEWS

by Arlen L. Sheldrake



WARNING: “Sadly after 35 years, 2016 will be our last year of operation”; announcement from the **North Pend Oreille Valley Lions Club** on their web site. Most of us have had the experience of missing the last run of different operations because we just didn't know they were going away. Well here is advance warning and we have six weekends between late July and mid-October to get this trip done. Since July of 1981 the North Pend Oreille Valley Lions Club and the Pend Oreille Valley Railroad (POVA) have gotten together to operate several weekend excursions rides in summer and fall along the Pend Oreille River in Northeast Washington. These rides run along the north end of POVA's railroad which is especially rugged as the track snakes along the cliffs that shadow the river far below. There are several tunnels and bridges along this stretch of track, ranging from low wooden trestles to the huge Box Canyon Bridge. No road offers the splendid views and awesome vistas that are afforded by a ride on this train. I understand that the reason for this termination of service is due to POVA notifying the Club that they can no longer afford to maintain this section of their railroad. Tickets and information: www.lionstrainrides.com or 1-877-525-5226.



The Port of Astoria is nearing an agreement with retired attorney and entrepreneur Rece Bly to develop a marine terminal and bring unspecified cargo to North Tongue Point. The spirit of the agreement is to compensate Bly if he can identify cargo to be handled at North Tongue Point, an industrial facility the Port has leased since 2009. Bly says that Genesee & Wyoming estimated the cost of repairing the rail line between the Wauna Mill and Astoria at \$12 million, with a long-term rate of 5,000 freight cars a year needed to justify the expense. The Wauna Mill is serviced by the Portland & Western Railroad and is the most westerly rail served industry on the Astoria line. **The Daily Astorian 6/14/2016.**



The July issue of *Railfan & Railroad Magazine* has two nice articles commemorating the 40th anniversary of the American Freedom Train. Page 46 – *Red, White & Blue* and Page 50 – *The American Freedom Train*. The Oregon Rail Heritage Center will be opening an exhibit in September also commemorating the **AFT 40th Anniversary** as well as hosting the AFT staff reunion September 16-18.



The **Port of Cascade Locks** is launching a project this summer to design a new display building or an enhancement to the existing building that houses the Oregon Pony locomotive. With a grant from Union Pacific, the Port Engineer Jim Bussard will work with a committee of advisors to work on the design; the committee starts work in August and should be done by the end of



October. The committee will include two Port Commissioners, four members appointed by the Cascade Locks Historical Museum Board of Directors, two PNWC-NRHS representatives (Ken Vannice and myself) and two interested community members. For multiple years, PNWC has been providing to the Cascade Locks Historical Museum copies for free visitor distribution of the *Oregon Pony Special Issue of The Trainmaster*. The text for this special issue was written by Jeff Terry, graphic layout by Steve Hauff, printing by Jean Hickok, and distribution by me. The Oregon Pony is on display just outside the Museum in the Cascade Locks Marine Park. The 0-4-0 Oregon Pony was built in 1862 by Vulcan Iron Foundry of San Francisco.

The **Oregon Coast Railriders** began service May 26th running on POTB trackage between Bay City and Tillamook. They operate Thursday through Monday until October 2nd. The two-hour, 11 mile pedals depart Bay City at 9 a.m., noon, and 3 pm. More information: www.ocrailriders.com or info@ocrailriders.com or 541-519-3891. This is the second Railriders operation, joining the Joseph Branch in NE Oregon. Talk to Trent and Michele Stetz for a their ride report. [See Page 3].

If you see an **Oregon Connections Academy** advertisement with a familiar background..... on June 27th they did a video shoot at the Oregon Rail Heritage Center using some of the locomotives as backdrops for the



Building (L) which Currently Houses the Oregon Pony, next to the Cascade Locks Historical Museum



parent/student interviews. The Oregon Connections Academy is an on-line charter school under the auspices of the Santiam Canyon School District.

Coos Bay Rail Line reports by month their railcar loads. Their start-up three months in 2011 = 194; 2012 = 2,480; 2013 = 4,845; 2014 = 7,509; 2015 = 7,341; 2016 thru May = 3,227. The Coos Bay rail line is operated by Coos Bay Rail Link through a management agreement with the Oregon International Port of Coos Bay. **Coosbayraillink.com**



The Oregon Department of Transportation and the Federal Railroad Administration are now preparing a Draft Environmental Impact Statement (DEIS). The DEIS will present descriptions and analysis of two build alternatives and one “No Action” alternative for high speed rail between Portland and Eugene.



- Alternative 1 (the recommended preferred alternative) follows the existing alignment on the Union Pacific Railroad line and serves Eugene.
- Alternative 2 would be a new route – generally following I-5 and I-205 and in some areas paralleling existing railroad, with potential new stations, including one in Springfield.
- The “No Action” alternative assumes passenger rail will continue at existing service levels – two daily passenger rail round trips – on the same route.

The DEIS will include detailed descriptions of each alternative, including potential benefits and impacts and estimated costs. The DEIS is anticipated to be published late 2016 or early 2017. Public hearings will be held in early 2017 to solicit public input. **Oregon Passenger Rail email 6/29/2016.** More information: www.OregonPassengerRail.org.

The Washington State Department of Transportation published the final 2016 Washington State Public Transportation Plan, following an extensive community engagement program over the past two years. The 20-year plan covers a broad array of public transportation systems and services. This includes buses, rail, rideshare, bike trails, walking and other forms of transportation that do not involve a single person in a motorized vehicle. The five goals in the plan cover thriving communities, access, adaptive transportation capacity, customer experience and transportation system guardianship. For more information visit www.wsdot.wa.gov/Transit/TransportationPlan. **WSDOT 6/29/2016 email.**



Salem Railroad Baggage Depot Project, June 2016: General Contractor Andy Medcalf Construction of Salem has been hired to lead the final phase of this project: construction, paving, landscape and more – all leading to a rehabilitated historic Salem Railroad Baggage Depot. The current goal is to have a ribbon-cutting ceremony this winter. This mid-1890s built building will become an intermodal center. **ODOT email: Issue Number Nine– June 2016.**

Seattle is transforming the upper floors of King Street Station into a cultural hub. In a unique collaboration between the Office of Arts & Culture, the Seattle Department of Transportation, and the Office of economic Development, the City will create a dynamic space for arts and culture in the heart of the city. The 3rd floor will become dedicated cultural space and will provide access to ARTS staff and resources such as assistance in applying for grants and other opportunities, professional development and other services.



The plan also calls for meeting rooms and gathering space available for other city convenings. More information: <http://www.seattle.gov/arts/king-street-station>

Thirty three railroad speeders of the Pacific Railcar Operators visited the Coos Bay area on July 2nd. They departed Coos Bay Saturday morning and headed to Coquille and on the way back in the afternoon stopped at the Oregon Coast Historical Railway museum for display. **The World Link 7/1/2016.**



On display at Mount Rainier Railroad and Logging Museum is the 14-ton Satsop Railroad No. 1 built in June of 1885 by H. K. Porter. One of only four standard-gauge Porter 0-4-2Ts built for the logging industry in Washington state and the first conventional (rod type) steam locomotive in Mason County. The Satsop No. 1 is on display at the museum and guests can climb up into it, ring the bell and see what the inside of a cab of a steam locomotive looks like. **MRSR email 6/23/2016.**



The Sound Transit Board June 23rd capped 3 -1/2 years of discussion and public input by unanimously voting to send voters a final Sound Transit 3 ballot measure for consideration in November. The plan's proposals include completion of a regional light rail network as the area's population grows an estimated 800,000 by 2040. The ST3 Plan's \$53.8 billion in investments would



be funded through new voter-approved sales, MVET and property taxes, with estimated additional \$200 annual or \$17 monthly costs for a typical adult in the Sound Transit District. **Sound Transit press release 6/23/2016.**

The West Coast Railway Association's Collections Committee is doing a collection rationalization process. Periodic reviews of an organization's collection are good practices and important undertakings, as the proper balance of preservation and things such as duplication are considered. Also considered are the needs of other collections – would a particular piece be better preserved elsewhere? What is the relevance of the piece to the story we are presenting? Is the piece even restorable at all? Many pieces we have today were never, in fact, ever accessioned our collection at all – some just showed up on our siding over the years. A full review is underway and the committee will then make recommendations to the membership on June 28th. **WCRA News July 2016.**



The original Stanley Park Miniature Train has been found and it is well preserved. It was built in the late 1940s by Provincial Chief Engineer John Armstrong. In April of 1947 the Vancouver Parks Board announced that a location in Stanley Park was to become the new home for Armstrong's railway. The 4-4-2 9.5 in gauge "Atlantic" typically pulled five or six small cars each accommodating 2 or 3 children with adults typically watching as the cars were too small for them. The small railroad was replaced the mid 1960's and the small train was put up for sale. While the new owner's dream of an amusement park never materialized, the miniature train was well maintained. Following a May 2016 invitation to view the train, the owner's family decided to donate the train the West Coast Railway Association. **WCRA News July 2016.**

As we wind down our Alaska cruise, I look back fondly on our ride on the **White Pass & Yukon Route Railroad**..... what an operation, from train boarding immediately dockside to nice walk over coach seating to absolutely drop dead gorgeous and spectacular scenery to friendly and competent on-board staff. This is a train ride for both the train and scenery nuts. The railroad provides a smooth ride and does a good job of accommodating the large volume of tourist business. Our just under 2,000 passenger Island Princess ship was one of two ships in port on our visit day. The WP&YR on our day in port ran two passenger trains in the morning and one in the afternoon along with an afternoon MOW ballast train. In looking at their coach yard, it was quite apparent that they could have easily added more and longer trains. One can say that Skagway doesn't have a lot to offer but I would argue that the train ride and scenery are more than enough reason to make Skagway a must stop on any visit to Alaska.



And then there was the bus ride through the multi-use **Alaska Railroad** train tunnel near Whittier.....interesting logistics with set times for rubber tire vehicle access from each end through the originally rail only tunnel. Trains queue up at each end awaiting their turn as does the vehicle traffic. The tunnel completed in 1943 is on a 12-mile spur that is the size of a single rail line that now has the rails encased in asphalt. Before multiple use, vehicles were delivered to Whittier via drive-on flat cars. I can't remember ever driving through a single lane tunnel before....even the Mosier Twin Tunnels were originally two lanes.



Our primary Alaska destination was Denali National Park so after spending one night in Anchorage we boarded the **Alaska Railroad** pulled *McKinley Explorer* Holland America Line train and our dome car No. 1051 Knik for the 7+ hour ride to Denali. The two level Holland America full-length Colorado Rail Car built dome cars are very nice; very comfortable with spacious seating (I could stand up upstairs!). The lower level has the dining area with seating for about 30 and a nice outside viewing platform. I am told that one difference between the Princess and Holland America (HAL) dome cars is that the Princess cars have tables with two on a side seating meaning that two folk are sitting backwards. In the HA cars all are facing forward and no "footsie". Our car had both a "bar" attendant and a trip narrator who pointed out all the viewing features plus dining staff. Lunch downstairs, while not included in the ticket price, was very good.

Six U.S. ports will benefit from millions in federal funding from the Nationally Significant Freight and Highways Projects (FASTLANE) program, a grant-making program under the Department of Transportation. 18 successful applications were selected out of over 200 submissions. Two in the Pacific Northwest:



- The Port of Coos Bay received a \$11 million grant to help repair all nine aging rail tunnels linking the facility with inland transportation networks. The tunnels are nearing 100 years of service, and the funds will go towards much-needed structural and track repairs.

- The Port of Seattle's adjacent container rail terminal in the SODO district will receive \$45 million dollars towards a bridge for separating rail and passenger vehicle traffic.

The Maritime Executive 7/14/2016.

Good news from the Troutdale Historical Society that they received a grant from the City of Troutdale to repaint the Union Pacific caboose located adjacent to their depot museum at 473 East Historic Columbia River Highway. The museum is open Fridays from 10am to 2pm..... but stay tuned as these hours will expand as Troutdale is planning to move their visitor center into the depot.



The Honolulu Authority for Rapid Transportation (HART) on July 20th awarded a design-build contract worth \$874.75 million to the Shimmick Traylor Granite joint venture for the Honolulu International Airport guideway and stations project. The contract includes design and construction of 6.2 miles of elevated rail guideway and four stations. As part of the contract, the joint venture will build the Middle Street, Lagoon Drive, Pearl Harbor Naval Base and Honolulu International Airport stations. The 20-mile line is expected to open in 2018. **Progressive Railroading 7/22/2016.**

Almost one year after an iconic 85-year-old Sherwood train trestle burned to the ground, railway officials say they have no plans to rebuild the structure. Michael E. Williams, vice president for corporate communications for Genesee & Wyoming Railroad Services, Inc. said Portland & Western Railroad would not rebuild the 600-foot-long wooden trestle, which would have cost millions of dollars. The trestle caught fire on August 10th in a field near Southwest Tualatin-Sherwood Rose, east of Langer Farms Parkway. The creosote-soaked structure burned spectacularly throughout the night. Sherwood police subsequently arrested three Washington County juveniles, charging them with reckless burning (smoking was blamed as a cause of the blaze), along with a 27-year old man who was charged with furnishing alcohol to a minor. Trains had not gone through Sherwood for some time; in its heyday, the trestle, which rose 50 feet above Rock Creek, carried freight trains (and the 4449 to the *Cruisin' Sherwood*) across a small ravine to Newberg and on to Willamina. **Sherwood Tribune 7/15/2016.**



Opening this June in the Oregon City Amtrak Cascades station is the First City Central Marketplace & Bistro... a bike-themed establishment. The depot is located at 1757 Washington Street just across the street from the End of the Oregon Trail Interpretive Center. While I haven't yet visited, having a brew and train view it must be good.



Don't buy your 2017 calendars yet!!! The Oregon Rail Heritage Foundation will be selling their first (annual?) calendar very soon. This 2017 calendar features some great photographs from Bruce Miller. This is the first ORHF calendar developed by the team of Bruce Miller, Todd Landwehr, Trent Stetz, and me as a fund raiser for ORHF. Buy early as we aren't ordering a

large quantity. This calendar planned to be available for purchase in mid-August at the Oregon Rail Heritage Center Gift Shop.



The president of the Great Northern Railway, Ralph Budd, believed America's intrepid West Coast pioneers deserved a monumental monument. In 1925, he estimated that the 125-foot column he had in mind would cost "in the neighborhood of \$75,000 to \$100,000." The result, the Astoria Column, turns 90 next week. The official dedication of the landmark took place July 22, 1926, the caper of the Astoria Founders' celebration.

The column sits 600 sits above sea level on Coxcomb Hill, offering unparalleled views of the Columbia River, Youngs Bay and the town of Astoria. **The Oregonian 7/13/2016.**

The **Port of Coos Bay** celebration of their railroad's 100th anniversary included train rides on August 5, 6, 7. The PNWC passenger rail car crew prepared and arranged for the move of the PNWC's No. 6800 coach, and NRM's Plum Creek lounge No. 1210 and Round End observation No. 2955 cars that were used for these rides.

Meanwhile the week of July 25th the PNWC Mount Hood Sleeper/Lounge and Friends of 4449 Gordon Zimmerman baggage cars were to be used for a television shoot at the Oregon Rail Heritage Center for the TNT series **The Librarians**.



The Astoria Column

30 YEARS AGO IN THE AUGUST 1986 TRAINMASTER

LIGHT RAIL NAME ANNOUNCED
(Dated 25 July 1986 & Provided by Tri Met)
It's MAX - - Metropolitan Area Express.



The people have spoken, and they have helped to name their \$214-million light rail system. This is how TriMet General Manager James E. Cowen announced the winning name for Oregon's new, 15-mile ribbon of rail linking Portland and east Multnomah County, during noon-time ceremonies before a Yamhill Plaza audience. Cowen was joined by the Oregonian executive Joseph Bianco, whose newspaper sponsored the contest asking readers to evaluate six names proposed by TriMet employees or to submit their own names. TriMet's light rail line is scheduled to open September 5th, 1986. TriMet received more than 5,000 entries. TriMet involved still more area residents in the process by submitting finalists' entries to evaluation by citizen focus groups and more than 400 respondents in a tri-county opinion survey. After promising to send every person who voted or submitted a name one free Tri-Met day pass good anywhere on the light rail/bus system, Cowen introduced the winning name's author, Jeff Frane, a TriMet employee. Also recognized at the short naming ceremony was Donna Anderson of Gresham. She was chosen by lot from among those voting for MAX.

Noting that entries had come in from over 5,000 individuals throughout Clackamas, Multnomah and Washington Counties, Cowen said, "they were 98 percent upbeat, positive names reflecting great pride in the community and the light rail line. The people own this system, now they've participated in naming it; they sense it's their gift to the future of our region.

The top contenders among other names suggested were "Light Train", "The MET", "The Roseliner", "The Link", "Tri-Lite", "City Train", "The Flyer", "Met Rail" and "The Rose".

Serving as master of ceremonies for the name unveiling was Jonathan Nicholas, columnist for The Oregonian. Providing some flair for the announcement was the John McKinley Dixieland band. Cowen noted the possibilities of marketing the light rail line by using MAX. "I can already hear people using the name much as they use "The Schnitz", Cowen said, as in "I'll catch the MAX at Pioneer Courthouse Square" or "the MAX will be along in five minutes". Cowen also suggested ease and simplicity in signing and schedules ... even to the marketing of discount tickets by the "MAX pack," or listing instructions for using light rail as "MAX Facts." When the "Name the Train" contest was announced by The Oregonian in June, the guidelines asked for monosyllabic, easy-to-pronounce names that would be catchy and help people easily identify the light rail line; a name which would lack a bureaucratic sound and be relevant to the entire region not just to Portland, Cowen noted. MAX fits all of those descriptions," Cowen proclaimed "Like the light rail line itself, it's a winner! Ride it to the MAX!"

Note: The TriMet MAX history display at the Oregon Rail Heritage Center will be closing at the End of August. Stop and visit! Learn more about this history of our region's MAX light rail system.



July 2016 Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on July 15, 2016

The July 2016 meeting was called to order at 7:36pm by President Keith Fleschner.

The June 2016 meeting minutes were called, Don Klopfenstein made a motion to approve the minutes and Bruce Strange seconded. The membership voted to approve the minutes.

George Hickok gave the monthly treasurers report, gave a full detailed of the monthly accounting and reported that all accounts balance. Jan Zweerts made a motion to accept the report and Richard Wilkins seconded. The membership voted to accept the report.

President Fleschner announced that we are getting prepared for Steam-up, and that Dave Larsen has passes for those who have volunteered. Dave requested more people to volunteer for the event.

Dave Larsen reported that the library has received a large donation of the Don Hunter collection of sound recordings of many and various trains. Bruce



Bruce Strange reviews the donation of the Don Hunter Audio Collection

Strange reported there are 183 seven inch reels, 63 five inch reels and 4 four inch reels of tape recorded sounds. These tapes will have to be digitally transcribed to be more easily reviewed and preserved. Bruce Strange made a motion that the chapter provide funds to have the tapes digitally transcribed and properly stored. Dave Larsen seconded the motion. President Fleschner

suggested we should table the motion until we get information on the overall cost of the project. He also said the chapter owns other tapes that also need to be transcribed. Bryan Ackler suggested to amend the motion to have the costs investigated. The membership agreed to the amendment.

Jan Zweerts reported that the trolley was running at Antique Powerland on July 4. He also reported that the Willamette Shore Trolley will be reducing runs because of volunteer shortage.

George Hickok reported that the Coos Bay Railroad requested use of several of the passenger cars to use at the beginning of August in the celebration of their one hundredth anniversary. He said the cars first had to be registered in the 'Umler®' System and they now need to be inspected. He said the Coos Bay Railroad also would like to have car hosts from our organization on the excursions which would each be about two hours.

George Hickok reported that there is brake work being done on the Plum Creek car.

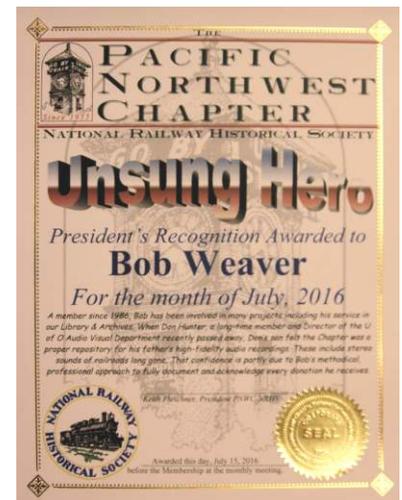
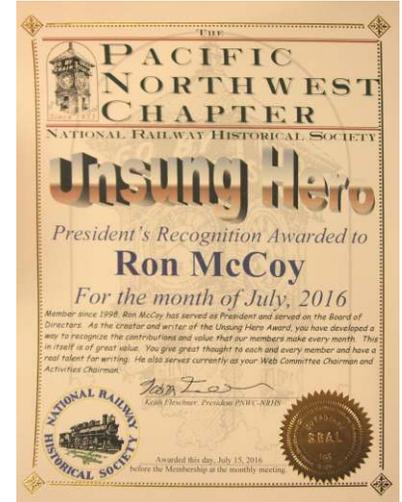
Keith Fleschner reported that work on the S2 is now on hold until after Steam-up.

President Fleschner then presented the *UNsung HERO* Award to Ron McCoy for all the work he has performed for the chapter. Ron McCoy had prepared an *UNsung HERO* Award for Bob Weaver for his many contributions to the chapter. Both awards are well deserved by these recipients!

Trent Stetz reminded the membership of the NRHS Fall Conference being held on October 14-15, 2016 here in Portland.

The meeting was adjourned at 8:40pm.

After the snack time provided by Bryan Ackler, the membership prepared to watch a video on railroad dome cars, but when the case was found to be empty, Ron McCoy showed the video of a recent railroad trip vacation. The presentation was well prepared and very interesting. Thank you Ron.



Ron McCoy receives the Unsung Hero award from President Keith Fleschner

Respectfully submitted
by Jim Hokinson, Secretary.

Photos by Jim Hokinson

Rayonier No. 90



No. 90 on display in Garibaldi, Oregon

The Rayonier 2-8-2 OCSR No. 90 is on display at the Oregon Coast Scenic facility at Lumberman's Park in Garibaldi, Oregon. The Mikado logging locomotive with its 48-inch driver was built by Baldwin in 1926 as Polson Logging Co. (Hoquiam WA) No. 90. The Polson Co. became part of Rayonier Inc. in 1945. Rayonier's steam operations officially ended with an open house at Railroad Camp, near Humptulips WA on March 31, 1962. The engine was retired in 1963 and sold to the Oregon Memorial Steam Train Association (Garibaldi Lions Club) at the end of her logging career at Rayonier and put on display in Garibaldi. (Photo by T. Trent Stetz)

LENDING LIBRARY will be open Saturday, August 20th afternoon. The Library is also open every Monday morning from 10:00 AM to noon. A wealth of material is available for PNWC member check-out.

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Bryan Ackler	2015-2017	503.246.2165
David Cautley	2015-2017	503.631.7516
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PACIFIC NORTHWEST CHAPTER TIMETABLE No. 649

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

Aug. 19: *Rockies by Rail Tour, May 30-June 8, 2016* – a slideshow of 8+ intensive days on Colorado's historic rail attractions by Arlen L. Sheldrake. The slideshow will include: Colorado Railroad Museum, Georgetown Loop Railway, Leadville Colorado & Southern Railroad, Pikes Peak Cog Railway, Royal George Route Railroad, Durango & Silverton Narrow Gauge Railroad, Cumbres & Toltec Scenic Railroad, Rio Grande Scenic Railroad and a visit to downtown Denver. (A Special Interest Tours trip sponsored by *Trains* magazine.)

Sept. 16: *Topic TBD.* Do you have a topic to present?

October 14-15: *Fall 2016 NRHS Board of Directors & Advisory Council Conference*, Portland, OR, Al Baker coordinator, University Place Hotel and Conference Center, 310 SW Lincoln St., Portland, Oregon



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

Board of Director's Meetings: Aug. 11, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
Sep. 8, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
(Open to all Chapter Members. Note ***New Location*** for Chapter Board meetings)

NOTABLE NON-CHAPTER EVENTS:

Every Saturday *Portland Train Rides*, OPR Saturday train runs from ORHC, www.portlandtrainrides.com
July 31 – Aug. 7 *RailCamp Northwest*, NRHS, Tacoma WA, www.nrhs.com
Aug. 5-7 *Coos Bay Rail Line Centennial*, Coos Bay Rail Link, Coos Bay OR, www.coosbayrailline.com
Aug. 6 *Dinner Train*, Oregon Coast Scenic Railroad, Garibaldi OR, www.oregoncoastscenic.org
Aug. 6-7 *Great Oregon Steam-Up*, Brooks OR, antiquepowerland.com
Aug. 6-7 *Nampa Depotfest*, Nampa ID, www.canyoncountyhistory.com
Aug. 19-21 *Snoqualmie Railroad Days*, Snoqualmie WA, www.railroaddays.com
Aug. 20 *Dinner Train*, Oregon Coast Scenic Railroad, Garibaldi OR, www.oregoncoastscenic.org
Aug. 20-21 *Train Robbery Weekend #2 (Steam)*, Chelatchie Prairie Railroad, Yacolt WA, www.bycx.com
Sept. 3 *Dinner Train*, Oregon Coast Scenic Railroad, Garibaldi OR, www.oregoncoastscenic.org
Sept. 3-4 *Labor Day Weekend*, Chelatchie Prairie Railroad, Yacolt WA, www.bycx.com
Sept. 3-4 *Affair on Main Street*, North Pend Oreille Valley Lions Club, Ione WA, www.lionstrainsrides.com
Sept. 8-10 *SP&S Railway Historical Society 2016 Convention*, Fife WA, www.spsrhs.org
Sept. 10 *GN Day*, GNRHS & Skykomish Historical Society, Skykomish WA, www.gnrhs.org
Sept. 10 *Third Annual Northwest Railroad Heritage Forum*, Tacoma Chapter NRHS, www.railheritage.org
Sept. 13-17 *Northern Pacific Railway Historical Assn. 2016 Convention*, Wallace ID, www.nprha.org
Sept. 15-18 *40th Anniversary American Freedom Train Staff Reunion*, Portland OR, www.freedomtrain.org
Sept. 17 *Dinner Train*, Oregon Coast Scenic Railroad, Garibaldi OR, www.oregoncoastscenic.org
Sept. 17 *September Dinner & Wine Train (Steam)*, Chelatchie Prairie RR, Moulton Falls Winery, www.bycx.com
Sept. 17-21 *Great Northern Railway Historical Society Convention*, Spokane WA, www.gnrhs.org
Sept. 21-24 *Southern Pacific Historical & Technical Society Conference*, Palm Springs CA, www.sphts.org
Oct. 1-2 *Harvest Run*, Chelatchie Prairie Railroad, Yacolt WA, www.bycx.com
Oct. 1-2 *First Autumn Colors*, North Pend Oreille Valley Lions Club, Ione WA, www.liontrainrides.org
Oct. 8 *Dinner Train*, Oregon Coast Scenic Railroad, Garibaldi OR, www.oregoncoastscenic.org

PNWC – NRHS MISSION

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