

The **Trainmaster**

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WASHINGTON PARK STATION OF THE WASHINGTON PARK AND ZOO RAILWAY



Photo of Washington Park Station in October 2019 by T. Trent Stetz

The Washington Park Station evokes historic train stations in ‘small town’ America as expressed in the long rectangular one-story volume, board and batten siding, broad overhanging gabled roof, and a prominent centrally located tower set with a flagpole. This may be characterized as a revival of the Second Empire vernacular due to the tower with its original mansard roof, and the long rectangular massing of the volume. The wood-framed roof structure is supported by ten robust glu-lam arches which are commonly found in the Northwest Regional Style of architecture. The building was designed by local commercial artist Mo Martindale using glu-lams donated by Ward Mayer, of Timber Structures, Inc. The building was first constructed at the Oregon Centennial Exposition but was built to be moved to Washington Park after the exposition. After the exposition ended the building was reassembled in 1961 at its permanent location shown here at Washington Park. Originally the building was just a shelter with no enclosed space except for the tower base. When the building was moved it was shortened by two bays (glu-lams) to its present 75-ft length, and four of the bays were enclosed. Originally the building measured about 90-ft long x 20-ft wide. A scalloped bargeboard at the eave line was removed when the shingled roof was replaced with a raised seam metal roof in circa 1990. The original mansard tower roof has been covered over with panels which changed the tower roof configuration to a truncated pyramid (though under these panels the original mansard is present). This building is in good condition, and retains most of its original materials, the most significant of which are the fine glu-lam arches that are characteristic of this period of construction. (Text adapted from *Portland Zoo Railway* National Register application.)

PORTLAND ZOO RAILWAY HISTORIC DISTRICT

by T. Trent Stetz

I attended the hearing of the National Register Nomination for the *Portland Zoo Railway District* which was held on Sept. 30th at the Bureau of Development Services in Portland. The City of Portland Historic Landmarks Commission provides leadership and expertise on maintaining and enhancing Portland's historic and architectural heritage. Its main mission is to identify and protect buildings and other properties that have historic or cultural significance or special architectural merit. The Commission provides advice on historic preservation matters and coordinates historic preservation programs in the City. The Commission is also actively involved in the development of design guidelines for historic design districts. Major historic design reviews (a Type III process) apply to major new developments. For these types of reviews, the Historic Landmarks Commission holds a public hearing on the proposal and considers the staff recommendation, and provides a written report addressing the applicable approval criteria. After discussion, the Historic Landmarks Commission will typically vote to either approve or deny a Type III proposal.

Melissa Darby completed the National Register of Historic Places Registration application form for the *Portland Zoo Railway Historic District*. This document was reviewed by the Commissioners before the meeting and the hearing consisted of a review of this application by the author, public testimony in support, public testimony in opposition, and closing comments from the Commissioners. Since the property is publically owned, other parties, such as the *Friends of Washington Park and Zoo Railway*, can bring application for designation as a Historic site. The application noted 10 contributing historic resources in the proposed district and 5 non-contributing resources in the proposed district.

The summary paragraph from the application states: "The Portland Zoo Railway (PZRy) is a 5/8th scale railroad designed and built by professional train designers and railroad engineers and established as a recreational line for the entertainment of both children and adults in the post-war baby-boom era of the 1950s. Constructed in the west hills of Portland in 1958, the railway also serves to transport people between the Oregon Zoo and the Washington Park Station overlooking the International Rose Test Garden. Between 1960 and 2013 the track was 2.5 miles long, and currently it is 1.56 miles in length, though almost a mile of track (.96 mile) is now unused due to deferred maintenance. Currently, the railroad is a single structural system consisting of three loops connected by one and one-half miles of track built on a series of grades that extend from a station in the zoo, past animal habitats, and into a forest on an east-facing hillside in Washington Park where passengers travel through an overstory canopy made up of 150+ year old Douglas fir and western red cedar. The acreage of the nominated district is approximately five acres, and ranges in elevation from 674 to 705 feet AMSL. The first loop of railroad had been built and trains were running one year before the zoo opened, and ticket proceeds (as intended) helped fund the construction of more rail and the construction of zoo infrastructure. The railroad is considered here as a separate but integral entity of the zoo and Washington Park. There are fifteen total resources in the historic district. Ten are contributing and five are noncontributing. Contributing buildings are the Washington Park Station (1958), and the tunnel-roundhouse complex (1959). Contributing structures are the railroad itself (30" gauge track and ~15' wide grade), and a 1,200-gallon water tank set on a tower and used to supply water for the steam engine. Contributing rolling stock (considered objects here) are as follows: 1) the diesel-powered Zooliner locomotive and its five cars that was built in the streamlined modern 'Aerotrain' design in 1958; 2) the steam-powered Oregon Locomotive No. 1 and its four passenger cars, (1959); 3) the much-remodeled diesel-powered Oregon Express locomotive 5 (1959) and three cars; 4) locomotive No. 3 (1929), known as the Work Train and the cars it pulls which are a side dump car, a rock car, and two flat cars; 5) Locomotive No. 6 (1938) is also used for work and track maintenance and pulls two passenger coaches; 6) the gas-powered speeder donated by the Southern Pacific Railroad in 1961. A modern trestle built in 2014 in the identical place a previous trestle had been is a non-contributing structure, and the new station (2016) at the main zoo terminal is a non-contributing building. Non-contributing objects include a handcar (1996) a generator platform car (ca. 2000), and a push car that was used in the railroad's construction in 1958. The PZRy possesses integrity of design, materials, setting, workmanship, and feeling because it is in its original setting, and retains its original rolling stock, track, tunnel



Postcard View of the Oregon and Zooliner

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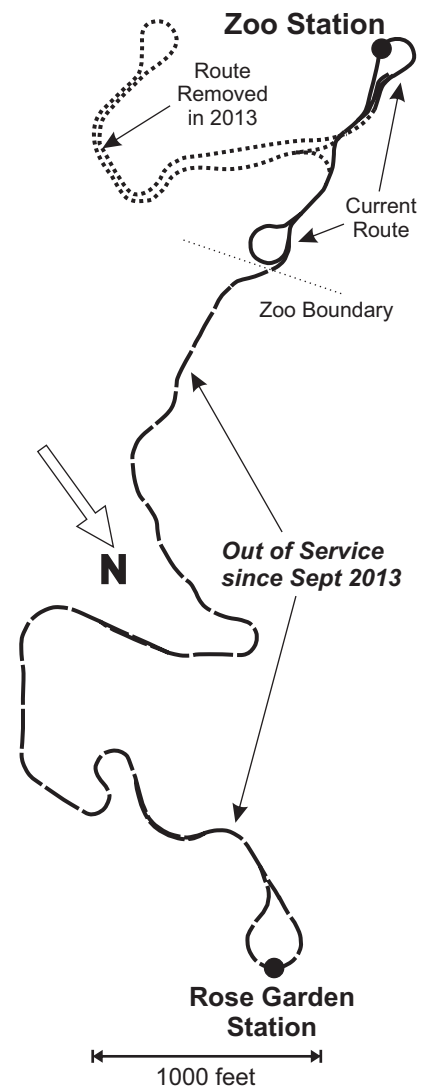
roundhouse complex, and one of the two original station buildings. The tracks, ballast, and grade of the PZRY are in good condition, though there is deferred maintenance on the Washington Park portion of the line. The main character defining elements of the railway are its scale, forested setting, and the classic trains designed to appeal to children. The apogee of the character defining elements of the rolling stock are found in the space age streamlining of the gleaming aluminum body of the Zooliner and the fully rendered details (diamond smoke stack, cow catcher, polished brass, red paint, gold leaf lettering, bells and whistles) of the steam locomotive Oregon.”

The hearing lasted almost more than 2 hours. Some of the testimony were very emotional and passionate. One bit of testimony by a Metro Attorney was that the railroad route within the zoo boundary has been significantly changed over the years (he provided much documentation to that effect), and thus should NOT be considered as part of the historic district. He noted that it has lost the integrity as compared to as built in 1958.

The commissioners recommended proceeding with nomination and will create a summary report and pass along to the State for their consideration at an future October 18th meeting in Salem.

My summary of the notes and comments from the Commissioners:

1. A historic landmark status will not ensure that the railroad will run again to Washington park. That needs to be completed by a partnership between owners and community groups; much like what occurred when the railway was first built.
2. Need to more fully develop in the application the significance of the Engineering that went into the design and construction of the railway. *How was the terrain of Washington park best used in developing the route of the railroad? What design consideration were undertaken?*
3. The station at Washington park has lost most of its historic integrity (roof, scallop trim, etc.), and likely should NOT be a contributing item to the historic landmark nomination.
4. The tunnel and shop complex was very well documented and is indeed Contributing to the Historic Landmark status.
5. The *Zooliner* and *Oregon* locomotives and their passenger cars are especially unique and historic and are indeed Contributing to the Historic Landmark status.
6. Concern over how much of the rail is "original" within the zoo boundary. New better diagram and description of that. *What has changed over time? What percentage of the route or infrastructure is still briginal?*
7. Need to be more clear in the application about the (previous) zoo location and operation dates within Portland. A zoo existed before 1959 elsewhere in Portland.
8. The commissioners were greatly touched by the support for the railway which comes from throughout the region.
9. May need to better define the boundaries of the historic district. May need to break into "sections" (alluding to inside zoo and outside zoo). Example was the Columbia River highway which was awarded landmark status in sections and restored in sections. *How does the boundary of the district get more well-defined?*
10. Need to develop path forward working together "to make it happen" with the City of Portland and Metro and Supporting community groups.
11. The commissioners suggested an economic and investment analysis should be completed, to demonstrate future viability in ongoing revenue as compared to ongoing (maintenance) costs.
12. Abandoning the route to Washington Park would represent a great sense of loss to the community. It is indeed part of the character of the City of Portland.



The route of the Washington Park and Zoo Railway as it existed previously and today.






PNW RAIL NEWS

by Arlen L. Sheldrake



▶ Sound Transit and its partners on September 3rd celebrated the start of construction of the 8.5-mile Lynnwood Link Extension, which will extend light rail from Northgate to Lynnwood City Center.  Upon opening in 2024 riders will enjoy fast, frequent and reliable service between south Snohomish County and University of Washington, downtown Seattle, the Eastside, Sea-Tac Airport and more. The extension includes four new stations serving Lynwood, Mountlake Terrace, Shoreline and Seattle. **Sound Transit 9/3/2019 news release.**

▶ The City of Redmond, Oregon invited the community to attend the grand opening of the newly renovated historic Redmond Train Depot at 3716 SW 21st Place on September 5th. It will be home to the Redmond Coffee Company, Edward Jones Investments and Greater Redmond Historical Society. The 107-year-old depot's lobby will feature photos and mini-displays showcasing Redmond's rich history. Completed in April 1912, the new depot with its Terrazzo floors, plate-glass doors and windows, and three-coat paint job was considered one of the finest depots on the Oregon Trunk rail line. In 1911, the Redmond City Council appropriated \$450 for the railroad depot to be constructed of stone instead of the usual wood materials. There was no suitable material in Redmond, volcanic 'tuff' stone was loaded onto railcars in Bend and shipped to Redmond, where the cars were unloaded by hand. **KRVZ.COM 9/2/2019** via Bob Melbo.



▶ Currently, Metro contracts for the disposal of garbage (putrescible) from the greater Portland area and the transportation [by truck] of that waste from Metro Central and Metro South transfer stations to the chosen landfill. Those contracts will expire at the end of 2019. In October 2016, Metro began researching various methods. For the Disposal RFP, Metro received four proposals for the Transportation RFP. One of those proposals:

- Waste Management Disposal Services of Oregon, Inc. – Truck haul from Metro Central and Metro South stations to the Union Pacific Railroad's Albina Railyard in Portland, rail to Waste Management's rail terminal at the Columbia Ridge Landfill, truck to disposal at Columbia Ridge Landfill.



This proposal did not get high ratings.

https://www.oregonmetro.gov/sites/default/files/2018/11/13/Jacobs_Report_Tnspartation_Disposal_RFQu-RFP_Evaluartion_Summary.pd

▶ August 31st news from the Northwest Railway Museum in Snoqualmie:

- Steam locomotive 924 now has its connecting rods reinstalled and the boiler is ready for its official hydrostatic test.
- Two grants have been secured to return the Puget Sound Electric Railway 523 to eventual operation: Washington State Historical Society's Heritage Capital Fund has awarded a challenge grant of \$229,000 and 4Culture has awarded a capital grant valued at \$97,000
- The Museum has arranged to purchase trucks, wheels and motors for the 523, and rehabilitation of these components is underway.
- Snoqualmie Railroad Days, August 17-18, was hosted by the Museum. Some 10,000 guests attended the 80th annual event that the Museum has been hosting since 2009.



▶ Canadian National Railway is pleased to announce that COSCO Shipping has chosen CN to be the exclusive rail provider for COSCO Shipping's discharge at the Ports of Vancouver [BC], Prince Rupert, Montreal, and Halifax to all currently served CN destinations. **CN 9/4/2019 news article.**



▶ Government of Canada invests in transportation infrastructure at the Port of Prince Rupert to move goods to market. The three projects totaling C\$153.7 million are part of the Government's long-term strategy of stronger West Coast trade gateway.

- The Prince Rupert Port Authority is building a double-track bridge across the Zanardi Rapids
- Additional rail capacity to better serve the bulk and container facilities on Ridley Island.
- Metlakatla Development Corporation will develop land for import and export logistics facilities strategically located near the Fairview Terminal and container yard.


Transport Canada 9/5/2019 news release.

▶ The Federal Transit Administration (FTA) has approved a recovery plan for the Honolulu Authority for Rapid Transit's (HART) passenger-rail project which was key to receiving \$744 million in federal funding that FTA was withholding until it was confident in HART's plan for containing costs and minimizing further delays in the city's construction of a 20-mile elevated passenger-rail system. **Rail News 9/6/2019.**




▶ The U.S. Coast Guard has approved BNSF's plans for northern Idaho bridges across Lake Pend Oreille and Sand Creek at Sandpoint, Idaho. The U.S. Coast Guard issued a final environmental assessment for the bridges finding no significant impact. The company has received permits from the Coast Guard and plans to start preliminary work on the bridges this week.

Associated Press 9/5/2019.

▶ The Greenbrier Companies, Inc. announced the addition of a newly designed, covered hopper railcar to its line of product offerings. The covered hopper railcar has a capacity of 5,185 cubic feet and a 50-foot, 6-inch length that is shorter than  traditional models, allowing more railcars per fixed amount of track. Other design features of the new railcar include longer hatches for improved filling efficiency; rounded stiffeners for stronger sides; Tsunami Gate for customized unloading speed-as quickly as 30 seconds; automated unloading for improved worker safety; "align to close" tabs for clear indication that the Tsunami Gate is closed, locked and sealed for transport; and aerodynamic performance for up to 53% reduction in drag. **Railway Age 9/9/2019.**

▶ The September 2019 issue of the Northwest Examiner newspaper (www.nwexaminer.com) has two very historic pictures on page 20:


- Aerial photo of the Northwest District and the Montgomery Ward [now Montgomery Park] building, circa 1950 (City of Portland OR Archives, Aerial of the Northwest District and the Montgomery Ward building A2007-002 1950.) [Shows the three railroad tracks and entry to the building.]
- Union Station and railroad tracks, circa 1920. (City of Portland OR Archives, Union Station and railroad tracks, A2007-002 circa 1920.)

▶ The Seattle Department of Transportation (SDOT) announced that it would cancel a multi-million-dollar contract that allowed for the purchase of 10 new streetcars planned for the Center City Connector Line. On September 9th, SDOT announced that they had terminated their old vehicle contract with CAF USA, that builds streetcars. In 2017, SDOT entered into a contract with CAF USA to build 10 new streetcar vehicles. In March 2018, Seattle Mayor Jenny  Durkan ordered an independent review of the streetcar project budget, and a stop work order was issued to halt production of the vehicles before they were built. A new bidding process will give companies a chance to propose plans to build vehicles that are closer to the size and weight of the existing streetcars.

SDOT also said a new contract will align with the current streetcar design timeline and eliminate financial risk and uncertainty associated with the old vehicle contract schedule. **K5 News 9/9/2019.**

▶ At the September Oregon Rail Heritage Foundation Board of Directors meeting it was reported that the plans for the Turntable Project had been submitted to the City of Portland for Design Review and that a Building Permit is anticipated in quarter 1 of 2020. It was also reported that another \$1 million is needed for the anticipated cost and that the fund-raising effort is being mobilized. What all will be included in the project will be dependent on the success of the fund-raising effort. Expect to see a fund-raising brochure soon. Work has commenced on rehabilitating the turntable mechanical parts. The turntable bridge will be taken off the AERC flatcar to facilitate work on it. 

▶ The Friends of SP4449 now have their **2020** calendar for sale...twelve (12) outstanding photos including the cover with Mountain Hood in the background. Developed by Dave Houston, the calendar is available for purchase at the ORHC gift shop or on-line at: www.4449.com.

▶ HistoryLink has been online for 20 years and during that time they have been both chronicling Washington's past and documenting history as it happens. HistoryLink, the free online encyclopedia of Washington state history: www.HistoryLink.org 

▶ Tigard officials and members of the business community celebrated the ceremonial groundbreaking for the Tigard Street Heritage Trail and Outdoor Museum on August 29th. The trail will extend from Main Street to Tiedeman Avenue. The existing temporary trail will be replaced by a 12-foot-wide pathway. The trail is situated along an old railroad spur and runs parallel to train tracks used by both freight and passenger trains including TriMet's WES commuter rail service. The \$1.25 million project has been in the works for more than a decade. **The Times 9/4/2019.** The ¾ mile multi-use path will include landscaping, seating and an Outdoor Museum featuring the rich cultural history of Tigard's rail legacy. **City of Tigard.** [As previously reported in *The Trainmaster* this is the project that Ron McCoy, Bob Melbo, & I provided information to project consultant Suenn Ho, RESOLVE Architecture + Planning. We also helped Tigard acquire from ODOT a 1913 date block from the Oregon Electric Railway built retaining wall that was removed for the I-5 Iowa Street Viaduct Project.]

▶ The saga of the Mount Hood Railroad continues...last month it was reported here that MHRR had not paid property taxes for three years and was also overdue with payments to the Huston Museum in Parkdale:

United States District Court For the Northern District of Illinois

Plaintiff: Big Shoulders Capital LLC. Defendants: San Luis & Rio Grande Railroad and Mt. Hood Railroad

Company. Motion to appoint receiver. Filed 09/09/19

Corporate Structure: Mt. Hood is a railroad entity that is owned by San Luis, another railroad entity. San Luis is owned by its parent company, Permian Basin Railways, Inc. (PBR). PBR is wholly owned and managed by its partner holding company, Iowa Pacific Holdings, LLC. (IPH). IPH is managed by Edwin Ellis who holds a 45.75% membership interest in the company. As of September 9, 2019, the total amount due and owing to Plaintiff (exclusive of unpaid legal fees and expenses) was not less than \$4,611,863.63. Interest is accruing and continues to accrue on the indebtedness at the default interest rate.



Court order: the motion is granted with NOVO Advisors appointed as Receiver.

US District Court for Northern District of Illinois Case No: 19-06029 via Bob Melbo.

▶ A check of the Ozark Mountain Railcar site on September 23rd shows that the MHRR equipment is now for sale. [A 9/23 message to the editor of the Hood River newspaper suggested that this was something that he should pursue; he later responded that he would. See Hood River News 9/27/2019 article.]

▶ Thanks to *Trainmaster* readers Jim Hokinson and Phil Barney for their responses to last month's question: "do you know who Farnsworth was?" This question was somewhat rhetorical to prompt interest in one of the many artifacts in the PNWC rail car Mt. Hood, a lounge/sleeper.

■ Jim provided a large packet of information about Philo T. Farnsworth (1906 – 1971) that includes information on his many, and I mean many, inventions including the first fully electronic television. One of the many items of note is the Farnsworth TV & Pioneer Museum in Rigby, Idaho. This packet will go in the Mt. Hood lounge for visitor and Docent reading.

■ Phil provided a picture of the Beaver, Utah, majestic County Court House building he took on one of his and wife Laurel's many trips back from volunteering at Chama, NM. This birthplace of Farnsworth has a bronze statue of him outside the court house holding an early cathode ray tube.

Your Editor and I appreciate our readers!

▶ At the September 12th PNWC Board meeting a process was determined for getting the membership renewal for calendar years 2019 & 2020 moving. PNWC is a state-chartered membership corporation.

▶ The area around Portland's Union Station continues to change as September 1st the Greyhound Bus depot just south of the station closed. The small ticket office is down the street a bit on 6th and the buses now load under the Broadway bridge on Station Way. Expect this entire city block to undergo re-development.



▶ The Columbia Pulp and Bio-Polymer plant in Lyons Ferry, Washington will go live the week of September 15th. The new plant is served by Great Northwest Railroad Company, owned by WATCO, for both inbound and outbound freight service. The plant will process wheat straw pulp. **The Times – Serving Waitsburg, Dayton and the Touchet Valley 9/12/2019.** Columbia Pulp is North America's first tree-free market pulp mill using wheat farmer's waste straw to create pulp for paper products, as well as bio-polymers for a variety of industrial uses. <https://columbiapulp.com>.



▶ A jury awarded \$17 million dollars to the first victims to sue Amtrak since the deadly 2017 derailment in Dupont, Washington. Dale Skillingstad was awarded \$7.75 million, Blaine Wilmotte \$7 million and his wife Madison Wilmotte \$2 million. Amtrak has admitted it's at fault for the crash and subsequent injuries. An eight-person jury began deliberations Thursday to determine how much victims will be compensated for what they described as life-changing injuries. The trial, which is taking place in U.S. District Court in Tacoma, involves two crash victims. Skillingstad was a passenger on the train; Blaine Wilmotte was a passenger in a truck on Interstate 5. **Q13 News 9/13/2019.**



▶ A Michigan woman has been sentenced for embezzling over \$200,000 from the Steam Railroading Institute in Owosso, Michigan. On September 13th, Mary Elizabeth Lombardo was sentenced to a minimum of 36 months and up to 180 months in jail and owes \$228,977.94. **WNEM.com 9/14/2019.** [Trainorders 9/13 posting noted that the embezzling took place over a 3-year period. Audits are necessary!]



▶ MotivePower, a locomotive manufacturer and overhauling company, will close its Boise plant by the end of the year or beginning of 2020. MotivePower is owned by WABTEC Corporation. The plan is to consolidate manufacturing operations in the company's site in Erie, PA. **KIVI Boise 9/29/2019.**



▶ Sumpter Valley Restoration, Inc. has acquired ex-SP narrow gauge boxcars #12 and #20 Since 1986 the cars have been

part of the Silverwood Central Railroad located at the Silverwood Theme Park in Northern Idaho. The cars are some of the very few remaining, complete, unaltered pieces of SP narrow gauge equipment. Donations to support the transportation and restoration to: Sumpter Valley Railroad, PO Box 389, Baker City OR 97819 or <https://www.sumptervalleyrailroad.org>. **Martin E. Hansen Trainorders 9/17/2019 posting.**



► For years, local officials have dreamed about a pedestrian and bike path along the Union Pacific Railroad line starting in Boise, running through Meridian, and ending in Nampa.



The 10-year-old vision is starting to come to life as Meridian begins a segment of what will become the path. The segment – a 10-foot-wide run from Meridian road to Linder road roughly 100 feet north of the Union Pacific Railroad. The City plan to build the 1-mile trail will align with the rest of the “rails with trails” pathway vision. **Meridian Press 9/20/2019.**

► BNSF recently completed a “float out, float in” bridge replacement project to install a new bridge on the Fallbridge Subdivision in Home Valley, WA. This innovative process has only been completed a few times and required extensive coordination and planning throughout a three-year process. The new bridge – a 260-foot through truss – was erected on a barge in Portland, OR. From Portland, the bridge traveled through a handful of notable and challenging locations: [down the Willamette], east on the Columbia River and into the Columbia River Gorge, through the North Bonneville Lock and Dam, under the Bridge of the Gods and eventually raised approximately 30 feet from the barge to its final location in Home Valley. Overall, the bridge's journey took 24 hours. The “float out, float in” approach has a smaller environmental footprint than other bridge building processes, limiting the impact on marine life and fishermen in the area. To watch the bridge's journey [3:23], visit www.youtube.com/watch?v=3PHSHRyWrms. **BNSF News Update September 2019.**



► City of Portland approved \$1 million repair contract for Going Street bridge repairs to fix the damage caused by the derailment of a Union Pacific remote-controlled switcher. The contract was awarded to Cascade Bridge LLC, a Salmon Creek, Washington-based company. Initial investigation indicates a broken rail caused the locomotive and three tank cars filled with liquified petroleum gas to smash into the Going Street bridge supports. The accident caused no injuries. The City has low confidence in the \$1 million repair estimate. The Going Street highway bridge is the primary [close to only] access to the Swan Island industrial area with some 35,000 vehicles daily. The bridge is over the north part of the 200-acre UP Albina Yard in North Portland. **The Oregonian 9/29/2019.**



♪ Nice to be home September 28th after a most-excellent Grand Circle Rocky Mountaineer trip. More information in a future *Trainmaster* and a presentation at an upcoming Chapter meeting.



ROCKY MOUNTAINEER

If Your Steam Locomotive Lacks Room for it's Appliances, Try This!

By Martin E. Hansen

Even though some steam locomotives came in pretty small sizes, they still needed most if not all of the same auxiliary appliances as their larger counterparts. Here is one ingenious way to address that issue.

Shown sitting off the track in the mill yard at Camino, California in June 1939 we see narrow gauge Michigan-California Lumber Company 0-4-0T No. 11. She was built by Vulcan in 1901 for Waddle & Fitch as their No. 7 in Delaware, Indiana. From there she went to P.W. McTurk Coal Company and then C. Cooper before heading west where she was leased by a dealer to the Folsom Gravel Pit before being bought in 1916 by C.D. Danaher, the predecessor to Michigan-California.

What makes her so unique in her appearance is the “shell” that was built on the fireman's side of her saddle tank to hold her headlight, bell and steam dynamo. As we see, there was simply no room for these appliances in their standard locations on this particular locomotive.

Despite the somewhat odd appearance that this arrangement gave No. 11, she was deemed attractive enough to be placed on display in 1949 at the mill offices in Camono where she stayed for over 50 years until being moved to a new display site in Medford, Oregon, where she still is today.

This article was originally a *Trainorders.com* posting on 9/29/2019 with permission from the author for *Trainmaster* publication.



Subsequent to the posting Martin indicated that the locomotive is owned by Sierra Pacific Industries and is located at the intersection of McAndrews and Summit in Medford.



PORTLAND UNION STATION BUILDING AND TRACKS IMPROVEMENTS

Programmatic Agreement to Resolve Adverse Effects on Historic Properties Public Review and Comment

Monday, September 30, 2019 – Wednesday, October 30, 2019

Prosper Portland, in coordination with the Oregon Department of Transportation (ODOT) and the U.S. Department of Transportation's Federal Railroad Administration (FRA), is proposing improvements to modernize Portland's Union Station. The station is a historic property listed on the National Register of Historic Places. The goal of the modernization improvements is to meet current building code, life-safety, and seismic standards and to accommodate current and future intercity passenger rail demands (the Project). The Project includes phased improvements to the existing Union Station buildings, the High Shed, the platforms and canopies, and the adjoining track infrastructure. Union Station is located at 800 NW 6th Avenue. The Project area proposed for improvements extends from Union Station south to approximately NW Naito Parkway and north from Union Station to NW 15th Avenue.

ODOT is receiving federal grant funds from FRA, and Prosper Portland is a subgrantee to ODOT, responsible for completing the preliminary design work and an environmental review to assess potential impacts to the human and natural environment that may result from the Project. Currently, no funding has been identified to advance the Project through final design and construction.

As part of the environmental review, Prosper Portland, ODOT, and FRA are evaluating the proposed Project to assess potential adverse effects on historic properties. The environmental evaluation is being conducted in accordance with federal procedures and regulations including the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act of 1966 (NHPA), as amended, and its implementing regulations at 36 CFR Part 800 (Section 106), and Section 4(f) of the US DOT Act of 1966.

Section 106 requires federal agencies to consider the effects of projects they carry out, assist, fund, permit, license, or approve on historic properties. Through the Section 106 review process for the Project to date, FRA has determined, and the Oregon State Historic Preservation Officer (SHPO) has concurred, that the Project, if constructed, would have adverse effects on four historic elements of Union Station: the Front Yard, the High Shed, the platform canopies, and the Nursery. Prosper Portland, ODOT, and FRA have consulted with interested parties to identify measures that could be used to resolve the adverse effects of the Project on the historic elements of Union Station. The proposed measures are incorporated into a draft Section 106 Programmatic Agreement which will be executed among FRA, SHPO, ODOT, and Prosper Portland and which will guide the Project, in terms of consideration of the historic significance of Union Station, as the Project advances over the next 10 years.

Additionally, the Section 106 process provides the public with the opportunity to review and comment on the draft Programmatic Agreement. This process is an important way for residents to lend their voices in protecting and maintaining historic properties in their communities.

Prosper Portland, ODOT, and FRA want to hear what you think about the process and the proposed measures to resolve adverse effects that are outlined in the draft Programmatic Agreement. Feedback received will be considered in preparing the final Programmatic Agreement, which is scheduled to be executed in the Spring of 2020.

You can review and comment on the draft Programmatic Agreement online (prosperportland.us/portfolio-items/portland-union-station/) or in person: Visit Prosper Portland, 222 NW Fifth Ave, First Floor and ask the security guard for the Union Station Programmatic Agreement and Comment Form.

Comments are due no later than **Midnight, Wednesday, October 30, 2019.**

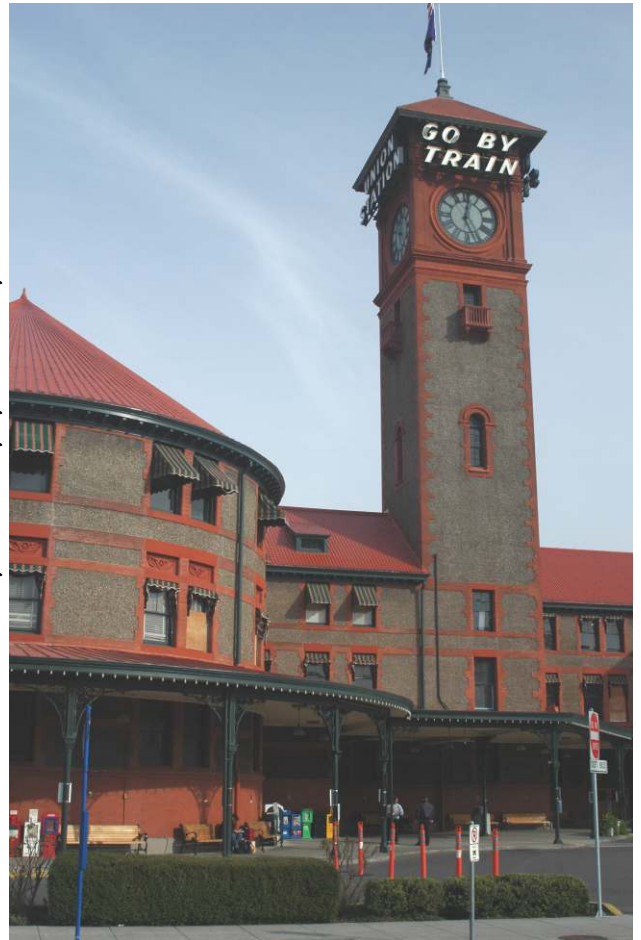


Photo by T. Trent Stetz



President's Dispatch

by Mark Reynolds



Wow, what a busy summer of 2019. As many of you know our summer has been filled with several rail car consists preparation duties, to support requests by two groups to use PNWC's cars in revenue service. A big thank you is due to the many PNWC volunteers including Keith Fleschner, Phil Barney, Pete Rodabaugh, and George Hickok for major repairs to HVAC systems. Right now, the same group is focused on heating system repairs for Holiday Express 2019. Without these folk's dedication to our fleet, we would not be able to support the growing demand for the use of our fleet. The continued focus to keeping our consist operable has been a vision since the earliest days of PNWC-NRHS.

So, with Summer gone and Holiday Express just about here, we are once again calling on all of you that can help to sign up and volunteer for the various positions within the HE-2019. We are always in need of Car Hosts (Meeting on October 12th), Parking and traffic control, sales desk support, food service, and even Santa's. We always encourage membership to step up and try something in the Holiday Express that you have not done before, as well as with the three-weekend arrangement this year with extended shifts we need all the help we can muster! It seems like Fall has just arrived, and the Holiday season will be well upon us, so remember in your holiday shopping to consider a Train Toy for Tots purchase, to make the season brighter for children in need, who will be remembered during our annual pot luck end of the year chapter meeting and celebration.

It has been a busy year so far with several accomplishments to note, including our contributions to the successes at APMA during Steam-Up Weekends, and the decent support at ORHC and even finally relocating a Trachte storage building at ORHC. Winter (after HE-2019) might be quiet, for a while but we expect more projects and repair work will be upon us before too long. The PNWC Board appreciates your support and volunteer efforts at preserving rail history in Portland's "front room" at ORHC.

Thanks for a Great 2019 in support of Historical Railroad Operations and Preservation, we look forward to the festive part of the year and railroad experiences for our guests during Holiday Express 2019.

Mark A Reynolds : President PNWC-NRHS



WASHINGTON OPERATION LIFESAVER RAIL SAFETY WEEK PROCLAMATION

Gov. Jay Inslee signed a proclamation declaring Washington state's commitment to Rail Safety Week with the goal to reduce crossing collisions and pedestrian-trespass incidents by raising awareness of railroad safety. In 2018, incidents at rail crossings and along rail tracks resulted in 24 deaths and more than 20 injuries in Washington.

Washington Operation Lifesaver (WAOL) is a free public service education program dedicated to preventing and reducing fatalities and injuries at highway-rail grade crossings and along railroad rights-of-way. We educate the public on highway-rail grade crossing safety and provide vital information about the dangers encountered when people trespass on railroad property. We also get involved with engineering projects to improve public safety, and we work with the law enforcement community in an effort to reduce grade crossing and trespass incidents. WAOL is part of a national program known as Operation Lifesaver, Inc. (OLI). Both WAOL and OLI are non-profit organizations. WAOL is sponsored by: BNSF Railroad, Washington Utilities and Transportation Commission, Washington State Patrol, Washington State Dept. of Transportation, AMTRAK, Union Pacific Railroad, Sound Transit, Office of the Superintendent of Public Instruction, Federal Railroad Administration, Washington Traffic Safety Commission, Brotherhood of Locomotive Engineers, and the United Transportation Union.

September Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on September 20, 2019

The September, 2019 membership meeting was called to order at 7:40pm by President Reynolds.

The minutes of the August meeting were called, Bryan Ackler made a motion to approve the minutes, Rolf Schuler seconded and the membership voted to approve the minutes.

The monthly treasurers report was given by Keith Fleschner who reported that there was some small income, bills had been paid and all accounts balance. Bryan Ackler made a motion to accept the report, Rolf Schuler seconded and the membership voted to accept the report.

President Reynolds reminded members to promptly renew both national and chapter dues promptly when the notice is received. He next reported that the sound system at APMA again needs some work. Also some work needs to be done on the flanger at APMA before the winter rains. He said the retaining wall at ORHC has been completed and our building will be moved at a near date. President Reynolds reported that Chuck Fagan is in rehab after breaking his hip. The ORHC turntable Committee reports they still need about one million to install the turntable and that a fundraising effort will be resumed. There will be a meeting/training and sign-up for Holiday Express about mid-October. The paid passenger sales will be about two hundred fifty per trip.

David Cautley reported that the Rail Passenger Car Association will have their conference in January 2020 in Albuquerque, NM. He has attendance application forms and information.

President Reynolds gave thanks to Rolf Schuler for transporting the rest of the material of the Roger White estate to our office. These were property items. The estate is now closed.

The meeting program for next month will be presented by Keith Fleschner.

The meeting was adjourned at 8:05pm.

Snack time was provided by Lila Stephens. Thank you Lila.

The program for the evening was a video "The Boneyard" a program made for the History Channel.

Respectfully submitted by Jim Hokinson, Secretary

Chapter Passenger Car Maintenance Building at ORHC



The building which was donated to the Chapter was recently moved into its final location at the Oregon Rail Heritage Center. (Photos by Bryan Ackler and Phil Barney)

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 its 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 **Nov. 1st**.

Logging Railroads of the Pacific Northwest in Color Vol. 1 Washington State - Morning Sun Books

Union Pacific Through Passenger Service in Color - by Greg Stout, 2011, Morning Sun Books

Milwaukee Road - Washington, Idaho and Montana - Morning Sun Books

Milwaukee Road Through Passenger Service in Color Vol. 1 1941-1965 - Morning Sun Books

Milwaukee Road Through Passenger Service in Color Vol. 2 1966-1977 - Morning Sun Books



Round End observation car B truck repairs being accomplished June 23, 2019. left to right: Bob Slover, Wayne Yetter, Bob Frazier, and Doyle McCormack. Photo by Arlen Sheldrake.

Bill of Lading

Washington Park Station.....	Page 1
Portland Zoo Railway Historic District.....	Page 2
PNW Rail News.....	Page 4
Portland Union Station Public Review.....	Page 8
President's Dispatch.....	Page 9
Washington Rail Safety Week.....	Page 9
Chapter Meeting Minutes.....	Page 10
Chapter Car Maintenance Building.....	Page 10
Library Request for Books.....	Page 11
Truck Work.....	Page 11
Officers, Committees & Contacts.....	Page 11
Calendar	Page 12
Mission Statement.....	Page 12

Chapter Officers

President	Mark Reynolds	503.638.7411
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	503.777.8209
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

Activities	Ron McCoy	503.310.4811
Archives	VACANT	
Auditor	Bob McCoy	360.459.3251
Car Host	Mark Reynolds	503.638.7411
Concessions	Dave Larsen (Acting)	
Chapter Rep., Oregon Rail Heritage Foundation Board		
	Mark Reynolds	503.638.7411
Chapter Rep. Powerland	Mark Reynolds	503.638.7411
Elections	Jim Loomis	503.253.3926
Excursions	Vacant	
Flanger Restoration	Phil Barney	503.706.0498
Library	Bruce Strange	503.901.7815
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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Attn: *The Trainmaster* Editor
 PNWC-NRHS, Union Station, 800 NW 6th Ave Rm 1
 Portland OR 97209-3794
 Voice: 503.226.6747
 Chapter email: pnwc@pnwc-nrhs.org
The Trainmaster email: trainmaster@pnwc-nrhs.org
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Editor	T. Trent Stetz	503.643.1494
Circulation	George Hickok	503.649.5762
Mailing/Distribution	Jean Hickok	503.649.5762
	George Hickok	503.649.5762
TM Liaison/Reporter	Arlen Sheldrake	503.351.9881

PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 687

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.

October 18: *Working on Rail-Cars Part II* by Keith Fleschner

November 15: *A Rocky Mountaineer 2019 Trip*, Arlen Sheldrake

December 20: 6:30pm *Annual Potluck, Toy Train Drive, and Officer Elections*

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

Library and Archives MONDAYS: 10 am - 12 noon

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

Also 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: **Oct. 10**, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
Nov. 07, 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:

Oct. 17 *Polson No. 90 Fundraising Dinner 2019*, 6 pm, Garibaldi OR, www.savethepolson90.org

Oct. 12, 13 *Fall Leaves Special*, Chelatchie Prairie Railroad, bycx.org

Oct. 26, 27 *Headless Horseman Halloween Train*, Chelatchie Prairie Railroad, bycx.org

Oct 26, 27 *Pumpkin Train*, Chehalis Centralia Road, steamtrainride.com

Nov. 9, 10 *Patriots Weekend*, Chelatchie Prairie Railroad, bycx.org

Nov 22, 23, 24, 29, 30 Dec. 1, 6, 7, 8, 13, 14, 15, 20, 21, 22 *Polar Express™* Chehalis Centralia Road, steamtrainride.com

Nov. 29 – Dec. 1; Dec. 7 & 8; Dec. 14 & 15 **Holiday Express** at Oaks Park, SP4449, www.orhf.org

Nov. 30, Dec. 1, 7, 8, 14, 15 *Christmas Tree Train*, Chelatchie Prairie Railroad, bycx.org

☆ ☆ ☆ ☆ ☆ ☆ ☆ **2020** ☆ ☆ ☆ ☆ ☆ ☆ ☆

Feb. 6-8 *Portland Winter Light Festival*, Eastbank Esplanade, OMSI & ORHC areas, www.pdxwlf.com

Mar. 21 *Winterail*, Corvallis High School, Corvallis OR, www.winterail.com

May 13-16 *Union Pacific Historical Society Convention*, Cheyenne WY, www.uphs.org

Sep. 19-23 *Great Northern Railway Historical Society Convention*, Nelson BC, www.gnrhs.org

Oct. 21-24 *Southern Pacific Historical & Technical Society Convention*, Reno NV, 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.