

# The <sup>Celebrating 60+ Years</sup> Trainmaster

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## SOUTHERN PACIFIC IN BROWNSVILLE, OREGON

by Martin E. Hansen



Martin E. Hansen Collection

Southern Pacific (SP) Brownsville, Oregon, 1907, Train No. 98. (from Martin E. Hansen Collection)

Life in small town America in the last century often revolved around the arrival and departure of trains if the town was lucky enough to be located on a rail line. We see that played out in this scene above from about 1907.

We are in the small Oregon town of Brownsville and Southern Pacific train No. 98 on the Oregon Division is just coming into town. The train is known as the Coburg Mail Train because of the contents that it brings into town.

The unknown photographer appears to be standing on a tender full of coal on a work train. In front of him appears to be men feeding the coal into some type of burner on the next car.

A subsequent posting suggests they are stoking coal to a pile driver per the shadow on the ground.

The Linn County Historical Museum, aka Brownsville Historic Pioneer Museum, is located in the relocated original Brownsville Southern Pacific (SP) Depot and six SP railroad cars. The 1986 film, *Stand By Me*, was filmed in Brownsville. The museum is open Tuesday through Saturday, 11 – 4, and Sundays during summer months. It is well worth the visit as is the charming city of Brownsville.

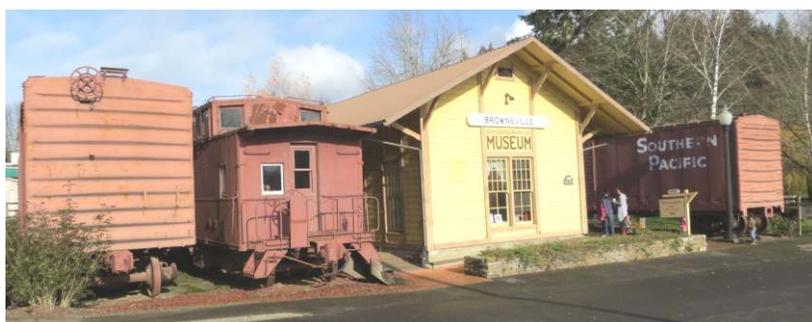
Article developed by Arlen L. Sheldrake. Historic photo provided by Martin E. Hansen; Museum photo (on page 2) by Arlen Sheldrake. From a *Trainorder.com* 3/23/2017 posting by Martin E. Hansen

# SOUTHERN PACIFIC IN BROWNSVILLE, OREGON

Developed by Arlen Sheldrake and T. Trent Stetz



Brownsville was originally known as "Calapooya" after the area's original inhabitants, the Kalapuya Indians, or "Kirk's Ferry", after the ferry operated across the Calapooya River by early settlers Alexander and Sarah Kirk. When Linn County was created from the southern portion of Champoeg County on December 28, 1847, the Provisional Legislature named Calapooya as the county seat. The Spaulding School in Brownsville served as the original county courthouse. Brownsville was named in honor of Hugh L. Brown, who settled there in 1846 and opened the first store. In 1851, the Territorial Legislature passed an act establishing Albany as the county seat. A special election in 1856 reaffirmed Albany as the county seat.



Brownsville – 2nd Depot, Built c.1885 – Relocated to 101 Park Avenue, now the Linn County Historical Museum (Photo by Arlen L. Sheldrake)

The Southern Pacific (SP) line to Brownsville was called the Woodburn-Springfield Branch. This branch of the SP actually began service as a narrow gauge railroad operated by the Oregonian Railway Company, Ltd. (originally Oregon Railway Company, Ltd.) which began construction on the line in April, 1880 and by July of the following year, service had been extended from Ray's Landing (on the Willamette River) to Tallman, in Linn County. The line was extended south to Coburg by July 1882 and, although not directly realized, was envisioned to link up with the Central Pacific in Nevada.

After a period of financial strain and hardship, the line was purchased by the Southern Pacific in 1890 and was converted to standard gauge in the same year along with the abandonment of the section from Ray's Landing to Woodburn. The line was further extended south to Springfield the following year, terminating at Natron. The branch was connected with the Valley Main Line at Springfield in 1906 and the section from there to Natron was to become part of the Cascade Line twenty years later.

References: [www.abandonedrails.com/Oregonian\\_Railway](http://www.abandonedrails.com/Oregonian_Railway) and [en.wikipedia.org/wiki/Brownsville,\\_Oregon](http://en.wikipedia.org/wiki/Brownsville,_Oregon)

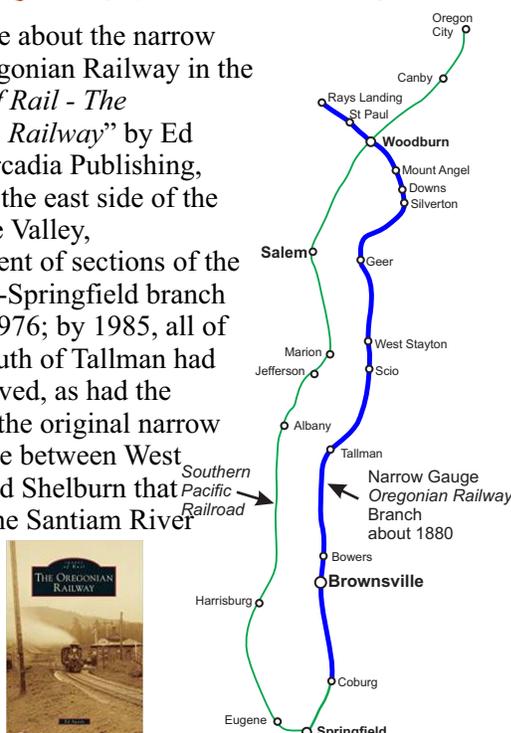
## SALEM BAGGAGE DEPOT



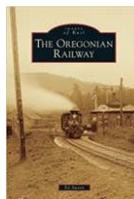
Once and a while one happens to be at the right place at the right time. This picture taken April 4th shows the continuing progress on renovating the 1889 Salem Freight House into the Regional Multimodal Transportation Hub. These station signs are a nice addition. This building is just south of the current Salem Depot. (Photo by Arlen L. Sheldrake)

## THE OREGONIAN RAILWAY

Learn more about the narrow gauge Oregonian Railway in the "Images of Rail - The Oregonian Railway" by Ed Austin (Arcadia Publishing, 2014). On the east side of the Willamette Valley, abandonment of sections of the Woodburn-Springfield branch began in 1976; by 1985, all of the line south of Tallman had been removed, as had the section of the original narrow gauge route between West Stayton and Shelburn that included the Santiam River crossing.



Route of The Oregonian Railway



# NP CABOOSE 1735 GETS NEW HOME

By Arlen L. Sheldrake

During early April, the long-awaited addition to Bruun Dock Studios was accomplished by the staff of Oregon Pacific Railroad, when the former Valley & Siletz Railroad No. 4001 flat car and former Northern Pacific (NP) caboose No. 1735 were moved into place.



August 25, 2015, as delivered to Milwaukie from private property and before any rebuilding.

While the concrete deck will provide a very nice floor for the pizza parlor, the significant added weight added to the move difficulty.

One of the overriding problems facing this move was that the location is immediately adjacent to the very unique light rail/heavy rail diamond. If the diamond signal system senses a rail car on the OPR tracks it will stop the MAX Orange line light rail traffic. This problem was solved by jacking the cars up and isolating the wheels from the track while on the active OPR rail line. This signal system is designed to protect and keep separated the quite different crash standard light and heavy rail cars. It is believed that only one other such diamond is allowed to exist on the west coast and it is just lightly used.



April 6, 2017, flat car being rolled from OPR mainline to pizza track. Notice the concrete deck.

Portland and used as a residence on a short section of track. The City of Portland acquired the property for flood control and offered the caboose to several local groups “for the hauling” but none responded. Kurt Bruun of Lorentz Bruun Construction took up the offer and on August 21, 2015 removed it from the property by crane and truck. The almost 100-year-old wooden caboose was re-built from the trucks up in Sellwood as the mostly wooden body did not do well in western Oregon.

With the excellent view corridor, short distance from the OMSI/Water Avenue MAX and Portland Streetcar stations and proximity to the Oregon Rail Heritage Center, many think this new business will flourish.

As reported in the June 2016 *Trainmaster*, Kurt Bruun, Lorentz Bruun Construction owner, has been working toward having a pizza parlor in the far west module of his Bruun Dock Studios building just south of the Oregon Rail Heritage Center. The caboose has been pretty much rebuilt from the trucks up and given an authentic and original NP style paint job.

Both rail cars are now located on disconnected track next to the soon to be pizza parlor that will be operated by Mount Hood Brewing. This move was complicated by overhead electrical wires which prevented lifting the cars into place by crane.

Another move complication turned out to be the modifications made to the flat car. While in Sellwood, Lorentz Bruun Construction crews replaced the wooded deck with a thick concrete deck.



April 13, 2017, showing the caboose wheels being insulated from rail.

Dick Samuels, Oregon Pacific Railroad and his sons developed the concept of sliding the cars on channeled steel beams from live rail to their home disconnected rails. While the concept was spot on, implementation required a couple of re-designs and fabrications. Perseverance and innovation are part of the DNA of the Samuels family; if one solution doesn't work, develop another....

The operator of the pizza parlor will be Mt. Hood Brewing Company who currently operates a brew house in Government Camp near Mount Hood. Expect good brews and pizza later this spring or early summer; a specific opening date is currently unknown.



As reported in Dick Samuel's October 2015 *Trainmaster* article, the NP 1735 was built in 1921 and later renumbered to BN 10950 before being sold into private ownership when it was moved to private property at SE 44<sup>th</sup> and Tenino in



April 13, 2017, job done, bring on Mt. Hood Brewing



# PNW RAIL NEWS

by Arlen L. Sheldrake



On his way home March 21<sup>st</sup> from a very successful second year of Winterail held in Corvallis, Steve Barry, Editor, Railfan and Railroad magazine stopped by the Oregon Rail Heritage Center for a tour and lunch. This was Steve's first visit to ORHC and he seemed quite impressed with the facility and location. As you may know, Steve and *Railfan & Railroad* have been long term supporters of Winterail including hosting the Friday evening pizza party. Steve noted that he is very pleased with the Corvallis High School facility and the decision to re-locate Winterail to the heart of the Willamette Valley. Steve is also a member of the NRHS Board of Directors. Before heading home Steve was able to stop by the Oregon Rail Heritage Center on March 21<sup>st</sup> for a tour. Before heading to the airport, I introduced him to Julie and lunch at Beez Holgate Station. Also, congratulations to Steve for being named to the Winterail Hall of Fame on March 18<sup>th</sup>.



The Port of Prince Rupert today announced an expansion project for containerized cargo on Ridley Island that will help crops from the Canadian agricultural industry reach international markets while expanding intermodal logistics capacities at the Port of Prince Rupert. Ray-Mont Logistics is developing an integrated logistics and container loading operation at the south end of the Ridley Island Industrial Site on the recently-constructed Road, Rail and Utility Corridor. The operation will involve pulses and cereals (such as lentils, peas, beans, soybeans, flax, and



wheat) as well as other specialty agricultural crops transported in hopper cars by rail from Western and Central Canada and the US Midwest. The cargo will be transferred to ocean containers for export via the Fairview Container Terminal, which is currently undergoing expansion. The ten-acre facility will include a rail loop corridor in excess of 100 railcars, a grain dumper pit, and a state-of-the-art conveyance system. **Port of Prince Rupert news release 3/20/2017.**

On March 24<sup>th</sup>, I stopped by the Oregon City Amtrak Cascades station and found the **First City Central Marketplace & Bistro** now open and welcoming. Some good drafts and a decent light menu with great spots for train watching from the historic Oregon City train station. Bob Weaver and I think it is worth a stop if you are in the area.



MAX switch machine replacement projects to increase reliability, decrease delays. The first in a series of replacements early March 26, required service adjustments on MAX Blue, Green and Red lines. This work is part of TriMet's ongoing effort to improve and upgrade our tracks, stations, and signals systems. **TriMet News 3/17/2017.** On April 30 crews will be making track improvements on Morrison and Yamhill streets at SW 11<sup>th</sup> and SW 1<sup>st</sup> Avenue with more track and switch replacements. **TriMet News Blast 4/24/2017.**



The Troutdale Historical Society (THS) April-June 2017 newsletter pictured our January *Trainmaster* that had their new cabooses on the first page. The THS is now focusing efforts on refurbishing the cabooses interior and getting electrical service to the cabooses for interior lighting and heat.



Oregon: Safety is Our Passion, the track safety inspection schedule. Following is the Union Pacific track safety inspection schedule for Oregon and the Columbia River Gorge:

### Oregon Gorge

■ Visual Hy-rail Inspection	2-4x per week	2-4x per week
■ Geometry Car	2x per year	4x per year
■ Ultrasonic Rail Testing (DC)	3x per year or more	4x per year or more
■ Gauge Restraint Measurement System	2x per year	4x per year
■ Lag Curve Walking Inspections	Every 90 days	N/A



Our goal is to be even better than our 99.98% safety record. Pulled from the [www.up.com](http://www.up.com) site 3/25/2017.

Union Pacific plans to invest \$77.1 million in its Oregon rail infrastructure. \$44.7 million to maintain railroad track and \$3.2 million to maintain bridges. Key projects include:

- \$9.3 million investment in the rail line between Klamath Falls and Chemult to replace 21 miles of rail.
- \$12.1 million investment in the rail line between Huntington, Oregon and Caldwell, Idaho, to replace 87,978 railroad ties during a tie replacement project.
- \$14.3 million investment in the rail line between Oakridge and Portland to replace 102,683 railroad ties during a tie replacement project.

From 2012 to 2016 Union Pacific invested more than \$305 million strengthening Oregon's transportation infrastructure.

**UP News Release 4/10/2017.**

Union Pacific today announced it is consolidating its Pocatello Service Unit management with its Portland and Utah service units effective April 1. Five management positions will be reassigned to other locations as the company continues aligning operations to meet customer demands and marketplace shifts. The transportation, engineering, mechanical, maintenance and other operations necessary to continue running a safety and efficient railroad will remain in place. The realignment will result in an operating structure similar to pre-2005 in Idaho. The Pocatello Depot will remain an operational structure where Union Pacific crews will continue to go on and off duty while carrying out normal operations. **UP News Release 3/22/2017.**

The Sound Transit Board of Directors today authorized award of a contract to Hoffman Construction Company to build the U District Station for the Northgate Link opening 2021. The \$159.8 million contract includes constructing civil, structural and architectural finishes for the underground station in the U District neighborhood, with entrances along Brooklyn Avenue NE between NE 45<sup>th</sup> and NE 43<sup>rd</sup> streets. The work also includes elevators and escalators, mechanical and electrical equipment, fire protection and emergency ventilation systems, surface restoration, landscaping and 100 spaces for bike parking. The site is also designed to accommodate future development above the station. Construction of the U District Station is scheduled to begin in June. **Sound Transit 3/23/2017 news release.**



The Yaquina Pacific Railroad Historical Society (YPRHS) is donating approximately 130,000 lbs. of equipment to the Oregon Coast Scenic Railroad. The equipment was from the Powers, Oregon facility that repaired and serviced steam locomotives and was originally donated to YPRHS in 1993 by Georgia-Pacific. OCSR intends to set the equipment up for public display in a new facility. **Yaquina Shortline Spring 2017.**



Groups work together to clean railroad areas along Interstate 84. Going into downtown Portland, along Interstate 84, tall trees and grassy hills line the edges of the freeway along Sullivan's Gulch. Metro's Regional Illegal Dumping (RID) Patrol along with the Oregon Department of Transportation, Union Pacific Railroad, Multnomah County Sheriff's Office, and the City of Portland are working to clean up (again) the mess. The RID Patrol has been conducting cleanups along areas next to the Union Pacific Railroad for several years now. At first, cleanups were only conducted once a year but were then increased to twice a year after trash kept piling up. Now, Metro leads trash collections in the Sullivan's Gulch area four times a year. Over the next few days, the RID Patrol team aims to clean up as much trash as possible with cleanup efforts spanning from 3<sup>rd</sup> to 96<sup>th</sup> avenues. In some areas, litter picking rappelling crews were needed due to the steep slopes. **Metro News 3/21/2017.**



As the work continues developing the Oregon's Army Spruce Division Railroads World War I exhibit at the Oregon Rail Heritage Center as part of the 100<sup>th</sup> commemoration of "the great war", running across artifacts from this era becomes very fascinating. On April 2<sup>nd</sup> Rita and I did a 10k Volkswalk in Salem taking a lunch break about half way at the McMenamins Boon's Treasury. This is one of many of the McMenamins establishments that is housed in historic buildings. This building was built in 1860 and is one of the longest running commercial buildings in the state of Oregon. One of the many artifacts on display in the building is an original World War I billboard....some might call it a poster but at 9' tall and 7' wide it pretty much blows away my idea of a poster. The Paxton & Hall billboard is from 1917, features Lady Liberty and is titled: **Enlist in the Army, Navy, Marines.** The Boon's Treasury is located at 888 Liberty Street NE at the north end of downtown Salem.

Greenbrier and Mitsubishi UFJ Lease & Finance (MUFG) sign an agreement for more than \$1.0 billion in railcar business in North America. On April 5<sup>th</sup> they announced the execution of a Memorandum of Understanding (MOU) to substantially expand the parties' existing commercial relationship in North America. MUFG intends to grow its portfolio from 5,000 railcars to a total of 25,000 railcars over the next four years. The MUFG includes a multi-year purchase commitment by MUL for 6,000 newly-manufactured railcars from Greenbrier through 2020. Further, MUFG has committed to obtain all its newly-manufactured railcars exclusively from Greenbrier through 2023. The MOU provides that the parties will form a new asset management service entity, owned 50% by each company, solely for railcars in the MUFG fleet. The 5,000 cars currently managed by Greenbrier will be managed by this new entity. Greenbrier will receive fee income from MUFG related to its railcar asset management services. **Greenbrier News Release 4/5/2017.**



The Great Northern Tunnel is a one-mile-long tunnel than runs beneath downtown Seattle from Alaskan Way (below Virginia Street) on the waterfront, to 4<sup>th</sup> Avenue S and Washington Street. The Great Northern Railway built it in 1904, at the insistence of Seattle City Engineer Reginald H. Thomson, to help alleviate rail congestion on Railroad Avenue (now Alaskan Way) and is still in use today. In its heyday, the Great Northern Tunnel was the largest, although not the longest,

tunnel in the nation. It cost \$1,500,000 to build and was intended for use by both the Great Northern and the Northern Pacific Railroads, which split construction costs. Today the tunnel is owned and operated by the Burlington Northern – Santa Fe Railway. **HistoryLink.org Essay 4029.**



The Free Online Encyclopedia  
of Washington State History



The Alaska Railroad Corp on April 3<sup>rd</sup> released its annual report for 2016 registering a net loss of \$4.4 million due to a 16% year-over-year drop in freight volume and an impasse with the city of Anchorage regarding the release of certain Federal Transit Administration grant funds, railroad officials said in a press release. The disagreement with Anchorage on how to split FTA formula funds resulted in a \$7.6 million loss for 2016. If not for the delay in receiving the funds, the railroad would have ended the year with \$3 million in net income. On the positive side, passenger-rail revenue climbed 6% on a year-over-year basis. The drivers: increased winter midweek service between Anchorage and Fairbanks during high demand times, and improved service performance, according to the annual report. **Progressive Railroading 4/5/2017.**

METRO invites applications for the position of: Zoo Train Operator – temporary. Salary: \$24.99/hour, closing date 4/10/2017. One of the highlights of a trip to the Oregon Zoo is riding on the Zoo Train! The Oregon Zoo is looking for temporary Train Operators. Essential Job Duties:



- Operates diesel and steam powered locomotives; communicates with passengers and other zoo guests while in route regarding sites, history, activities, events and project plans.
- Assists, and performs work of, Zoo Railroad Maintenance Technicians and Maintenance Workers on railroad and other general Zoo maintenance and preventative maintenance duties, including complex and journey-level duties as required.
- Operates a variety of heavy and light equipment, such as forklift and bobcat, and hand and power tools necessary to complete job duties.
- Performs other guest service functions, such as tour narrating and emergency services.

**METRO posted 3/27/2017;** information extracted from the position #2017-4447-Zoo document.

For the first time in its 105-year history, the Port of Vancouver USA has recorded more than 7 million metric tons of cargo across its docks; an 8% increase over 2015. 2016 was a great year for exports, which climbed to 6.32 million metric tons from 5.54 million metric tons in 2015. Grain continues to be the largest exports at the port by volume, and in 2016 these cargoes increased 17.8% over 2015. Leveraging revenue, federal and state grant funds and tax dollars, the port continues to invest in critical infrastructure and assets, including rail, equipment, buildings, dock improvements and skilled staff. The Port of Vancouver USA has logged a record tonnage for the past three years, and 2017 is shaping up to be another good year. Cargoes like autos, steel, minerals, wind energy components and grain continue to bring in solid numbers, making the future look bright for the port and community. **Port of Vancouver USA 4/5/2017 news release.**



Port of Vancouver USA

Canadian Pacific commemorated the centennial of the Battle of Vimy Ridge (France, April 1917) and the ultimate sacrifice made by more than 3,500 Canadians in a military victory that many consider a defining moment in the history of the country. CP put the resources of its entire globe-spanning freight and travel system at the disposal of the British Empire and allies at the outset of the war, contributing not only tracks and trains, but its ships, yards, shops, hotels, telegraph lines and - above all else - its people. Some 11,340 CP employees enlisted with a stunning 1,116 railroaders losing their lives and another 20% wounded before the end of the war. During the war, two CP employees received the Victoria Cross – the highest award in the United Kingdom – for gallantry “in the face of the enemy,” and 385 others were decorated for valor and distinguished service. As part of its effort, CP also organized the first battalion of Canadian Overseas Railway Construction Corps (CORCC) to build and run railways through Europe during the war. **CP 4/9/2017 news release.**



This month, Granite Construction started construction on a new, 3,300 lineal foot double rail siding near the South Terminal to support international cargo movement at the Port of Everett. The \$3.4 million contract to the Everett-based contractor to complete the second phase of the Port's terminal rail enhancements to improve regional rail freight mobility and increase capacity of rail freight at the Port of Everett Seaport. The project was made possible, in part, by a federal TIGER grant. The TIGER program is an extremely valuable grant program for reinvesting in our nation's transportation infrastructure. **Port of Everett 4/13/2017 news release.**



4/13/2017 news release.

One gets an idea of just how large one of our passenger rail cars is when you hire, as one of their tasks, Stanley Steemer to steam clean the seats in the 6200 coach. 56 cloth seats and seat backs takes a significant amount of time even if you are trained and have the right equipment for this business...and yes the cost does get large when using a 56 multiplier...The cleaning of the Holiday Express consist is getting a high priority with Portland Train Day looming and other possible trips.



Sound Transit light rail trains to run on clean energy beginning 2019. Sound Transit has executed an innovative 10-year agreement with Puget Sound Energy (PSE) that will allow Link light rail trains to run on 100% clean energy starting in 2019. The agreement, the first of its kind in Washington state, will enable Sound Transit to purchase wind energy directly from PSE's Green Direct program. **Sound Transit 4/18/2017 news release.**



BNSF to move ahead with second Sandpoint [Idaho] rail bridge; opposition voiced by mayor. BNSF Railway Co. said it is moving ahead with a second railroad bridge across Lake Pend Oreille at Sandpoint while the city's mayor voiced opposition. The railroad initiated planning for the project in 2014 but put the work on hold. As part of the project planning, BNSF will drive pilings into the lake to test load bearing capacities. The testing is expected to start in May and extend through June. The mayor is concerned about rail safety, especially with increased shipping of coal and crude oil along with chemical shipments. **The Spokesman-Review 4/18/2017.**



Ever wonder why Union Station in Portland has a Metropolitan Lounge? There only three in the entire Amtrak network. Chicago, Los Angeles and Portland and the Los Angeles one is rather recent.; so why has Portland had one for years? For those attending the April 21<sup>st</sup> membership meeting, they know the answer. Expect to see a *Trainmaster* article in the near future with the answer. Sorry, the answer is not that Portland has two first class Amtrak trains.

Tacoma will pay former switchman \$2.4 million after he lost leg in an accident back in 2015. The switchman was getting onto a moving Tacoma Rail train when his foot slipped on the frosty ground. The original claim requested \$6 million from the city. **The News Tribune 4/19/2017.**



Quiet zones expanded May 1<sup>st</sup> in Salem. The four new railroad crossing quiet zones are: Madison Street NE, Sunnyview Road NE, Woodrow Street NE and Silverton Road NE bringing the total number of quiet zone crossings in Salem to 12. **Statesman Journal 4/21/2017.**



The City of Prineville Railway will be moving in the next few months their caboose to the Bowman Museum in downtown Prineville. The museum is not rail served, so the move will be a bit difficult. The caboose was built in 1943 for the Leigh Valley Railroad. The donated caboose will be set up on train tracks that railway employees are building for the exhibit at the museum. The caboose was purchased by the railway in the 1970s. The caboose exhibit will be a part of the 100<sup>th</sup> anniversary of City of Prineville Railway in 2018. **The Bulletin 4/10/2017.**



Three killed, two injured in logging railway incident April 20<sup>th</sup> on the Western Forest Products Englewood Railway, a 90-kilometre logging line that runs from Vernon Lake, through Woss, past Nimpkish Lake Provincial Park to Beaver Cover on northern Vancouver Island, British Columbia, Canada. The railway is believed to be the last operating logging railway in North America. It appears a log loaded group of cars got away from a re-load facility and then derailed dumping logs after colliding with a rubber-tired backhoe and railway maintenance car where the five Englewood Railway maintenance of way railroad workers were located. One man was trapped under the logs and it took about 60 loggers, firefighters, police and paramedics just under five hours to free him. The incident happened in the community of Woss with a population of 200; a devastating blow to the community. **Times Colonist 4/21/2017.**



If you haven't been to the Pearson Air Museum recently, it is well worth the visit especially during this period commemorating the 100<sup>th</sup> anniversary of the "war to end all wars". The Dr. Gary Brooks built model of the Vancouver Spruce Cut Up Mill will absolutely blow your mind. If the model doesn't do it, then the 45 days it took to build the actual mill should. Dr. Bob



Cromwell, Museum Manager, tells me that Gary built this model on his own time and it only cost the National Park Service under \$4,000 in materials. Lots of other history to see in this outstanding museum. Located at 1115 E 5<sup>th</sup> Street, Vancouver WA, entry is free and it is open Tuesday through Friday, 9 to 5.



Model of Vancouver Spruce Cut Up Mill at Pearson Air Museum (Photo by T. Trent Stetz)

# Boise Depot Celebrates 92<sup>nd</sup> Birthday

Text and Photos By Arlen L. Sheldrake

On April 23<sup>rd</sup> the City of Boise celebrated the 92<sup>nd</sup> birthday of their city owned depot in downtown Boise. One might wonder why make a big deal for a number like 92 and the answer is that 92 isn't a big deal. The attendance of the Union Pacific No. 844 (4-8-4) steam locomotive is a big deal and made this birthday celebration special. The idea of inviting the 844 to Boise is attributed to a young local railway historian Eriks Garsvo whose lobbying efforts along with Idaho Operation Lifesaver got the *Boise Turn Special* developed and to Boise for the birthday party. Eriks was in retro



Inside the Depot

conductors' garb during Sunday's festivities. The weather was perfect and the crowds outstanding. The view corridor from the Idaho capital building to the depot and vice versa represents a brilliant planning effort. The City's restoration of the depot and gardens is also outstanding and while it no longer serves passengers, it is a very active and attractive rental venue. On permanent display outside the depot is 2-8-2 UP No. 2295 built in 1920 by American Locomotive Company with

some nice interpretive information. Media reports indicate that the 844 was greeted all along the route both to and from Boise by large trackside crowds. Photos by the author. (Some information from the *Idaho Statesman* 4/23/2017).



UP 844 at Boise Depot

The view corridor from the Idaho capital building to the depot and vice versa represents a brilliant planning effort. The City's restoration of the depot and gardens is also outstanding and



The crowd outside the Depot viewing the 844

## OREGON PONY UPDATE

The Port of Cascade Locks Pony Advisory Committee will be making their final report to the Port Commission at the Commission's meeting on June 1<sup>st</sup>. The Committee is composed of representatives from the Commission, the Cascade Locks Historical Museum, the City of Cascade Locks Tourism Committee and the Pacific Northwest Chapter, NRHS.

This rendering developed by Seder Architecture represents the Committee's final recommendation after some 9 meetings. On the right is Locktender Home No. 3 and on the left is the current Thunder Island Brewing facility; the recommended Pony building would be



OREGON PONY BUILDING SITE 'A' PORT OF CASCADE LOCKS, OREGON SEDER ARCHITECTURE + URBAN DESIGN LLC 3-17-17

Building Rendering by Seder Architecture

about where the current Thunder Island Brewing outdoor patio is currently located. Thunder Island is building a new building on WaNaPa Street (Cascade Locks main street) and will be moving within a year. The planned pedestrian bridge from a new city park on WaNaPa Street over the Union Pacific railroad will land just east of Locktender Home No. 3. The long-term Committee vision is to put a visitor center and History Museum in the building now housing Thunder Island Brewing and Port maintenance functions. Currently the City of Cascade Locks doesn't have a visitor center. The Historical Museum is currently located in Locktender Home No. 1. Ken Vannice and I are representing PNWC on this Committee.



PORT OF CASCADE LOCKS

While I don't always enjoy driving to Cascade Locks in the winter, I really enjoyed working with this group of people who appreciate railroad history and want to leverage having the Oregon Pony as one of the major attractions in their community; very probably the most historic piece of rolling stock in the Pacific Northwest, if not the west coast. The story of the Oregon Pony and the short-lived portage railroad will continue to be told. As I suggested to the Mayor, my vision for Cascade Locks signage is "*Welcome to Cascade Locks, the Home of the Oregon Pony*". Article by Arlen L. Sheldrake.

# THE STORY OF THE MOUNT HOOD DRUMHEADS

by Ken Vannice

For a period of time the Mt. Hood (and the Mt. St. Helens) was the tail car for the combine SP&S, GN and NP train between Spokane and Portland via Pasco. During that time, two rectangular “drumheads” were attached to the Mt. Hood. These can be seen in a scan of a PNWC Archive picture of the eastbound SP&S Train 2 showing the Mt. Hood bypassing a wreck.

The two “drumheads” are in the PNWC Archives. The Empire Builder is in its original metal light box. The North Coast Limited is in a fabricated wood light box apparently because of damage.

The PNWC Archives include a collection of SP&S published passenger schedules and SP&S ledgers containing the consists of most SP&S passenger trains. The information below was derived from those documents.

Historically SP&S ran passenger trains between Spokane and Portland via Pasco. The Portland sections of the Empire Builder (GN 1W/2E) and the Oriental Limited (GN 3W/4E) were split off in Spokane and attached to the SP&S trains of the same number. Since these SP&S trains were essentially GN trains only, the SP&S cars were purchased in Empire Builder livery. The Portland sections of the North Coast Limited (NP 1W) and Alaskan (NP 3W) were taken from Spokane to Pasco as NP 3W and on to Portland as SP&S 3W. The Portland sections of the eastbound North Coast Limited left Portland as SP&S 4. In Pasco they become NP 6 and in Spokane they become NP 2. The Portland sections of the eastbound Alaskan left Portland as SP&S 6. In Pasco they become NP 4 and in Spokane they continue as NP 4. During this period the “drumheads” were probably not used.

On Nov. 15, 1952, a major change occurred. The NP re-arranged everything. The NP 1W/2E North Coast Limited became the much faster NP 25W/26E. The NP 3W/4E Alaskan became the NP 1W/2E Mainstreeter. SP&S 1W left Spokane on the SP&S tracks with the Portland Empire Builder cars for Pasco. NP 25W left Spokane on the NP tracks for Pasco. In Pasco the Portland North Coast Limited cars were removed and attached to SP&S 1W for Portland. SP&S 2E left Portland for Pasco with the North Coast Limited and the Empire Builder cars. In Pasco the North Coast Limited cars were split off and attached to NP 26E, and the Empire Builder cars attached to the GN 2E in Spokane. A similar scheme was employed for the GN 3W/4E Oriental Limited (which was renamed in 1951 the Western Star) and the NP 1W/2E Mainstreeter in association with the SP&S 3W/4E.

The reorganized SP&S 1W/2E was before the domes were added. The basic SP&S consist included its 75 Baggage/Dorm Car, 30X Coach, 405 Diner and either the Mt. Hood (600) or the Mt. St. Helens (601). Additional baggage and mail cars were added in front of the Baggage/Dorm car as required. To this consist the Empire Builder and North Coast Limited Portland cars were added. In Spokane and in Pasco the consist was re-shuffled so as to group coaches and sleepers. The 11/23/52 Train 1 consist included SP&S 75 Baggage/Dorm, SP&S 302 Coach, SP&S 405 Diner, EB 1217 Coach, NCL 592 Coach, EB 1373 6-5-2 Sleeper NCL Chief Kannakin (Kamiakin) 10-1-1 heavyweight Sleeper, NCL Chicago (CB&Q 480)8-6-3-1 Sleeper, EB 12617-4-3-1 Sleeper, EB 13836-5-2 Sleeper, SP&S Mt. Hood 6-3 Sleeper/Lounge.

In around 1955, coaches were swapped out for dome coaches. On Apr. 29, 1956 the Empire Builder was re-numbered from 1W/2E to 31W/32E. Sometime later (before 1967) the Western Star was re-numbered from 3W/4E to 27W/28E. The 2/4/57 Train 1 consist included SP&S 49 Baggage/Mail, SP&S 75 Baggage/Dorm, SP&S 302 Coach, SP&S 405 Diner, EB 1332 Dome Coach, NCL 551 Dome Coach, NCL 3528-6-3-1 Sleeper, NCL 313 4-4-4 Dome Sleeper, EB 7027-4-3-1 Sleeper, EB 13836-5-2 Sleeper, SP&S Mt. St. Helens 6-3 Sleeper/Lounge. It was through these periods the “drumheads” were probably used.

On Aug. 4, 1961 it was decided that it was a waste of time and money to shuffle the NP cars in Pasco grouping the coaches and sleepers. The NP cars were tacked onto the end of the SP&S trains. The 9/12/61 Train 1 consist included SP&S 31 Baggage/Mail, SP&S 75 Baggage/Dorm, SP&S 301 Coach, SP&S 303 Coach, EB 1324 Dome Coach, EB 13776-5-2 Sleeper, SP&S 405 Diner, SP&S Mt. Hood 6-3 Sleeper/Lounge, NCL 553 Dome Coach, NCL 598 Coach, NCL 3708-6-4 Sleeper. Since the Mt. Hood (or Mt. St. Helens) car was no longer the end of the train the “drumheads” were probably discontinued.



Eastbound SP&S Train No. 2 with the Mt. Hood



Empire Builder Drumhead



North Coast Limited Drumhead

SP&S Passenger Timetable Nov. 29, 1967				
Westbound	Empire Builder	Western Star	North Coast Ltd.	Mainstreeter
Av Spokane GN Sta.	GN31 11:15p	GN27 2:15p		
Lv Spokane GN Sta.	SP51 11:40p	SP53 9:30p		
<i>(SP&amp;S tracks)</i>				
Ar Spokane NP Sta.			NP25 11:17p	NP 1 7:52p
Lv Spokane NP Sta.			NP25 11:30p	NP1 8:21p
<i>(NP tracks)</i>				
Ar Pasco	SP51 2:30a	SP53 12:20a	NP25 2:15a	NP1 11:26p
Lv Pasco	SP51 2:45a	SP53 12:45a	SP51 2:45a	SP53 12:45a
Ar Portland	SP51 7:00a	SP53 5:30a	SP51 7:00a	SP53 5:30a
<i>Eastbound</i>				
Lv Portland	SP52 3:00p	SP54 9:45p	SP52 3:00p	SP54 9:45p
Ar Pasco	SP52 7:00p	SP54 1:55a	SP52 7:00p	SP54 1:55a
Lv Pasco	SP52 7:10p	SP54 2:30a	NP26 8:49p	NP2 5:00a
Ar Spokane NP Sta.			NP26 11:29p	NP2 8:01a
<i>(NP tracks)</i>				
Lv Spokane NP Sta.			NP26 11:44p	NP2 8:30a
Ar Spokane GN Sta.	SP52 9:50p	SP54 5:40a		
<i>(SP&amp;S tracks)</i>				
Lv Spokane GN Sta.	GN32 11:10p	GN28 6:40a		

Information from Historic Timetable

# April Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on April 21, 2017

The April, 2017 membership meeting was called to order by President Keith Fleschner at 7:35pm.

One guest, Jeff Wells was present. Welcome Jeff!

The March meeting minutes were called. Secretary Jim Hokinson noted an correction to the March minutes. [Correction is shown below]. Ron McCoy made a motion to approve the amended minutes, Al Baker seconded and the membership voted to approve the amended minutes.

Due to the absence of Treasurer George Hickok, no treasurers report was given.

President Fleschner made a Thank You to Ron McCoy for a very nice banquet.

President Fleschner announced that contrary to some web-based notices, Portland Train Day is going as scheduled.

Al Baker reported that new maroon vests for the ORHC Docents are ordered and hopefully will be delivered before Train Day.

Bryan Ackler said he attended a meeting at Union Station for information on the modernization of the station, tracks, electrical, etc. Information is being assembled and actual work could possibly start as soon as 2020.

Jan Zweerts reported that the Willamette Shore Trolley made a test run past the Sellwood Bridge and all is good. After some improvements and clean-up the summer schedule will be announced. Mr. Zweerts then requested that all members write a letter to their METRO counselor and to the zoo Director requesting that the zoo train again be run to Washington Park.

Ron McCoy then made the presentation of the April Unsung Hero Award to Dave Willworth for his many hours of volunteer work especially in the library and archives area. Congratulations Dave!

Al Baker announced that the guest speaker for the evening is Scott Hurd. He said the May program will be on the *Lost Oregon Streetcars*. He needs suggestions for programs in the following months.

David Cautley reported that the 4449 round-trip to Bend *Cascades Daylight* excursion is being finalized. There will be fifteen cars in the consist with about 587 passengers.

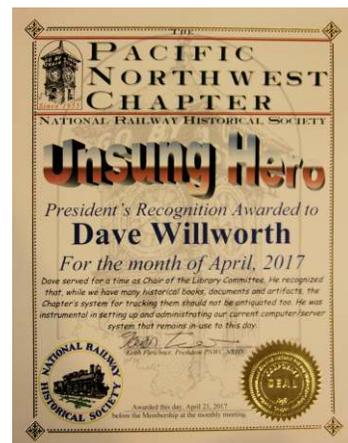
Mark Reynolds reported that he is involved in lots of public address system work at Antique Powerland. He said there was lots of damage to 'old work' done by the big storm.

The meeting was adjourned at 8:19pm.

Snack time was provided by Lila Stephens. Thank You Lila!

The evening program was given by Mr. Scott Hurd who talked and had photographs of his career with the railroad, mostly with Amtrak. Thank You Scott, very interesting.

Respectfully submitted by Jim Hokinson, Secretary.



Dave Willworth at a Chapter Concessions Event



Scott Hurd provided a presentation on his career with Amtrak

## CORRECTION: March 2017 Membership Meeting Minutes

**Addition to March 2017 Minutes:** President Fleschner then addressed the problem of the four chapter owned railcars that are stored along Highway 217; Including the No. 76, the No. 55, the No. 1220 and the boxcar No. 5335. The railcars are in poor condition, have no value to the chapter and should be 'declared surplus'. After some discussion the membership responded with an unanimous vote to classify the four cars as surplus. Next comes the problem of how to dispose of them. [This update was reviewed during the April 2017 Membership meeting]

# Jack Holst Award for 2016



Bill Hyde was presented with the Jack Holst award for 2016 at the Chapter's Annual Banquet on April 8th. Congratulations Bill!

**LENDING LIBRARY** will be open Saturday, May 20<sup>th</sup> 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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### Chapter Officers

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

### Chapter Directors-at-Large

Phil Barney	2016-2018	503.706.0498
Ken Vannice	2016-2018	503.244.8732
Bryan Ackler	2015-2017	503.246.2165
David Cautley	2015-2017	503.631.7516
Rolf Schuler	2017-2019	503.285.7941
Bruce Sttange	2017-2019	503.901.7815

### Committee Chairs

Activities	Ron McCoy	503.310.4811
Archives	William Hyde	503.666.5530
Auditor	Bob McCoy	360.459.3251
Car Host	Mark Reynolds	503.638.7411
Concessions	Dave Larsen (Acting)	
Chapter Rep., Oregon Rail Heritage Foundation		
	Keith Fleschner	503.516.9272
Chapter Rep. Powerland	Mark Reynolds	503.638.7411
Elections	Jim Loomis	503.253.3926
Excursions	Vacant	
Flanger Restoration	Phil Barney	503.706.0498
Library	Ken Vannice	503.244.8732
Meeting Programs	Al Baker	503.645.9079
Membership	Lila Stephens	503.246.2165
Rolling Stock	George Hickok	503.649.5762
	Keith Fleschner	503.516.9272
Chief Mech. Officer	Peter Rodabaugh	503.701.7040
Car Rental Agt.	Bob Jackson	503.231.4808
Safety Officer	Keith Fleschner	503.516.9272
S-2 Restoration	Mark Reynolds	503.638.7411
Webmasters	Jim Long	503.313.7382
	Mark Whitson	503.533.7005

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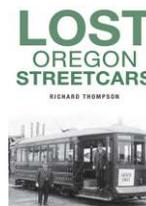
# **PACIFIC NORTHWEST CHAPTER TIMETABLE No. 658**

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

**May 19:** *Lost Oregon Streetcars*, Author Richard Thompson will do a presentation on his new book published in Jan. 2017 by The History Press.

**June 16:** *Selected Short Videos:* Last of Giants about Big Boys; Science Rides about technical & scientific developments by railroads; Lifeline of the Nation about railroads during WWII

**July 21:** *TBD.* Do you have a topic you wish to present?



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Forward program ideas to Al Baker, 503.645.9079 or [albaker33@comcast.net](mailto:albaker33@comcast.net)

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

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## **NOTABLE NON-CHAPTER EVENTS:**

- Apr 1 – Oct 29 *Northwest Railway Museum train trips* (weekends), Snoqualmie WA, [www.trainmuseum.org](http://www.trainmuseum.org)  
Apr 23 – May 28 *Fruit Blossom Special Trains* (Sundays) Hood River-Parkdale, [www.mthoodrr.com](http://www.mthoodrr.com)  
May 6 *Portland Train Day*, Oregon Rail Heritage Center, 10 to 5, Portland OR, [www.orhf.org](http://www.orhf.org)  
May 24 *Mother's Day Brunch*, Eagle Cap Trains, Elgin OR, [www.eaglecaptrainrides.com](http://www.eaglecaptrainrides.com)  
May 26 *Sumpter Valley Railroad*, season opens, McEwen OR, [www.sumptervalleyrailroad.org](http://www.sumptervalleyrailroad.org)  
May 27 *Two Rivers Bonus*, Eagle Cap Trains, Elgin OR, [www.eaglecaptrainrides.com](http://www.eaglecaptrainrides.com)  
June 7-10 *Friends of the BN Railroad Convention*, Denver CO, [www.fobnr.org](http://www.fobnr.org)  
June 10 *Wine & Chocolates Train*, Eagle Cap Trains, Elgin OR, [www.eaglecaptrainrides.com](http://www.eaglecaptrainrides.com)  
June 17 *2017 Railroads in the Garden Summer Tour*, 10:00 - 5:00 various locations around the metro area, Hosted by The Rose City Garden Railway Society, [www.RCGRS.com](http://www.RCGRS.com)  
June 20-24 *NRHS Annual Convention*, Nashville TN, [www.nrhs.com](http://www.nrhs.com)  
June 22-25 *Milwaukee Road Historical Society Convention*, Ames, Iowa, [www.mrha.com](http://www.mrha.com)  
June 24-25 *The Cascades Daylight - Celebrating 75 Years of the Southern Pacific 4449*: Steam trip to Bend with an overnight round trip through the historic Columbia River Gorge and Deschutes River Canyon, hosted by the Friends of SP4449, [www.4449.com](http://www.4449.com) and [www.ticketswest.com/events/cascades-daylight-package/205992/](http://www.ticketswest.com/events/cascades-daylight-package/205992/)  
July 13-15 *SP&S Railway Historical Society 2017 Convention*, The Dalles OR, [www.spsrhs.org](http://www.spsrhs.org)  
July 15-16 *Clamshell Railroad Days*, Ilwaco, WA, [www.columbiapacificheritagemuseum.org](http://www.columbiapacificheritagemuseum.org)  
July 26-29 *UP Historical Society 2017 Convention*, Denver CO, [www.uphs.org](http://www.uphs.org)  
July 29-30 *The Great Oregon Steam-Up*, Antique Powerland Museum, Brooks OR, [www.antiquepowerland.com](http://www.antiquepowerland.com)  
July 30 – Aug. 6 *NRHS RailCamp Northwest*, Tacoma WA, [www.nrhs.com](http://www.nrhs.com)  
Aug 5-6 *The Great Oregon Steam-Up*, Antique Powerland Museum, Brooks OR, [www.antiquepowerland.com](http://www.antiquepowerland.com)  
Sept. 16-20 *GN Railway Historical Society 2017 Convention*, Sioux Falls SD, [www.gnrhs.or](http://www.gnrhs.or)  
Sept. 24-30 *Rail Safety Week*, Operation Lifesaver, <http://bit.ly/USRSW17>  
Oct. 14-15 *Photographers' Fall Foliage Weekend*, Sumpter Valley RR, McEwen, [www.sumptervalleyrailroad.org](http://www.sumptervalleyrailroad.org)  
Nov 8-11 *SP Historical & Technical Society Convention*, Santa Rosa CA, [www.sphts.org](http://www.sphts.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.