

The Celebrating 60+ Years Trainmaster

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BC CHAPTER NRHS RAIL CARS SAVED

By Arlen L. Sheldrake



Four loaded flatcars with the 6300 FP9 locomotive, SkyTrain overhead. Photo by Corwin Doeksen (Used by Permission)

My interest in the BC Chapter, NRHS rail cars began back in September and October of 2017 when the somewhat obscure New Westminster, British Columbia newspaper, *The Tyee*, published two articles describing the impending eviction and court activities facing some 25 historic railway cars owned by the British Columbia NRHS chapter. The rail cars were located in warehouse owned by Columbia Investment Management Corporation, a Crown corporation. The rail cars had been in the warehouse for some three decades and the property owner had been trying to have the rail cars removed since the early 2000s. The warehouse was being leased to Amazon and the rail cars were in the way.

Then, on April 8, 2019 Corwin Doeksen posted on *Trainorders.com* some pictures of three passenger cars being scavenged and scrapped by CP. These three cars, I later found out, came from the BC Chapter, NRHS rail car collection. As reported previously in the *Trainmaster*, these three cars were:

- CP Riverton, an 8-1-2 sleeper built in 1929
- CP Buffet Parlour 6667, later coach 1387 built in 1926
- Northern Alberta Railways, Railway Post Office 1453 built in 1930

BC Chapter NRHS Rail Cars Saved - Continued

Corwin reported in his *Trainorders.com* posting that in the Spring of 2018 CP had assembled these cars in its Mayfair Yard, an unused ex-intermodal yard in Coquitlam, BC, harvested of usable parts, decontaminated and then scrapped the cars. Upon further investigation, Justin Tracy, son of Friends of SP4449 President Pat, who works with the CP Heritage Fleet, was



Cars Wrapped for Decontamination

involved in this “harvesting.” Corwin's posting included some great pictures of the rail cars before, during and after the process and included a picture of some of the “harvested” parts. This article includes his picture of the cars wrapped for decontamination.

The news regarding the progress of the eviction went silent until another Corwin *Trainorders.com* posting on May 6th telling about the loading of four passenger cars onto flatcars from the warehouse for movement to an unknown destination. This Corwin Doeksen picture shows the 6300 FP9 with four loaded flat cars with a SkyTrain overhead. A posting to this *Trainorders.com* thread included the following Heber Valley Historic Railroad news release:

Heber Valley Historic Railroad Acquires Historic Equipment Collection

6 May 2019 – The Heber Valley Railroad (HVR) announced that it has acquired a large collection of historic railroad equipment from the NRHS BC Chapter (National Railway Historical Society, British Columbia Chapter). The equipment includes 19 passenger cars and one locomotive. The Heber Valley Railroad is working through the process of moving the equipment to its yard in Heber City, Utah. The move is expected to take several months. The HVR announced that it intends to put the equipment into service in its historic railroad operations.

The passenger equipment includes a variety of types, including five passenger coaches built 1923-1930 that will provide 388 seats. Also in the equipment are six parlor and observation cars – built between 1920 and 1930. Four Pullman dining cars are also included: three stainless steel 48 seat diners from the 1950s, and one built in 1929. The equipment purchased includes two Combine cars built in 1919 and 1928. Two steam generator cars are also a part of the collection coming to Utah.

The locomotive purchased is a 1957 FP9 diesel-electric in good operating condition. According to Mike Manwiller [Crackers], Chief Mechanical Officer at the Heber Valley Railroad, this acquisition represents a unique and rare opportunity for the organization. “most of this equipment has been stored indoors for the past forty-plus years. Much of it has been painstakingly preserved and restored. It will be a great fit for us and nicely compliments the equipment we currently have.”

Mark Nelson, Executive Director explained that the equipment is planned to be put into service and will change the “game” for the Heber Valley Railroad. “We're excited to be able to preserve these great historic cars and locomotive. We're grateful to our friends at the NRHS BC who have worked so hard and so long to collect and restore this equipment. As we put these into service, they will open many exciting opportunities for the public to experience the equipment for scenic rides during parties, and other special events.”

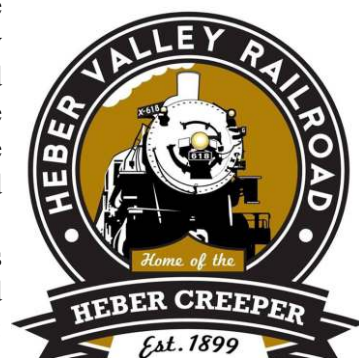
The Heber Valley Historic Railroad is an independent agency of the State of Utah. It was organized in 1992. The HVR operates on 15.5 miles of track running from the Heber City depot to Vivian Park in scenic Provo Canyon. The track spur from Provo to Heber was built in 1899. The first train rolled into Heber City on September 21, 1899. This September, the Heber Valley Railroad will celebrate its 120th anniversary of train in Heber with a big party!

More information: www.hebervalleyrr.org. By Mark Nelson, Executive Director, Heber Valley Historic Railroad.

A significant building has been constructed by the HVR to service and store these new acquisitions.

A significant chapter in the history of the British Columbia Chapter, NRHS comes to a happy closure.

Many thanks to Corwin Doeksen for his *Trainorders.com* postings and permission to use his pictures. Thanks also to Mark Nelson for his press release telling about the HVR acquisition and plans for the equipment.



PORTLAND UNION STATION

BUILDING AND TRACK IMPROVEMENT PROJECT SECTION 106 CONSULTING PARTIES REVIEW

Text and Photos By T. Trent Stetz



View of Area in Front of Station

Portland Union Station has been in continuous use since February 14, 1896. Its Romanesque Revival (or is it Italian Renaissance?) elements, including the 150 foot clock tower, has graced Portland ever since. It has consistently provided rail regional connections to countless passengers over the years. The building was added to the National Register of History Places on August 6, 1975. It will soon be celebrating its 125th anniversary in 2021! The station and surrounding land was transferred from the Portland Terminal Railroad to the Portland Development Commission (now called Prosper Portland) in 1987.

How does the community ensure that Portland Union Station remains a historic icon while continuing to serve the needs of rail passengers? Proposer Portland has been working on that very question. (prosperportland.us/portfolio-items/portland-union-station/). It has been leading a “Building and Track Improvement Project” for many years, with grant funding from the Federal Railway Administration (FRA), and assisted by Oregon Department of Transportation (ODOT).

The current project design proposal of December 21, 2018, if constructed as proposed, has the potential to affect Portland Union Station historic attributes. In these cases, a “Consulting Parties” review is conducted as per Section 106 to its National Historic Preservation

Act of 1966. I was invited to attend such a review.

What are the nature of the proposed design impacts to the station? A initial “Consulting Parties” review was held with a variety of community participants on May 28th, including Bryan Ackler representing the Chapter. The project overview was presented as well as the description of the potential impacts. The main thrust of the project is to seismically stabilize the building, provide for efficient passenger amenities for up to 13 trains per day, and updating the building mechanicals, while maintaining the unique architectural features both inside and outside which remain.

The design impacts which fell within the “Adverse” category included: The 1940s era Nursery Structure, The Platform Canopies, the High Shed, and the Front Yard. These four areas would be significantly altered per the proposed design. The Nursery structure is very deteriorated and was quickly built during WWII for working and traveling mothers. It would be demolished. The high shed and platform canopies are also deteriorated, and do not meet current FRA height requirements. These would be replaced with a more modern glass style canopy per the proposal. The front yard area would be given over to the a redesign of the overall neighborhood area, and proposed to be more of a “hardscape” park setting. One other item of note in the proposal was the removal and potential re-use of the ticket counter. This item is not considered historic since it was added much later.

A more formal proposal, including additional “Consulting Parties” reviews, is in development leading to a public comment review period sometime around July 2019. Let Bryan and I know if you have an comments or concerns on this project at Portland Union Station. A major item to note; at this time there is NOT funding in place to start this project.



View of Area in Front Right of Station



View of the Nursery (far left), High Shed and Platform Canopies



View of the Platform Canopies



PNW RAIL NEWS

by Arlen L. Sheldrake



► One of the many benefits of our now nearly seven-year-old Oregon Rail Heritage Center is that we are able to host public visitors, be they be young, old, infirm, fragile or any combination. While we have many issues (don't all volunteer organizations?), I think we should remember how we are positively affecting the public, especially those that will soon be replacing some of us. One of many examples: On April 18th 40 high school students from The Academy of Arts and Academics, a Springfield School District school, visited ORHC. Tour leaders included Dave Larsen, Jeff Wells, and Merrell Hugo accompanied by Tom Wirtz. Barry Robinson was the timekeeper as the three groups rotated among the various stops after a general orientation. Dale Birkholz provided the tool/machine shop stop overview. Ken Peters and Scott Reid held down regular Docent duties as this school tour was during regular open hours. PNWC member Dave Larsen is heading up a team of ORHC Docents who specialize in leading these student tours.



► TriMet's plans to extend the MAX Red Line to Hillsboro and add a second track to sections of the Red Line near Portland International Airport and Gateway Transit Center. On April 24th, the TriMet Board of Directors voted to approve the plan that would include extending the Red Line to the Fair Complex/Hillsboro Airport Station, add up to 8 new light rail vehicles and expand the Ruby Junction maintenance facility in Gresham. **TriMet**



News 4/24/2019.

► Port of Longview recently approved a measure to spend up to \$250,000 on rail expansion and infrastructure redevelopment study. KPFF Consulting Engineers Inc. will conduct the study. The port's strategic business plan includes several redevelopment projects, including an expansion and reconfiguration of its rail networks, the redevelopment of berth and relocation of its main office. Served by BNSF Railway Co. and Union Pacific Railroad, the port manages a 1.5-mile industrial rail corridor that allows inbound trains to arrive without long waits. In addition, the port has trackage and switch engines to accommodate rail-car transloading and ship-to-rail or rail-to-ship loading.



Progressive RailNews 4/29/2019.

► Rails-to-Trails Conservancy (RTC) announced January 23rd its vision for the Great American Rail-Trail, to connect nearly 4,000 miles of rail-trail and other multiuse trails from Washington, D.C., to Washington State. The route traverses 12 states and includes 12 gateway trails that make the Great American Rail-Trail possible. The Washington State segment is the Palouse to Cascades State Park Trail than spans more than 200 miles across Washington. The Idaho segment is the Trail of the Coeur d'Alenes, a nearly 72-mile trail that runs through Idaho's panhandle. **Rail-to-Trails 1/23/2019 news release.**



► King County Metro has operated and maintained Sound Transit Link light rail since it launched in 2009. If approved, the new agreement will continue the dependable service to the region through December 31, 2023, and potentially through December 2029. **King County Metro & Sound Transit news release 4/30/2019.**



► On April 29th, John Sporseen one of the volunteer recruiters at the Oregon Rail Heritage Center posted on Trainorders.com a nice picture of the ORHF owned UP 96 S-10 shop switcher. The 96 was donated to ORHF by Union Pacific and came from their Steam Heritage program. John's posting included the question: Control console with the label **Boys Toy - Paws Off**. Who is the boy? Jack Wheelihan responded: The Boy was, and still is Bob Krieger. The moniker was given to Bob by Steve Lee.

► The evening of May 1st the Cascade Locks Historical Museum hosted a public presentation & visioning session on the proposed new Cascade Locks Interpretive Center combining existing museum renovation, new visitor center and new Oregon Pony steam locomotive wing that will be located in historic Marine Park. The project is projected to cost \$4.7 million. The Museum is hiring a grant writer and a Museum Director. Stay tuned as the historic Oregon Pony steam locomotive takes center stage in this Cascade Locks development. [Cascade Locks is the only incorporated city located on the Pacific Crest Trail. Jeff Wells reports that he and his wife walked the "trail" across the Bridge of the Gods a couple of weeks ago...not again he says as the two traffic lanes on the Bridge of the Gods are narrow and there is no dedicated pedestrian walkway. .]



- ▶ The James J. Gilmore, SP 2955, parlor/lounge round end observation car was recently donated by the Northwest Rail Museum to the Friends of SP4449. The July 1941 Pullman Standard Company former Southern Pacific car is believed to be the only SP round end observation car still in service. Per the request of the ORHF Exhibits Committee, NRM has also agreed to transfer ownership of their FA-1 SP&S No. 866 locomotive to ORHF; acceptance is pending. The 866 will require significant cosmetic restoration work.



- ▶ Some months ago this column reported that the British Columbia NRHS chapter rail cars were being evicted from their location in New Westminster, British Columbia. Seems 17 of these passenger cars have been purchased by the Heber Valley Railroad based in Heber City, Utah. The cars are being shipped to Heber by rail in four shipments. Three of the shipments will be four passenger cars on four flat cars, the fourth shipment will be five flat cars with five passenger cars. The first four car shipment was ready for departure the week of April 29th. The Heber Valley Railroad has built a very large passenger shed with plans to expand service. Last months report of three passenger cars being scrapped by CP in the Spring of 2018; these three were also from that same collection.



- ▶ On May 11th the Oregon Coast Historical Railway celebrated Coos County Train Day from 9 to 4 with tours, food and live music at the group's museum and display area in downtown Coos Bay. In celebration of the 150th anniversary of the driving of the Golden Spike that linked the transcontinental railroad in 1869, members of the Dolphin Players community theater group will appear in period costumes and offer re-enactments of the historical event and share information about the local group's equipment and restoration projects. The museum and display area are open on Wednesdays and Saturdays year around from 9 to 3. **The World Link 5/4/2019.**



- ▶ The Northwest Railway Museum has several new exhibits including Connecting Communities: Story of the Puget Sound Electric Railway. The exhibit consists of 4 double-sided panels, seven focusing on the story of PSER and one focusing on the history of car 523. The PSER operated from 1902-1928 and ran between downtown Seattle and Tacoma. A Culture Heritage Special Projects grant funded the project. **NRM Weblog 5/3/2019.**



- ▶ The National Garden Railway Convention August 27-31 in Portland is attracting many hundreds of rail fans. Registration as of their March newsletter is 540 with some of the events already sold out. Highlights (*from my perspective!*) will be the SP4449 trip to Oaks Amusement Park for a barbecue, Willamette Shore Trolley trip to the Spaghetti Factory for dinner, banquet speaker Doyle McCormack and the Staver Locomotive shop tour. Added convention features include a Seattle area pre-convention layout tours and Southern Oregon post-convention tours. The planners have an excellent web site, <https://ngrc2019.org>, and a gorgeous logo.



- ▶ The April 28th mailing from the Northwest Railway Museum included two advertising pieces: 1) hyping The Steam Team Tour, Day Out with Thomas July 12-14 and 19-21; 2) History-Adventure-Fun, a 2019 please visit NRM handout. Richard Anderson is sending a supply of both for the ORHC free materials rack. Also included was a letter with updates on their progress toward getting the 924 steam locomotive operational and fund raising efforts to restore to operation the Puget Sound Electric Railway 523 interurban. If the Snoqualmie Wine Trains don't get you to visit, a visit to their depot and Conversation and Restoration Center should; and/or send them a donation. www.TrainMuseum.org

- ▶ Congratulations to Dana Carstensen for receiving the Alfred Edelman Historic Preservation award at the 25th Annual Northwest Examiner Community Awards ceremony May 4th. Dana is instrumental in raising public awareness of the need to get the Washington Park & Zoo Railway once again operating to the Rose Garden. The Zoo Task Group committee representing the ORHF and PNWC are working to that same end but on different paths.



- ▶ TransLink is leading the development of a new Regional Transportation Strategy called "Transport 2050." As a blueprint for the region, Transport 2050 will set out the vision, goals, strategies, and key initiatives for Metro Vancouver [BC] for the next 30 years. To develop this new long-range transportation strategy, we need to think about what the region needs to build, do, and provide to meet our needs from now to 2050. But, new technologies, shifts in the global economy, and the impacts of climate change will affect how we live, work, play, and move around. **TransLink 5/8/2019.**



- ▶ As part of its growth strategy, CN May 8th announced it is increasing its operations in Western Canada with two additional major export supply chain projects coming online as well as a record month of April for the movement of Canadian Grain. Both of the new projects are focused on maximizing the use of rail into the Port of Prince Rupert in British Columbia. The first train of thermal coal from Coalspur's



Vista Mine in Hinton, Alberta has shipped to Ridley Terminals. CN is also delivering the first unit train of propane from Alberta for export via the new AltaGas Ridley Island Propane Export Terminal. In the month of April, CN total tonnage of grain moved out of Western Canada was an all time record 2.72 Million Metric Tons (MMT) compared to the three-year average of 2.23 MMT. **Globe Newswire 5/8/2019.**

► Take a look at the Friends of the SP&S 700 (PRPA) Facebook page and their 5/9 posting about their partnership with Clackamas Community College and CCC's instructor/student help with manufacturing stay-bolts. An absolutely amazing story that deserves your attention and, in my opinion, applause. Way to go PRPA!



► In early March, TriMet signed a \$105.6 million seven-year contract with Siemens Mobility to carry out a 'mid-life overhaul' of all 79 of its SD660 Light Rail Vehicles. The 52 Type 2 cars were built in 1996-2000, while the 27 Type 3 cars were built in 2003-04. For 77 of the 79 cars, Siemens has agreed to carry out the work in the Portland area, and has tentatively reached agreement with Oregon Iron Works to use the former United Streetcar facilities in Clackamas. Work will begin in Spring 2021. First, two prototype overhauls will take place at Siemens' Sacramento plant. Type 3 car 315 left for Sacramento on March 14; it is due for completion in November. **Tramways & Urban Transit May 2019** via Ed Immel.



► The Oregon Coast Scenic Railroad has agreed to rescue a deteriorating steam locomotive and trainset (coach and caboose) on display in a Garibaldi, Oregon park. This park is immediately west of the OCSR shops. The Lions Club of Garibaldi had purchased the Baldwin 2-8-2 No. 90 in 1963 for its \$1,250 scrap value. Built for the Polson Logging Company, it was purchased from Rayonier in Hoquiam, Washington. In 2018 the Port of Garibaldi, owner of the park, ordered that by May 8, 2019 the Lions Club needed to repair or stabilize the locomotive or it would have to be removed. The Lions Club has transferred ownership to OCSR with the Port granting OCSR a year to raise funds for cosmetic restoration of the equipment and construct a protective fence. The OCSR is committed to restoring No. 90 to full operation. **Trains News Wire 5/14/2019 by Martin E. Hansen.** [Send donations to: OCSR, Garibaldi #90 Project, POB 669, Tillamook OR 97141.]

► OMSI Central City Master Plan: Design Advice Request, June 6th, 1:30 pm, 1900 SW 4th Avenue Room 2500B, Advice by Design Commission. Case File EA-19-137711DA. A Design Advice Request is a voluntary review process that allows the Commission to provide early feedback on a development proposal prior to the required land use review. The Design Advice Request for a proposed Central City Master Plan (CCMP) located in the area around the Oregon Museum of Science and Industry (OMSI), in the Central Eastside Subdistrict of the Central City Plan District. The proposed CCMP area comprises 18.53 acres along the Willamette River, bound approximately by the SE Mill Street to the north, the Tilikum Crossing Bridge to the south, and SE Water Avenue and the Union Pacific Railroad tracks to the east. Project information: www.portlandoregon.gov/bds/dcagenda. From ORHC neighborhood placard.

► At the May 17th PNWC membership meeting Doug Auburg noted that this would be a good year to do a steam locomotive ride on the Chelatchie Prairie Railroad as the Crossett Western Company #10, Alco 2-8-2T, will be due for its 15-year inspection at the end of 2019. www.bycx.com



► The Salem Historic Landmarks Commission will present awards to winners of the 2019 "This Place Matters" Historic Photo Contest on May 16th in Council Chambers. The photo contest consists of four categories...the rail related photo winners:

- Historic Exterior - Winner: Jacquie Klose with "This Place Matters – Salem Railroad Station"
- Historic Feature/Landscape/Streetscape – Honorable Mention: Ed Jacobs with "DCS_7311 Salem Truss Bridge Walk" [Union Street Railroad Bridge]



All photos will go up on display at the State Capitol Building from May 17 through June 2 as well as the City's Facebook page. **City of Salem 5/6/2019.**

► Prince Rupert Port Authority (PRPA) announced May 13th the completion of a container terminal master plan that outlines the potential of future container terminal capacity and sequencing of development at the Port of Prince Rupert. The planning work identifies the long-term potential to develop 6 – 7 million TEUs of capacity through the development of multiple terminals at the Port of Prince Rupert. The plan's research was completed with the assistance of AECOM, a global leader in infrastructure planning and development. The Port is served by CN. **Port of Prince Rupert 5/13/2019 news release.**



► Premier Jason Kenney's new [Alberta] government will cancel C\$3.7 billion worth of oil-by-rail contracts entered into by former premier Rachel Notley's NDP government just weeks prior to calling the election with CN Rail, CP Rail and some other rail partners, a senior member of the premier's staff confirmed May 17th. The source says the governments received legal

opinions – from both government and external lawyers – stating that the Alberta government can break these recent contracts through legislation, particularly because Kenney warned the CEOs of Canada's two largest railways in writing and publicly that he would not consider his government to be bound by a contract entered into by the NDP in an attempt to salvage its election chances. On February 19th, Notley (former Premier] announced that she had signed contracts with Canadian Pacific and Canadian National to lease 4,400 rail cars to move oilsands crude to North American markets. CP and CN entered into C\$2.2 billion of the C\$3.7 billion plan. **Calgary Herald 5/17/2019.** [Portland's BNSF Lake Yard, 5/18/2019, CN unit crude oil train being staged for off loading at Zenith Energy.]



► Union Pacific Railroad says it will ship onions from a proposed rail reload center in the [Malheur] county but won't deliver express shipping, can't provide rail cars and may not be able to ship commodities during peak times. The reload facility is the cornerstone of a local economic development blueprint to inject jobs into the county and bolster the \$80 million onion industry. The state pledged \$26 million to build the facility [Connect Oregon] and the county created a public company, the Malheur County Development Corp., to oversee the project. For more than a year, officials linked to the rail reload center promised service from the facility would be by an express route where onions could reach markets across the nation within a week. UP will only commit to regular manifest service. The Oregon Transportation Commission is scheduled to take action in June. **Malheur Enterprise 5/10/2019.** [The Treasure Valley Reload Center is a proposal of the Malheur County Development Corp. and would be located in Nyssa, Oregon.]



► The first four coaches from the BC Chapter, NRHS collection are headed for Heber Valley Railroad in a BNSF consist May 19th. The coaches are wrapped for protection; flatcar numbers and coaches [Editor's Note: See article on Page 1 and 2]:

- TPD 190634 – Coach 803
- TPD 192377 – Coach Mount Cascade
- TPD 190216 – Coach 301
- TPD 190815 – Coach Lake Ontario

Trainorders.com 5/19/2019 posting.

► A May 12th letter to the Pacific Railroad Preservation Association announced that the Northern Pacific Railway Historical Association awarded PRPA \$5,000 toward the SP&S 700 15 year inspection project.



► A May 20th photo posting by the Hood River County Museum (historichoodriver.com) noted the existence of a place called Mayerdale just east of Mosier, Oregon.. Seems the Oregon Railroad & Navigation Company published a brochure entitled “How to get to Mosier Oregon:.....this publication was circulated all over the western world and attracted a Mark Mayer (a friend of Diamond Jim Brady) who established the 232-acre estate in 1910, the 1913 original estate home still exists and is the home to Garnier Vineyards. The railroad boasted in the brochure that Mosier was one of three places in the west where locally grown fruit could be transported cross-county or even overseas without spoilage. The Mayer State Park property in Rowena was donated by Mayer in 1924.

► Edward (Ed) Graham passed away May 19th. While not a local PNWC member, some of us will fondly remember gentleman Ed as a NRHS convention team member who helped us plan the 2005 *Go By Train* convention here in Portland. Ed was a member of the Central Coast NRHS Chapter. RIP Ed! **Trainorders.com 5/20/2019 posting.**

► West Coast Railway Heritage Park, 5/21/2019:

“It is with regret and sadness that we announce the death of WCRA Board Chair Don Evans. Don passed away on May 20th, 2019 while on vacation in Peru. Don has been the face of WCRA since its inception and at the time of his passing was chair of the Board of Directors and President Emeritus. Over the years Don helped raise significant sums of many for the association through donations and government grants and more recently was instrumental in the acquisition of the MP2 maintenance shops adjacent to the park in Squamish. Bob Philip, President and CEO, WCRA.” [Don was always willing to help others including PNWC.]



► At the May 13th Oregon Rail Heritage Foundation Board of Directors meeting Bryan Ackler, estate representative, presented a \$342,000 check to ORHF from the **Kenneth Vannice** estate. Ken had been a PNWC member since 2010.

► Inadequate Planning, Insufficient Training Led to Fatal Amtrak Train Derailment. Probable Cause: The National Transportation Safety Board determines that the probable cause of the Amtrak 501 derailment was Central Puget Sound Regional Transit Authority's [Sound Transit] failure to provide an effective mitigation for the hazardous curve without positive train control in place, which allowed the Amtrak engineer to enter the 30-mph curve at too high of a speed due to his inadequate training on the territory and inadequate training on the newer equipment. Contributing to the accident was the Washington State Department of Transportation's decision to start revenue service without being assured that safety certification and verification has been completed to the level determined in the preliminary hazard assessment. Contributing to the severity of the accident was the Federal Railroad Administration's decision to permit railcars that did not meet regulatory strength requirements to be used in revenue passenger service, resulting in (1) the loss of survivable space and (2) the failed articulated railcar-to-railcar connections that enabled secondary collisions with the surrounding environment causing severe damage to railcar-body structures which then failed to provide occupant protection resulting in passenger ejections, injuries, and fatalities. **NTSB News Release 5/21/2019.** <https://go.usa.gov/xmwshG>



► Union Pacific said May 22nd it will lay off as many as 195 workers at two sites in Hermiston. The layoffs are taking place at the Hermiston railyard [hump yard], which will close, and at supply warehouse and mechanical shop that will both remain open. **Oregonian 5/22/2019.**



► Governor Jay Inslee approved May 21st the 2019-21 transportation budget that includes \$1.5 million for improvements to the Chelatchie Prairie Railroad. The investment from the Washington State Legislature will fund roadbed rehabilitation of the Clark County-owned railroad to replace deteriorated crossties, ballast and undercutting, in addition to surfacing between milepost 0.0 and 14.12. The Chelatchie Prairie Railroad has been owned by Clark County since 1987 and runs 33 miles from Vancouver to Yacolt. The first 14 miles has freight service operated by Clark County's freight operator, the Portland Vancouver Junction Railroad (PVJR). The railroad provides access to I-5, I-205, the Port of Vancouver and Portland. **Clark County Today 5/22/2019.**



► Sound Transit selects Kiewit Infrastructure West to build Federal Way Link Extension. The project will extend regional light rail 7.8 miles from the Angle Lake station in SeaTac to Federal Way. Three new stations will be built in Kent/Des Moines near Highline College, at South 272nd Street, and at the Federal Way Transit Center. The total amount of the design/build contract with contingency funding is \$14 billion. **Sound Transit 5/23/2019 news release.**



► The Sound Transit Board of Directors has identified preferred alternatives and other alternatives to study in the Draft Environmental Impact Statement phase for the 11.8 mile West Seattle and Ballard Link Extensions project. **Sound Transit 5/24/2019 news release.**

► The Friends of SP4449 sleeper Magnolia Grove arrived in Portland and was delivered by Union Pacific to the Oregon Pacific Railroad East Portland yard and the Friends on May 29th. The Magnolia Grove is a Budd 10/6 sleeper built in 1950 as Southern Pacific No. 9021 and later was Amtrak No. 2444 before going to a private party. The car is intended to be a crew sleeper when overnight excursions are again possible. The car had been stored at the Western Pacific Railroad Museum in Portola.



► The Beverly Railroad Bridge received \$5.575 million in capital funding appropriations as part of the recently passed 2019-21 Washington State capital budget. The bridge was built in 1909 as part of the Chicago, Milwaukee, St. Paul and Pacific Railroad, otherwise known as the Milwaukee Road. It was one of the final stages of the railroad's Pacific Extension, linking Chicago Illinois to Tacoma. The extension was completed in 1909. The bridge crosses the Columbia River, connecting two counties at Beverly, south of Vantage. It is 85 feet high, with a total of 15 trusses and nearly ¾ of a mile long. Supports for the catenary still exist from when the railroad electrified in the 1920's. The railroad abandoned the line in 1980, and ownership was transferred to the state. The bridge was listed in the National Register of Historic Places in 1982 due to its historical significance related to the westward expansion. A fire destroyed the bridge deck in 2014, making the bridge unsafe for passage. Now, the bridge is part of the Palouse to Cascades State Park Trail, previously known as the John Wayne Pioneer Trail, which follows the historic Milwaukee Road right of way through the state. **Daily Record 5/25/2019.**



► The Eagle Cap Excursion Train is running on a reduced schedule for the 2019 season due to a lack of funding from the federal government. This year, the Wallowa Union Railroad Authority (WURA) was expecting \$95,000 from the Railroad Track Maintenance Tax Credit but did not receive it. Otherwise known as the 45G Tax Credit, this money helps short lines and

general railroads across the country with maintenance costs through a federal income tax credit. The originally planned 18 runs for 2019 have now been reduced to 6 including the one already run on May 12th. The 2019 runs are: June 15, June 16, June 29, July 27 and September 14. The Friends of the Joseph Branch hope to add eight runs back to this list but will first need to get approval from the WURA board at its next meeting on June 11th. **La GrandeObserver 5/27/2019.**

► The Issaquah Valley Trolley now offers round-trip rides over the entire length of track from the historic Issaquah Depot Museum to Gilman Boulevard. The round-trip ride covers 1.2 miles and takes about 20 minutes. The #519 is a vintage electric streetcar originally manufactured by the J.G. Brill Company in 1925. The trolley runs every weekend May 11 until September 29 from 11 a.m. to 3 p.m.
www.issaquahhistory.org



► TransLink last week unveiled its first touch-screen commuter information kiosks at Surrey Central Station in Surrey, British Columbia. More than 50 of the kiosks are set to be installed around Translink's network, including SkyTrain stations on the Expo and Millennium lines, West Coast Express stations and park and ride locations. The kiosks include trip-planning features, live transit schedules, network update alerts and emergency notifications. TransLink's advertising licensee Larmar covers the costs of purchasing, installing and maintaining the kiosks in exchange for displaying advertising when the screen is not being used by customers.

Progressive Railroading News 5/28/2019.



Zoo Railway Task Group

*Pacific Northwest Chapter – National Railway Historical Society
Oregon Rail Heritage Foundation*

Goal: Support the return of regular Washington Park & Zoo Railway operations to the Rose Garden.

BOOK EDITOR WANTED

The Pacific Northwest Chapter, National Railway Historical Society is in need of a person with book editing/managing skills to organize and get published a book on the history of the Washington Park and Zoo Railway.

A vast majority of the text, from the 1950s to the 1970s, has been written by Edward M. Miller, an editor with the Oregonian newspaper. This excellent text has not previously been published; text ownership resides with a Task Group member. The text from the end of the Miller transcript to the present needs to be written. A major part of the Editor's task will be to obtain and incorporate graphics throughout the text.

This is a project of the Zoo Railway Task Group, a committee representing the Pacific Northwest Chapter, NRHS and Oregon Rail Heritage Foundation. The Task Group will provide major assistance to the book editor and mobilize assistance from both sponsoring groups.

The Task Group would like to get this book finalized during 2019 with publication in 2020 as part of the effort to restore the Zoo Railway operation to the Rose Garden in Washington Park.

The Pacific Northwest Chapter, NRHS has agreed to be the organization behind the book publication.

If interested, please send your interest and qualifications and/or questions to: Arlen Sheldrake,
asheldrake@comcast.net.



May Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on May 17, 2019

The May, 2019 membership meeting was called to order at 7:30pm by President Mark Reynolds.

The April minutes were called, Doug Auburg made a motion to approve the minutes, Rick Banton seconded and the membership voted to approve the minutes.

The monthly treasurer report was given by Keith Fleschner. He reported bills have been paid and all accounts balance. The membership accepted the report.

President Reynolds reported that plans are progressing on the future installation of the Brooklyn Turntable at ORHC. He noted that the turntable was made by the American Bridge Company, which has now been in business for over a hundred years. They have the complete plans of the turntable, and have record of it being shipped on April 24, 1924.

Arlen Sheldrake reported that the Committee continues working with Metro to have the Washington Pak and Zoo Railroad restored to service to Washington Park. He said several other groups are also working to the same end. On May 28, there will be a FRA Section 106 meeting at Union Station concerning the future development of Union Station.

President Reynolds said ORHF is discussing the redesign of the 'front entry plaza' to the Heritage Center.

Bryan Ackler reported that the estate of Ken Vannice has been settled and a sizeable donation was made to ORHF.

Ron McCoy reported that 'we' need more sign-ups for the Chapter Banquet on June 15. The speaker will be Richard Thompson. He then reported that the Zoo has invited the chapter to have a informational booth at the Zoo on June 15th for the 60th Anniversary of the zoo railway steam locomotive *Oregon*.

David Cautley reported that on July 16 a few car hosts may be needed for a chartered rail trip to the Port of St. Helens (a private event). On August 28 the National Garden Railroad Convention has chartered the SP 4449 and consist for multiple excursions to Oaks Park and volunteers are likely needed. He reported that the 2019 Holiday Express will be three weekends, November 29, 30 and December 1; December 7 & 8; December 14 & 15. Volunteers are always needed and welcome to decorate the cars and volunteers are needed for Holiday Express event .

Paul Consani announced that on July 20 & 21 will be the steam tractor show at Ellensburg, Washington.

Ron McCoy announced to the members that tomorrow, May 18, will be Web Site Committee meeting.

The meeting was adjourned at 8:15pm, with a plea to feed the kitty for snack time.

Bryan Ackler provide the evening snack time. Thanks again Bryan!

The program for the evening was the second part of the video of *America By Rail*.

Respectfully submitted by Jim Hokinson, Secretary



Annual Chapter
Banquet

SATURDAY JUNE 15th 5PM



5:00 PM No host bar
5:30 PM Banquet
6:30 PM- Program & Jack Holst Award



Guest Speaker **Richard Thompson**
Historian and author of the new book **Sunnyside Streetcars**

8200 SW Scholls Ferry Rd.
Beaverton, OR 97008

**Orders must be received by
June 7th**

Questions?

Send email to ronaldmccoy@mac.com
or call 503-244-4315

Two Ways to Order

- By credit card on the website
www.pnwc-nrhs.org
- See you there!

CHAPTER LIBRARY LOOKING FOR BOOKS

Do you have any railroad books you no longer need ? Add them to the Chapter Library through a tax-deductible donation. The chapter has a wish list of books that it would like to add to it's collection. If you can donate any of the items listed, please call 503-226-6747, or e-mail the library (library@pnwc-nrhs.org) by **July 1st**.

The Rusty Dusty: Great Northern's Wenatchee-Oroville Branch by Mac McCulloch, Yakt Publishing

SPV railroad atlases of Canada by Mike Walker (all volumes), SPV

Trackside in the South by Kevin J. Holland, Morning Sun Books

Sacramento Northern by Harre Demoro, Signature Press



Springwater Trail Gap, SE Umatilla to SE 13th Avenue construction is underway with this new segment next to the Oregon Pacific Railroad targeted to be completed by July 1, 2019. Photo by Arlen 4/8/2019.

Bill of Lading

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

Chapter Directors-at-Large

Don Klopfenstein (1st Term)	2019-2021	
Chuck Fagan (2nd Term)	2019-2021	
Bryan Ackler (2nd Term)	2018-2020	503.246.2165
David Cautley (2nd Term)	2018-2020	503.631.7516
Rolf Schuler (1st Term)	2017-2019	503.285.7941
Bruce Strange (1st Term)	2017-2019	503.901.7815

Committee Chairs

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Archives	William Hyde	503.666.5530
Auditor	Bob McCoy	360.459.3251
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Concessions	Dave Larsen (Acting)	
Chapter Rep., Oregon Rail Heritage Foundation Board		
	Mark Reynolds	503.638.7411
Chapter Rep. Powerland	Mark Reynolds	503.638.7411
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Excursions	Vacant	
Flanger Restoration	Phil Barney	503.706.0498
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Safety Officer	Keith Fleschner	503.516.9272
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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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PACIFIC NORTHWEST CHAPTER TIMETABLE N^o. 683

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.

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

July 19: *TBD.* What would you like to learn about?

June 15: **Chapter Banquet: 5pm** At the Stockpot Broiler. [Editor's Note: See the Advertisement on bottom of Page 10] See the Chapter website www.pnwc-nrhs.org for more details. Banquet speaker Richard Thompson, Historian and Author of the new book *Sunnyside Streetcars*. Reservations need to be made by June 7th.

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

Library and Archives: Portland Union Station Annex, NW 5th and Irving, 503-226-6747, library@pnwc-nrhs.org.

Library and Archives Change of Open Day: As of Wednesday, April 17th WEDNESDAYS: 10 am - 12 noon

Weds. June 5, 12, 19, & 26 : 10 am - 12 noon
and **by Appointment.** Researchers Welcome!
Books and DVDs/VHS are available for member check-out.

See thousands of books, periodicals, timetables, maps,
photographs, and documents about railroads.
Catalog on chapter website at:
www.pnwc-nrhs.org/library_main.html

Board of Director's Meetings: **Jun. 13**, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
Jul. 11, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
(Open to all Chapter Members. Note **Location** for Chapter Board meetings)

NOTABLE NON-CHAPTER EVENTS:

June 8-9 *Railroad Days*, Dunsmuir CA, dunsmuir.com

June 16 *Father's Day Dinner Train*, Oregon Coast Scenic Railroad, Garibaldi OR, www.oregoncoastscenic.org

June 20-23 *Milwaukee Road Historical Association 2019 convention*, South St. Paul MN, www.mrha.com

July 4 *4th of July Fireworks Spectacular*, Oregon Coast Scenic Railroad, Garibaldi OR, www.oregoncoastscenic.org

July 13-14 *Clamshell Railroad Days*, Ilwaco WA, www.columbiapacificheritagemuseum.org

Jul. 20-24 *GN Railway Historical Society Convention*, Fargo ND, www.gnrhs.org

Jul. 27-28 *Great Oregon Steam-Up*, Powerland Heritage Park, Brooks OR, www.antiquepowerland.com

Aug. 3-4 *Great Oregon Steam-Up*, Powerland Heritage Park, Brooks OR, www.antiquepowerland.com

Aug 17-18 *Snoqualmie Railroad Days*, 80 years of trains, timber, tradition, Snoqualmie WA, www.railroaddays.com

Aug 27-31 *35th Garden Railway Convention*, Portland OR, ngrc2019.org

Sept 19-22 *Fall Steam-Up*, Staver Locomotive, 2537 NW 29th Street, Portland, www.staverlocomotive.com

Sept 18-21 *HeritageRail Conference*, West Coast Railway Heritage Park, Squamish BC, www.atrrm.org

Sept 19-21 *Spokane Portland & Seattle Railway Historical Society Convention*, Astoria OR, www.spsrhs.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.