

The *Celebrating 60+ Years* Trainmaster

August 2017

ISSUE N^o 661



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



WILLAMETTE SHORE TROLLEY RETURNS TO SOUTH WATERFRONT



Vintage Trolley No. 514 of the Willamette Shore Trolley arrives at Bancroft Street Station on July 22nd (Photo by T. Trent Stetz)

The Willamette Shore Trolley acquired two of the Vintage Trolleys, and one has been operating since 2013. Since the construction of the Sellwood bridge, No. 514 has been traveling only as far as Powers Marine Park before heading back to Lake Oswego. The trolley had not traveled in the past six years all the way to the line's north end at the Bancroft Street station at the South Waterfront, until recently. Most of the original track's rails and ties were saved and reused from this northern section, but the track bed underneath the Sellwood Bridge was rebuilt from scratch with improved drainage and stabilization of the surrounding slope. A brief section of double track at this location will allow trolleys to pass each other while traveling in opposite directions on the single line. The trolleys rely on attached diesel generators to supply power for their electric motors, as shown above. The rail line at one time had overhead wires to power electric passenger trains, but they were removed after the commuter train service ended in 1929.

YAKIMA TROLLEY ADVENTURES

by Kenneth Johnsen

I had quite an adventure this past weekend (July 15-16). I was motoring the Yakima trolley both Saturday and Sunday. On the second trip to Selah on Sunday, I noticed a small brush fire in the island in the Yakima River which runs alongside our track in Selah Gap. There were two fire trucks trying to get at it, so I didn't give it any more thought. We got all the way into Selah, had our layover there, and started back for Yakima. Apparently, the wind had picked up embers from the fire and they had crossed over the river to the west side of Selah Gap where our track runs. In the dry grass, the fire spread incredibly fast! Soon the entire hillside was engulfed in flames, including our track and poles. There were fire trucks parked on our track and the firemen told us we could not go back to Yakima because the fire was all over our track.

So, I backed the trolley back into Selah and talked with the fire fighters' dispatcher. I had a trolley full of people who needed to get back to their cars at our parking lot in Yakima. The fire people called the Yakima Police dispatcher who contacted the Yakima Transit Lines and told them about us. Quite soon there was a Yakima Transit bus pulling up beside the trolley and the lady driver said everyone could get on and ride free back to the trolley barn in Yakima. The passengers now were all smiles. I stayed with the trolley to watch it until something could be done to get it back to Yakima. Eventually a couple of our volunteers came to relieve me because I needed to head back home that night.

The fire eventually engulfed the entire west side of Selah Gap. Several buildings went up in dark black smoke, and a number of our poles were so badly burned that they will probably fall over soon. Some of our ties caught fire and we will have to assess the damage and replace them. Volunteers Russ Wentworth, Larry Fournier, and Ed Neel discussed what to do. If we left the trolley in Selah, someone would have to guard it 24/7 to protect it from vandalism. Crew caller Dan Tamsky started calling up other motormen to set up a watch schedule overnight.



Photo of the Fire near Selah

Around 8:00 pm the fire marshal told our guys that they could decide if they wanted to try and run the trolley through the gap to Yakima. Since there was the likelihood of burning poles falling on the track and blocking our trolley's return for a long time, they decided to take a chance and run through the gap.

Russ walked ahead of the trolley with fire extinguishers to put out the fires in the ties so that the trolley could pass over. Larry motored the trolley ever so carefully. Ed drove around to the trolley barn and prepared for the trolley's arrival. Everybody kept a wary eye on the burning poles. Almost like in a movie, the trolley rolled through a firescape that was still active. Fortunately, nothing caught fire on the trolley, and no poles fell to block its escape from Selah. The three volunteers (heroes) got the trolley safely back to Yakima and tucked away in the trolley barn. Had they not done this, the trolley would have been stranded in Selah for a long time, or have to be hauled back to Yakima by truck. This week we will assess the damage to our track and see how soon we can get the line back into service for Selah runs again.

[The article is extracted from a July 18th Facebook posting by Kenneth Johnsen, a long-time Yakima Valley Trolleys volunteer and President of the organization. The posting was spotted and forwarded by Ed Berntsen.]

The Yakima Herald reported on July 17th that the three-alarm fire started in a homeless camp north of Harlan Landing before growing to more than 400 acres. The fire also shut down the BNSF railroad route through the area.

Postscript provided 7/24/2017 by Ken Johnsen, President, Yakima Valley Trolleys: 105 ties were burned and 6 poles were a total loss. The City's insurance does not cover replacement of the poles or ties. Volunteers to help with the replacements are needed along with funds. To help contact Ken:

kjohnsen@yakimavalleytrolleys.org. To send funds: Yakima Valley Trolleys, Attn: Larry Fournier Treasurer, PO Box 796, Yakima WA 98907-0796. Donations may also be made online: www.yakimavalleytrolleys.org.

TRACKS IN TIME

By Stuart Adams



It was a warm and sunny day on Tuesday, May 9th, 2017. The usual crew had gathered at the Willamette Shore Trolley (WST) Car barn in Lake Oswego to go about their various duties, although this day was decidedly different. A few extra trolley crew members had joined us for this most special occasion. On the previous Saturday at the Oregon Rail Heritage Center (ORHC) during Portland Train Day 2017, we had heard that the Southern Pacific Daylight 4449 was going to run a round-trip private excursion trip from the ORHC to Tigard Yard and back, running over the Union Pacific Railroad's "Brooklyn Subdivision" and the Portland and Western Railroad's "Willsburg District" lines. The trip was celebrating the retirement party of an important Genesee and Wyoming leader and

the Tigard Yard re-dedication ceremony in his honor.

This was the first time in 9 years that a steam locomotive had traveled through here. The trip was being run at just 10 MPH. While we heard the train slowly traveling along the other side of the Willamette River, we listened to the local railroad radio scanner channel, including some chatter from the 4449's crew. Next, we pulled the Vintage Trolley No. 514 out of the car barn to pose for some photo opportunities alongside the 4449, and we all waited patiently for the short train to arrive into Lake Oswego. Just before noon that day, the 4449 and its short 4 car train slowly rolled right past our trolley with its deep chuffing noise, and the loud whistle sounding. It was like a scene right out of the early 1940's, with the 1941 built No. 4449 and the 1991 built trolley No. 514, posed side by side! There were some great pictures taken during the few minutes that the 4449 came through! Then the trolley No. 514 was pulled back into the car barn for the day.

A short time later, some of the trolley crew members had come and gone off to do other errands, and an unexpected visitor came by to look over the progress of work going on in the car barn. Then the Car Department mechanical crew went back to work in the car barn as the Maintenance of Way (MOW) Department crew departed in the speeder to clear some brush along the trolley line. After leaving work at the car barn, I headed home, but something special was about to happen again.

I heard the 4449's loud whistle sounding and echoing off the hills in the distance as the short train approached Lake Oswego, running in reverse this time. Now, people here knew that this didn't happen very often. Along with several other people who had rushed towards the area, I stood along the fence that separates the Headlee Walkway from the railroad tracks in town. The short train continued traveling slowly in reverse, eventually running back to its home base at the ORHC as I walked towards home. The 4449 had once again run another successful trip, this time out to Tigard and back for the special event. Let's hope that the Portland and Western Railroad will allow the steam locomotives to pass this way again in the future so that there can be even more special railfan opportunities along the route just like this, what I like to call "tracks in time". I knew that this was probably a once in a lifetime opportunity that had occurred twice in one day! I made it home, while still hearing the 4449's whistle in the distance, along the other side of the Willamette River. It had been a great day at the WST Car barn in Lake Oswego!



Photo provided by Stuart Adams of the 4449 Passing the 514



SAVE THE DATE!

Northwest Railroading History Forum

Saturday, September 9, 2017

10:30 a.m. – 4:00 p.m.

Washington State History Museum Auditorium
1911 Pacific Avenue
Tacoma, Washington

TACOMA CHAPTER National Railway Historical Society is proud to sponsor a series on Northwest railroading presented by local historians. Planned presentations include:

- Milwaukee Road's original route over the top of Snoqualmie Pass
- The Highland Park & Lake Burien Railroad, an electric interurban that served the Burien/Highline area.
- The Northern Pacific Railway's operations in Everett
- Northwest Logging Railroads

Donations Appreciated

For more information check our website at www.railheritage.org



PNW RAIL NEWS

by Arlen L. Sheldrake



I begin this August article while still resting up from an absolutely wonderful Friends of 4449 excursion to Bend June 24-25. For us passengers it was two long very enjoyable days, for all the on-board staff it was two **VERY** long days, for the train staff it was the culmination of many weeks and many hours. The 48-page trip guide was very informative and attractive; the lapel pin well designed, the weather hot, the Amtrak coaches problematic, the car hosts **GREAT**, the new Bend Springhill hotel excellent; scenery, well does it get better than the Columbia River Gorge and Deschutes River - **nope**. With the 4449 operating without problems, I would expect to see it out and about again with a main line excursion. As with this trip, expect future trips to sell out very quickly....get on the excursion mailing list: www.4449.com

The Hanford Nuclear Reservation railroads are in the news again. Tunnel 2 that contains 28 flat-bed rail cars containing nuclear waste, including giant storage vessels and other large equipment from plutonium production is in danger of collapse as occurred on May 9 with Tunnel 1. Tunnel 2 was built of metal and concrete in 1964 and is approximately 1,700 feet long. The tunnel was sealed in 1996 and has not been entered since; the study now says it "presents a high potential for localized collapse". Tunnel 1 built in 1956 is 360 feet long and will be temporarily filled with grout by the end of the year and a permanent solution developed. Both tunnels are associated with the Plutonium Uranium Extraction Plant (PUREX) at the Hanford Site and neither meet current structural codes and standards. [The Hanford facility had an extensive rail network, some of which has been preserved. The yearly billion-dollar cleanup effort continues without an anticipated end date.] **The Oregonian 7/1/2017.**



Back in February 2012, Millennium Bulk Terminals (MBT) submitted its Shorelines permit application for the coal export terminal in Longview, Washington. The Shorelines permits are needed for building of the docks and dredging of the berth pocket. After 10 public meetings across the state, MBT is moving into the final stretch of the permitting. **World Coal 6/29/2017.**



The City of Troutdale is planning to do some upgrading, weatherization, new windows and other work to the Rail Depot Museum in preparation for future use as a visitor center. The Troutdale Historical Society will continue to display their railroading artifacts in the depot. The Historical Society's Penny Balch Library has been moved to their Barn museum facility. **Troutdale Historical Society July-September 2017 newsletter.**



Yakima trolleys return to Selah beginning the July 4th weekend and will run every weekend through the end of September. Service was disrupted last year due to slides. Until overhead wire is installed, the trolley will operate with a power generator car. The trolley railroad has been in continuous operation since 1907 and is listed on the National Register of Historic Places as the last intact early 20th Century electric interurban railroad in the United States. During the time the Selah line was inoperable, trolleys ran on Pine Street in Yakima. **Yakima Herald 6/30/2017.**



Funding shortfall threatens to derail the Little Prince. The Little Prince steam engine is the only operational narrow-gauge (24") engine in Canada and has been making its rounds at Lheidli T'enneh Memorial Park since Canada Day, 1978, in Prince George, British Columbia. By next spring, funds are needed to repair the storage building as it floods steadily in the winter. The railroad in the park is 2.2 kilometres and is the shortest authentic classified railroad in Canada. The City of Prince George owns the train, rail and building and contracts with The Exploration Place to operate the train. The Little Prince was built by Davenport (Iowa) Locomotive Works in 1912. Prior to the Park, the train was on display at the Via Rail building for 35 years. **Prince George Citizen 6/27/2017.**



Sound Transit hosted a public open house June 22nd about the design and construction of the new light rail operations and maintenance facility in Bellevue. Sound Transit gave the design-build contractor for this facility, Hensel Phelps Construction Co., notice to proceed earlier in the week. The facility will begin operation by January 2021 to support the expansion of the region's light rail system. **Sound Transit 6/20/2017 news release.**



East Link construction is underway on I-90 bridge across Lake Washington. Building light rail across a floating bridge is a world's-first achievement, made possible by innovative engineering to create a track bridge that will compensate for

six ranges of lake motion. Construction on the bridge will continue through 2020, and will include the following activities:

- Demolition of the barrier on the south side of the bridge.
- Pontoon post-tensioning to strengthen the bridge.
- Seismic retrofitting of the footings and superstructures of the east and west approach structures.
- Installation of:
 - . An overhead catenary (power) system.
 - . The track bridge system.
 - . Eastbound and westbound tracks.
 - . Electrical and control systems.
 - . Signals.
 - . Cathodic (stray current) protection.
 - . Traction power substations outside the east portal to the Mount Baker Tunnel and under the East approach structure on the west end of Mercer Island.

This summer's construction activities include demolition of the barrier on the south side of the bridge, and work inside the pontoons to prepare for post-tensioning, a process that uses cables to compress the concrete pontoons together to strengthen the bridge. **Sound Transit 6/28/2017 news release.**

Sound Transit to study elevated light rail in downtown Redmond. The agency will study an elevated light rail alignment in downtown Redmond in conjunction with the City of Redmond. The elevated railway would fit within the budget and schedule and would improve service reliability and safety by separating trains from vehicle and pedestrian traffic. It would also result in an approximately 600-foot shorter route ending at an evaluated station in the Redmond Town Center area. Construction is scheduled to begin in 2019 with service starting in 2024. **Sound Transit 6/23/2017 news release.**

In partnership with the Federal Railroad Administration, Operation Lifesaver announced the awarding of \$217,000 in grants to 15 state Operation Lifesaver programs. Among the awards:

- Idaho Operation Lifesaver will conduct a movie theater crossing safety PSA campaign throughout the state during the month of September aimed at the 18-30 demographic, with a focus on the top six counties for vehicle-train incidents.



Operation Lifesaver 6/22/2017 news release.

William L. Withuhn died June 29, 2017. Bill's 30-year career at the Smithsonian's National Museum of American History where he was curator of transportation until retiring in 2010 was noted by his many major achievements. One was his historic achievement in partnership with Doyle McCormack to successfully get two Alco PA locomotives out of Mexico for preservation. Doyle relates that they both served on the Engineering Standards Committee that was initiated by Bill and included steam experts from across the country. The Committee developed maintenance standards for steam

locomotives that were eventually adopted by the Federal Railroad Administration after a major locomotive boiler failure. Doyle's friendship with Bill eventually led them to pool their efforts to extract PA locomotives from Mexico; he knew Bill since 1968. While the Smithsonian eventually gave theirs to the Museum of the American



Smithsonian

Railroad, an affiliate Smithsonian museum in Frisco, Texas, the other continues toward operational status as NKP No. 190 by owner McCormack at the Oregon Rail Heritage Center. Bill was born in Portland, Oregon and grew up mostly in and around Modesto, California where he fell in love with the Santa Fe, Southern Pacific and the 4449. Bill was 75 years old when he went to end of track. A noted railroad historian passes.....; thank you for all your contributions, RIP.

A subsidiary of Caterpillar Inc. has purchased 39 acres in a Spokane Valley industrial park, but company officials aren't commenting on plans for the property. Progress Rail Services Corp. paid \$3.2 million for the property in March. The Alabama-based company builds diesel-electric locomotives for commercial railroads and diesel engines for a variety of uses, including oil well drilling rigs, according to its website. The 100-acre industrial park has a rail spur at the intersection of Barker and Euclid roads. **The Spokesman-Review 7/7/2017.**



Steam on the 4th of July Prineville, Oregon: As they have done for the past several years the City of Prineville Railway in conjunction with the Oregon Historical Society sponsored a day-long series of public trips out of Prineville, Oregon using the Mount Emily Shay. With temperatures in the 90s this made for a long and sweltering day for the crew

in the cab which was Scotty Hutton and Martin Hansen; the conductor was Dan Mattioda. They carried over 1,000 happy travelers in 8 hours and we all got home in time to watch the fireworks. [Editor's Note: See Photo on Page 10] **Martin E. Hansen 7/5/2017 email.**



The disposition of the last two **wigwag crossing signals** operating on railroads in the state of Oregon:

- Ashland, formerly protecting the Oak Street crossing is on permanent loan to the Oregon Rail Heritage Foundation and is currently stored in the ORHC boneyard awaiting restoration and use.
- Medford, the signal formerly located at the 11th Street crossing is now operational inside the Medford Railroad Park per Tony Johnson, Altamont Press 7/8/2017.

Note: An operating wigwag signal is located on the Willamette Shore Trolley line in SW Portland. The former Banks, Oregon wigwag is now operational by pushing a button at the Banks trailhead for the Banks-Vernonia State Trail.

~ ~ ~ *The 155 Year Saga of the Oregon Pony Continues* ~ ~ ~

On July 10th, Ken Vannice and I as representatives of the Pacific Northwest Chapter, NRHS received the following letter signed by the Port of Cascade Locks Commissioners:

“Dear Pony Advisory Team Member:

It is with great appreciation and respect that the Port Commission thanks you for your service on the Pony Advisory Team. We know that you put in many more hours than was originally anticipated, and we appreciate that. Your commitment to not only the Pony but to our wonderful community was noted and accepted.

Your final report and documentation was accepted by the Commission and we are now planning to move on to the next step in this exciting process. And, the 2017-18 budget has been approved with \$30,000 to renovate the current Pony building.

We thank you very sincerely,

(signed by all commissioners)”

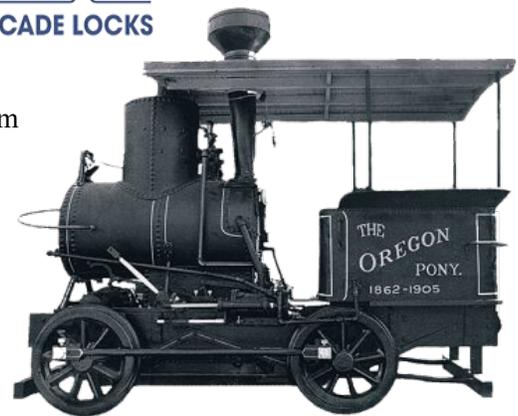
The Oregon Pony Project Advisory Team:

- Joeinne Caldwell, Port Commissioner
- John Stipan, Port Commissioner
- Bill Hankle, President, Cascade Locks History Museum
- Ken Royer, Vice President, Cascade Locks History Museum
- JoAnn Wittenberg, Citizen
- Gordon Zimmerman, Cascade Locks City Administrator
- Arlen Sheldrake, PNWC-NRHS
- Ken Vannice, PNWC-NRHS



Supporting Resources:

- Jim Bussard, Port Engineer
- Mark Seder, Architect
- The Cascade Locks Tourism Committee
- Paul Koch, General Manager, Port of Cascade Locks



On June 15, 2017, the Cascade Locks Port Commission adopted the Pony Advisory Team recommendations.

It will be interesting to see how this project moves forward. As the letter states, the \$30,000 is for renovating the existing Oregon Pony building that really needs emergency repairs. Implementing the Advisory Team's recommendations will take a major fund-raising effort and I would hope to involve you all in this effort when it is launched. One major, I think, piece of the Committee's recommendation is that a replica flat car be built for display along with the Pony so that the original portage purpose of the Pony can be shown to the visitors. To my knowledge, this has never been a part of the Pony's many displays. The Chapter's publication, *Legacy of the Oregon Pony*, a 12-page re-published history of the Oregon Pony by Jeff Terry, continues to be available at Portland Union Station, Oregon Rail Heritage Center and the Cascade Locks History Museum. With family roots in Hood River County dating back to the 1910s, it was a pleasure working with Paul and the Cascade Locks community. They are quite proud of their history.

~ ~ ~ *End of the new beginning for the Oregon Pony* ~ ~ ~

Skip Lichter's 1912 Baldwin locomotive will move from North Freedom, Wisconsin, and the Mid-Continent Railway Museum, it has called home since 1982, to Garibaldi, Oregon, in late September. Lichter chose the tourist hauler on the

former Southern Pacific Tillamook Branch from 19 potential locations across the country to move the engine after he and Mid-Continent could not reach an agreement to run the engine at North Freedom again. The locomotive, which last ran regularly in 2000, will travel on three tractor-trailers, one for the engine, one for the tender, and one for parts and supplies. The engine is ready to run, but most likely it will be 2018 before it begins operations at Oregon Coast Scenic Railroad. The arrival of the locomotive in Oregon places it back into its traditional Pacific Northwest territory, where it worked first for Saginaw Timber in Washington State, Northwest Lumber, then Polson Logging and finally Rayonier Inc. before traveling east to preservation. Lichner, who restored the engine himself, went looking for a new home for No. 2 after an arbitrator ruled that the museum violated its agreement with him to run the locomotive for 15 years after it was back in service. As part of that ruling, the museum paid Lichter \$200,000 in March and must pay for the move to Oregon, an expensive journey that will likely reach into six figures. The museum is disputing another part of the ruling, repayment of Lichter's legal fees. **Train Newswire 7/12/2017.**



Martin E. Hansen writes “ I handled the whole matter. First, I tried the case before the arbitrator and won for Skip. Then he tasked me to help him find a good home for her. We met with 19 different railroads over the past 8 months. Skip finally chose OCSR. I just finished the agreement and now I am getting the bids ready for the move.” **Martin E. Hansen email 7/12/2017.**

An interesting statistic from the most enjoyable Friends of SP 4449 June 24-25 **Cascades Daylight** trip to Bend; excursion manager Mark Kramer reports that ticketed passengers came from **five** countries (England, Scotland, Australia, Canada, and USA) and **40** USA states. One heck of a testament to the attraction of the 4449 and the Columbia and Deschutes River gorges.....

And continuing with the amazing attraction of Portland's railroad artifacts, a German film crew from Verlagsgruppe Bahn visited the Oregon Rail Heritage Center on July 14th filming a segment for their TV series and possibly a magazine article. The primary focus of their visit was to see Doyle McCormack's PA and the progress made since their last visit in 2003. Doyle toured the cameraman through his PA and did an interview in the 4449 cab. Pat Tracy, Mark Kramer, and Greg Ferguson also helped with the five-hour visit. Wolfgang Schumacher, who worked the coverage in 2003, was quite impressed with the new ORHC facility and PA restoration. It was a real pleasure working with this six-member film crew. More information about their organization: www.vgbahn.de. Yes, yet another example of the internationally attractive exhibits at the Oregon Rail Heritage Center.

Tom Murray passes.... Martin Hansen writes “It is with heavy heart that I pass on that my old friend and champion of all things to do with steam logging, Tom Murray passed away last week. Tom turned 90 last year and was still very active. He had seen his vision of a steam logging museum grow from Camp 18 in Tacoma and then to the greatly successful Mt. Rainier Scenic Railroad. Tom invested literally millions of his own money to preserve and restore logging “lokies” that he knew in his youth for all of us to enjoy at the base of Mt. Rainier. I was pleased to have Tom as a friend and was blessed that he asked me to spearhead several projects at Mt. Rainier both in expansion of that operation and when he asked me to find a buyer for Camp 18 and its equipment. Tom lived to see his pet project of MRSR transfer to Al Harper of Durango & Silverton fame who runs MRSR now. Tom was happy to know that MRSR would live on past his time on this earth. We all owe Tom a deep debt of gratitude for what he accomplished to preserve the glory days of steam logging. Until we meet again Tom at the landing in the sky – Gods Speed and Thank you”. **Martin E. Hansen 7/14/2017 email.**



And from the **News Tribune 7/18/2017:** Lowell Thomas “Tom” Murray Jr, who died July 5 at 91, was known for taking over his father's company, West Fork Timber, and expanding it to Murray Pacific, as well as for founding the Mt. Rainier Scenic Railroad and Logging Museum. Murray earned an engineering degree from Yale and later a master's degree from the University of Washington before launching his own logging business – the Silver Creek Logging Co. – in 1951. The diversity of investments is reflected in the passions of the company's architect – a man whose favorite things, in no particular order, were fireworks, trains, fishing, telling stories and, of course, logging. He died a day after he ensured his legendary annual fireworks show in Gravelly Lake was a success – he saw more than 40 of them through over the years. Murray considered his greatest achievement to be the successful arbitration to take back the family's ill-managed timberlands from the St. Regis Paper Co. Today, Murray Pacific is purely an investment company managed by Toby Murray (son) after it sold its timberland to Sierra Pacific in June 2015. “The sale marks the end of Murray Pacific's 104-year history in the timber business, and ensures that the timberland it has carefully managed for many decades goes to new owners with similar values,” the company announced that year.

Hop Fastpass, a regional electronic-fare payment system was rolled out after months of testing. TriMet and partners C-TRAN and Portland Streetcar have launched this contactless payment system. The Hop cards work like reloadable gift cards. The \$3 card can be purchased and loaded at local retailers. **TriMet News 7/17/2017.**



Talgo commences and ramps up overhaul work in Milwaukee. Talgo received the first vehicle from Los Angeles County Metropolitan Transportation Authority (LACMTA) in its Milwaukee facility on June 15, 2017. LACMTA awarded a contract to Talgo to improve the performance of the Metro Red Line A650 HRVs by replacing and/or overhauling critical *vehicle* systems and subsystems. The A650 HRV fleet consists of 37 A650 married pairs built by Breda Costruzioni Ferroviarie between 1992 and 2000. Talgo has maintained the lease of this previously dormant facility. This is the same plant that built the Oregon Amtrak Cascade trainsets. **Talgo 7/12/2017 news release.**



A dump truck failed to lower its dump bed and struck a railroad trestle. Northwest Helvetia Road near Northwest Phillips Road and the railway are closed until further notice. Deputies learned that a 2000 Mack dump truck, operated by V & K Construction, had not fully lowered its dump bed when it attempted to pass under the trestle. The truck struck the trestle, causing significant damage to the railway and dump truck. The driver was later cited for violating posted use limits, careless driving, and no seat belt. The railway, which is an active route operated by Portland & Western Railroad, is out of service until further notice.



Washington County Sheriff's Office 7/17/2017 media release.

New exhibit at the **Shelton McMurphy Johnson House** in Eugene, *All Aboard! Transportation Exhibit*. The exhibit explores how transportation shaped history in Oregon during the late 1800's through the 1940's. The exhibit runs until November 2017; the 1888 historic house, owned by the City of Eugene, is located at 303 Willamette Street; www.smjhouse.org or 541-484-0808. The House is open Tuesday through Friday 10 to 1; Saturday and Sunday 1 to 4.

Randle Edward "Pete" Dorland, 76, of Milwaukie, Oregon passed July 17, 2017; May 24, 1941 – July 17, 2017. Following high school graduation in 1959, Pete joined the USAF and was, I believe stationed for a time in Tillamook bringing him to Oregon. Pete was active with PNWC back in the 1970s-80s and was known for applying his knowledge of electrical wiring to rail cars. Pete retired from BPA where he dealt with LOTS of electricity. A celebration of life was held at the Oregon Rail Heritage Center on July 25th and a family service with full military honors was held at Willamette National Cemetery. I will fondly remember the many Saturday lunches with Pete at Bee's Holgate Station. Donations in lieu of flowers to Oregon Rail Heritage Foundation, PO Box 43443, Portland OR 97242. RIP Pete!

The **Willamette Shore Trolley** returns to SW Portland Waterfront! For the first time since late 2011, the Willamette Shore Trolley is again running to Bancroft Street in SW Portland. [Editor's Note: See picture on Page 1] During the construction of the new Sellwood Bridge, part of the rail line north of the Sellwood Bridge was used as a construction haul road. As promised, bridge owner Multnomah County returned the rail line to a better than found condition. <http://wst.oregonrolley.com>



Thanks to the many readers of this column. Your comments and yes, sometimes needed edits, are very much appreciated by this writer as are the contributions from my many sources. The noted passing's of two national giants in our industry and a long-time friend of local rail history preservation reminds me that we are all just penciled in.



Photo by T. Trent Stetz

DOUBLE DECKER TRAM AT STEAM UP

The Blackpool Double Decker No. 48 was returned to service at Steam Up at Powerland Heritage Park on July 29 and 30th. The 1927 car, built by Blackpool Tramways, was acquired in 1964 by the Oregon Electric Railway Historical Society. It operated at the original museum at Glenwood, and later moved to the Willamette Shore Trolley. It was retired from that service in 2004. It has been under restoration since 2006 at the OERHS museum at Powerland in Brooks, Oregon. The museum at Powerland opened in 1996. Double-deck trams were once popular throughout the British Empire in the early half of the 20th century. Welcome back to service!

July Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on July 21, 2017

The July, 2017 membership meeting was called to order at 7:32pm by President Keith Fleschner.

The June meeting minutes were called, Arlen Sheldrake made a motion to approve the minutes, Doug Auburg seconded and the membership voted to approve the minutes.

George Hickok gave the monthly treasurer's report and said all accounts balance. The Friends of the SP 4449 line of credit has paid interest and the Friends plan to repay the loan by the end of the month. He next reported that due to the recent credit card fraud on one of the chapter credit cards, the card and the money have been replaced. Doug Auburg made a motion to accept the report, Don Klopfenstein seconded and the membership voted to accept the report.

President Fleschner advised the membership that longtime member, Pete Dorland, has passed away.

President Fleschner then reminded everyone that Steam-Up is fast approaching. Thanks to all who will be assisting with Chapter Concessions and the sound system and Parade of Power.

Ken Peters advised that the double decker trolley will be running at Steam-up. He said the Willamette Shore Trolley will be operating through Labor Day on the full route to Bancroft Street.

Ron McCoy presented the July *Unsung Hero* Award to Pete Rodabaugh, for his continued and essential work on the chapter rolling stock.

Al Baker made a plea for more ideas for meeting programs as we are now have scheduled mostly videos.

The meeting was adjourned at 8:09pm.

Snack time was provided by Bryan Ackler. Thank You Bryan!

The program of the evening was a collection of videos on the Union Pacific Big Boy, and Technological Development on the railroads.

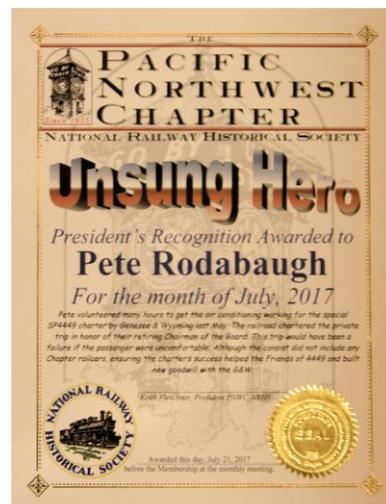


Photo of Pete Rodabaugh

Respectfully submitted by Jim Hokinson

4th Of July Under Steam At City of Prineville Ry.

by Martin E. Hansen

“We had a good day on the 4th giving our annual public trips with Mount Emily Shay No. 1 on the City of Prineville Ry. With the temperatures in the upper 90’s the cab of the engine got pretty stifling by the end of the day. Our conductor took the photo of me at the noon water stop enjoying a few minutes outside of the cab with the roaring fire heating things up good. We hauled over 1,000 people in our day-long trips out of Prineville that day.”

The Mount Emily Shay was built in 1923 by Lima Locomotive Works and sold in 1928 to the Mt. Emily Lumber Co. of La Grande. In 1955, the lumber

company started hauling logs by truck and the shay was later donated to the Oregon Historical Society. It has operated by the City of Prineville Railway since 1994. For more information see: www.mountemilys Shay.com



Mount Emily Lumber Co. No. 1



Bill Bain noted this unique mechanism on the small speeder crane during my recent visit to the Yaquina Pacific Railroad Historical Society in Toledo, Oregon. I was fascinated by the lever which moves the clamps to hold it to the rail, as shown in the lower right of the photo. (Text and Photo by T. Trent Stetz)

LENDING LIBRARY will be open Saturday, August 19th 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.

Bill of Lading

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Printed in the USA

The Trainmaster is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members. Articles which appear in *The Trainmaster* do not express the official position of the organization on any subject unless specifically noted as such.



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 ISSN: 0041-0926



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PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 661

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.

August 18: *B&O Odyssey* (Video) The action takes place in Ohio and Pennsylvania from 1954 to 1964. It begins with lots of B&O steam power, and follows the transition to diesel-electric. Many of B&O's well-known passenger trains are shown, along with freight operations.

September 15: *Super Steam* (Video). Surveys the application of steam power for locomotives, automobiles, marine and stationary uses. A very interesting presentation. (A Modern Marvels / History Channel Production)

October 20: We would like to hear your special topic!

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

Board of Director's Meetings: Aug. 10, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
Sep. 07, 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:

Apr 1 – Oct 29 *Northwest Railway Museum train trips* (weekends), Snoqualmie WA, www.trainmuseum.org
Aug 5 *Railroads in Outer SW Portland*, 2 – 3 pm, Multnomah County Hillsdale Library, Portland
Aug. 5-6 *The Great Oregon Steam-Up*, Powerland Heritage Park, Brooks OR, www.antiquepowerland.com
Aug 6 *Washington Wine Express*, Mount Rainier Scenic Railroad, www.mtrainierrailroad.com
Aug 9 & 10 *Washington Wine Express*, Mount Rainier Scenic Railroad, www.mtrainierrailroad.com
Aug. 21 *Eclipse Express*, Sumpter Valley RR solar eclipse trip, McEwen Depot, www.sumptervalleyrailroad.org
Sept 4 *Oregon Rail Heritage Center*, Special Holiday Opening, www.orhf.org
Sept 9 *Northwest Railroad History Forum*, Washington State History Museum, Tacoma, WA, www.railheritage.com
Sept. 16-20 *GN Railway Historical Society 2017 Convention*, Sioux Falls SD, 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
Oct. 28-29 *Halloween Express*, Sumpter Valley RR, McEwen, www.sumptervalleyrailroad.org
Oct 28-29 *Pumpkin Trains*, Chehalis-Centralia Railroad, www.steamtrainrides.com
Nov. 8-11 *SP Historical & Technical Society Convention*, Santa Rosa CA, www.sphts.org
Nov 17 – Dec 31 *Polar Express*, Mount Rainier Scenic Railroad, www.mtrainierrailroad.com
Nov 23 *Oregon Rail Heritage Center*, closed, Thanksgiving, www.orhf.org
Dec 24 *Oregon Rail Heritage Center*, closed, Christmas Eve, www.orhf.org

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Mar. 17 *Winterail*, 40th Anniversary, Corvallis High School, Corvallis OR, www.winterail.com
Sept 14-19 *GN Railway Historical Society 2018 Convention*, Bellingham, WA, www.gnrhs.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.