

# The *Celebrating 60+ Years* Trainmaster

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## WE'VE COME A LONG WAY SINCE 1970



The "Entire" Collection of Steam Locomotives at Oaks Park in March 1970 - Martin E. Hansen Collection

The locomotive collection at Oaks had reached its zenith at this date in March 1970 (**50 years ago!**) with the Finnish locomotive No. 408, The 1909 Lima Works Stimson Lumber Company Shay (known as "Peggy"), the Spokane, Portland and Seattle (SP&S) No. 700, the Southern Pacific (SP) No. 4449, and Union Pacific (UP) No. 3203 (aka OR&N No. 197)....It is believed that as of this date in 1970, there were NO active steam locomotives in the state of Oregon.

In 1957, The Portland, Oregon, City Council decided to build a Transportation Museum and had solicited locomotive donations from area railroads. The area selected was adjacent to Sellwood Park in SE Portland immediately east of Oaks Amusement Park. On January 14, 1958 PNWC-NRHS President Jeff Keenan and City of Portland Commissioner Ormond R. Bean drove a golden spike upon donation, delivery and dedication of the UP 3203 (OR&N 197) and Spokane Portland & Seattle SP&S 700 to the site near Oaks Amusement Park.

All of these locomotives subsequently left Oaks Park over the years. The SP 4449 left in 1974, The SP&S 700 in 1987, The OR&N 197 in 1996, The Peggy in 1972, and the Finnish Locomotive in 1980.

# M-DAY MINUS 30

By Edward Berntsen

For nine fascinating years with Northern Pacific, starting August 11, 1960, I worked as an extra-board telegrapher and relief freight agent at stations all over NP Tacoma Division (lines Yakima and west), including “WR” division telegraph office in Tacoma Union Station. For six of those years starting July 22, 1963, I alternately worked as a Tacoma Division train dispatcher, alongside legendary NP dispatchers such as Jim Fredrickson, “Duke” Tone, David Sprau, and Gary Emmons. I was promoted January 16, 1969, to an “exempt” supervisory position as Traveling Car Service Agent, assigned to the NP Western District Transportation office at Room 326, King Street Station in Seattle, Wash. The Transportation office was headed by former NP Tacoma train dispatcher Allen B. Johnson, as Assistant General Superintendent – Transportation. Our office coordinated system and division passenger and freight train schedules, empty freight car distribution, loaded freight car routing plans and shipment-diversion requests, special train operations, and excess-dimension “high-wide load” clearance approval. Our territory included all NP lines west of Livingston, Mont., comprising Rocky Mountain, Idaho, and Tacoma Divisions, as well as the Camas Prairie (joint with UP), Walla Walla Valley, and NP's joint supervision with GN, of SP&S, Oregon Trunk, Oregon Electric, and King Street Station Company.



On Feb 3, 1970, NP transferred me to Portland, Oregon, just a month before M-Day. My new assignment as a BN Car Service Agent was to assist my immediate supervisor from Seattle, NP Western District Chief Car Distributor Donald H. Garrison, in setting up the new BN Portland Region Transportation Department. Don became the new Regional Manager of Transportation, reporting to BN Asst. Vice President – Operations Jerry W. Wicks, who was GN Cascade Division Superintendent at Seattle until M-Day. By coordinating with AVPO Staff Assistant William B. Fleisher, our Transportation office was initially set up in a remodeled back room at 1101 NW Hoyt Street in Portland, one of two long SP&S freight house buildings occupied in part by SP&S operating, engineering, accounting, “GO” telegraph, and other offices. These various offices easily transitioned on M-Day to handle similar functions for Portland Region of Burlington Northern Inc., including SP&S System (BN Portland Division) Superintendent Frank S. Barlow, Jr., and SP&S/BN Engineering, Bridge & Building supervisors, Roadmasters and track supervisors, and the large Portland Freight agency.

BN's Portland Region on M-Day consisted of portions of NP, GN, and SP&S family lines, as follows:

- a. Northern Pacific Tacoma Division – 3rd Subdivision main line Centralia, Wash., to Portland, Oregon, plus the 16th Subdivision branch line west of Gate, and 18th, 19th, 20th, 21st, 22nd, 23rd, and 24th Subdivision branch lines;
- b. Northern Pacific Idaho Division – 2nd and 3rd Subdivision main lines, Cheney-Pasco-Yakima (including Yakima yard); 4th Subdivision - Sunnyside line; Adrian-Wheeler-Connell portion of 8th Sub - Central Washington branch, and all of 9th, 10th, 11th, 12th, and 13th Subdivision branch lines.
- c. NP supervision of Walla Walla Valley Railway (WWV).
- d. NP supervision of Camas Prairie Railroad (CSP), jointly owned with Union Pacific.
- e. NP supervision of Portland Terminal Railroad (PTRC - Union Station and Guild's Lake Yard, jointly owned with Union Pacific and Southern Pacific. (GN and SP&S were tenant lines).
- f. All of Spokane, Portland & Seattle Railway, Portland-Vancouver-Wishram-Pasco, to South Cheney, Wash, plus SP&S family lines Oregon Electric Railway, and Oregon Trunk Railroad.
- g. Great Northern Klamath Division, Bend - Klamath Falls, Oregon to Bieber, Calif., including GN's half ownership with Southern Pacific of Oregon, California & Eastern Railroad (OC&E).

My initial travels around the territory during the last month of Northern Pacific's corporate existence, were to work with the many freight agents, clerks, telegraphers and yardmasters comprising the new BN Portland Region, by providing field supervision of empty freight car utilization and numerous related freight agency functions and outlining new BN routing, “blocking” and train make-up plans for freight traffic. BN Portland Region personnel were also assisted in understanding the requirements of a series of mandatory Interstate Commerce Commission (ICC) Service Orders and Association of American



Railroads (AAR) Car Service Directives that had been issued. These orders were collectively intended to reduce yard delays in moving loaded and empty freight cars, in turn to expedite timely return of high-quality empty freight cars that were in critically short supply for reloading in the Pacific Northwest.

On Tuesday, March 2, 1970, NP's Lou Menk and GN's John Budd rang the bell at the New York Stock Exchange to announce that the BN Merger, foiled in 1904, 1927, 1955 and 1968, would finally occur at 12:01 am March 3. As one of many



emerging "other duties as assigned," I spent most of March 2 at Portland Union Station, working with passenger train crews on the last pre-merger day of all eight BN-family passenger trains (Seattle-Portland trains NP 408/407, and GN 460/459, plus SP&S Portland-Spokane trains 1, 2, 3, and 4), and UP's Portland-Seattle trains 457/458. To ensure each crew member had received the new BN Portland Region operating Timetable No. 1 and associated Special Instructions, we reviewed train renumbering, and operating procedure changes to expect on March 3. Over the

next few years, my position evolved to Asst. Manager - Train and Terminal Operations for both the BN Portland and Seattle Regions. My duties included detail-critical "editing" of each revision of the BN Operating Timetable and Special Instructions that provided daily operating authority for train operations on both Regions. A new operating timetable edition was required for each passenger train schedule change, under both BN's own 14-month operation of the merged company's passenger trains, and each schedule change after Amtrak assumed BN, UP and SP passenger train operations on May 1, 1971.

Edward M. Berntsen, Tacoma, Wash., Feb 9, 2020

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## **FREIGHT CAR SHORTAGES - 1970**

By Edward Berntsen

From the mid-1960's to the late 1970's, a several-year chronic freight car shortage was caused in large part by slow return of empty cars to owning Northwest railroads. Upon unloading carloads of Northwest lumber, plywood, and paper, large cash-strapped Eastern railroads often retained good quality Western railroad freight cars for local service on their lines. The car shortage, or "supply mis-allocation" was made worse by the ill-fated Penn Central merger of February 1, 1968. Consolidation of the large Pennsylvania (PRR) and New York Central (NYC) railroad systems, later including bankrupt New York, New Haven & Hartford Railroad (NH), encountered immediate problems between different computer systems and operating philosophies. Managers and computers on both railroads were reportedly unable to "talk" to each other. PC's system-wide misrouting and delay of thousands of freight cars included a widely reported loss of an entire season's Maine potato crop, stalled and rotting in the large former-NYC freight yard at Selkirk NY. Large Maine farms went out of business, and the remaining potato traffic was permanently diverted to trucks. Bangor & Aroostook Railroad (BAR), a major regional originator of Maine potato shipments, was in turn crippled by loss of nearly all its perishable traffic.

BN predecessor CB&Q interchanged substantial freight traffic with Penn Central at Chicago, St. Louis, and other points, and the eventual success or failure of Penn Central was an important focus of the entire railroad industry. BN merger partners took extraordinary steps to avoid Penn Central mistakes, just as the BN "almost-merger" of May 10, 1968, was stopped at the last minute by a Supreme Court injunction. Officers and managers of NP, GN, CB&Q, and SP&S were interlaced in each department at a BN system level, and within each of the seven initial BN operating Regions, to avoid Penn Central's "Red team vs. Green team" problem. BN merger planners (operating initially as Great Northern Pacific and Burlington Lines, Inc.) signed significant job-guarantee agreements with all unionized employees of the component merging lines. To quickly establish computerized real-time freight car location and status reporting, BN replaced NP, GN and CB&Q systems, purchased a version of Southern Pacific's \$40 million Total Operations Processing System (TOPS), and renamed it Complete Operating Movement Processing and Service System (COMPASS). COMPASS was installed first on Portland Region and expanded Eastward. Just four months after Burlington Northern Inc. began merged operations, Penn Central was reported to be losing \$1 million per day, and slid into Chapter 77 Bankruptcy, filed June 21, 1970. PC was at that time the largest bankruptcy in U.S. history.



# PNW RAIL NEWS

by Arlen L. Sheldrake



► The Surface Transportation Board on January 24<sup>th</sup> approved effective February 23, 2020 the discontinuation of service over approximately 22.58-mile-rail line extending between milepost 96.88 near Tongue Point/Astoria and milepost 74.3 near Wauna. Because this is a discontinuance proceeding and not an abandonment, trail use/rail banking and public use conditions are not appropriate. **STB DocketNo. AB 541 (Sub-No. 2X).**



► The Sound Transit 3 (ST3) measure approved in 2016 provided funding for capital improvements on Sounder South. To meet growing demand over the next decade Sound Transit is considering lengthening trains and platforms to carry up to 40% more passengers; potentially adding weekday trips and station improvements to accommodate longer trains and more riders. In addition to investments in capacity expansion, Sound Transit is also planning to extend Sounder service to Tillicum and DuPont by 2036. **Sound Transit 1/23/2020 news release.**



► A January 23<sup>rd</sup> **email message from Mike Bergman**, Tacoma NRHS chapter and retired Sound Transit planner, asked: “while traveling north on train #14 just north of Oregon City near milepost 760 I spotted what looked like a track circle with overhead trolley wires, what is that?” Mike's “eagle eye” had spotted the former United Streetcar test track. Long dormant but destined to become the Siemen's Mobility Rail Services in Clackamas OR. While the test track is quite visible, finding the manufacturing building is much more difficult. Siemen's has a contract to rehabilitate some 76 TriMet light rail cars. A road trip found it at: 9889 SE Bordeau Lane, Clackamas OR. While the building has direct rail access to the test track, the roads are another story. Neither facility is connected to the rail network.

► Have you visited NAS Tillamook lately? The Tillamook Air Museum, housed in the World War II blimp hanger, while a bit short of airplane displays is one great visit if only to see a huge/enormous building. In fairness, they have some very interesting exhibits but if it is raining you might want to take an umbrella. While the main focus is certainly on the hanger's main purpose, the building also has a railroad track and two steam locomotives stored inside, the Polson Lumber Company No. 2, 2-8-2 and the Curtis Lumber Company No. 2, a Heisler. The building is owned by the Port of Tillamook Bay and supported by the Friends of the Tillamook Air Museum. Both organizations are facing major issues with the building roof structural supports and the roof itself. It would, in my opinion, be very sad to lose the last blimp hanger on the Oregon Coast. It was a pleasure meeting and talking to relatively new Museum Director Rita Welch. **History Housing History...**[www.tillamookair.com](http://www.tillamookair.com)



► The history of the Mount Hood Railroad (MH #516) from the **Union Pacific Railroad web site**: The company was incorporated October 23, 1905 and opened in May 1906. The Mount Hood Railway was chartered by Union Pacific on April 30, 1968 to acquire the assets of the Mount Hood Railroad. The company began operations October 16, 1986 and continued until November 2, 1987 when it was sold by UP to local interests and reorganized under the original name. [Investors included Jack Mills and Richard Kohnstamm, R.L.K. and Company/Mt. Hood Brewing.] In April 2008, MH was acquired by Iowa Pacific Holdings, LLC.

The continuing story of the demise of Iowa Pacific Holdings and the future of the Mount Hood Railroad:

- 1) As previously reported in *The Trainmaster*, Iowa Pacific Holdings is in receivership.
- 2) An **Altamont Press Discussion Board** posting January 27<sup>th</sup> included a copy of an IP letter to MH employees notifying them of their 1/24/2020 termination and that their medical benefits would expire 1/31/2020.
- 3) On January 27<sup>th</sup> I messaged the **Hood River News** newspaper that they should be looking into MH's possible demise.
- 4) A January 28<sup>th</sup> check of the MH web site shows no train ticket availability going forward for many months; but no message about shutdown.
- 5) Emily Fitzgerald, Reporter for the **Hood River News** responded January 29<sup>th</sup> to my message and said she did a walk by of the MH depot and found it locked and materials inside were boxed. She asked for help with who to contact for information. Bob Melbo provided phone numbers and email addresses for both Novo Advisors (the receiver) and their attorney which were forwarded to Emily.
- 6) February 7<sup>th</sup> Bob Melbo reports a conversation with a representative of Mt. Hood Forest Products who confirmed they are still loading centerbeams at Odell and are being served by MH.
- 7) On February 12<sup>th</sup> Emily Fitzgerald, **Hood River News** Reporter, messaged that Ron Kaufmann [MH General

Manager] told her that “passenger service is still running; a GroupOn is scheduled to launch February 28<sup>th</sup> (active through April 12), and the regular passenger service schedule will go back up in April – presales aren't being done right now because the railroad is redoing their website, and it should be back up by the time the GroupOn is live.”



- 8) Message from ODOT Rail February 13<sup>th</sup>: “Mount Hood Railroad is still in operation as of today. GM Ron Kaufman is hopeful that a buyer will take over the property. Until then, they still switch the mill at Odell 2 to 4 days per week. They are not running any passenger trains, but plan to starting in March, if all goes well.”
- 9) As of February 23<sup>rd</sup> the MH web site ([www.mthoodrr.com](http://www.mthoodrr.com)) is showing twice daily 17-mile round trips to Odell on select days from March 3<sup>rd</sup> to April 12<sup>th</sup>. The 1.5-hour trips depart Hood River at 11 am and 1:30 pm.
- 10) Stay tuned.....



▶ The Oregon Department of Transportation has a new leader for the newly-formed Public Transportation Division. Karyn Criswell steps into the role of division administrator February 1, 2020. Criswell will oversee the passenger rail and transit programs administered by ODOT. This will also include things like bicycle and pedestrian programs and other transportation options. **ODOT 1/29/2020 news release.**

▶ President Harding Tours Alaska in a Specially Adapted Car. A short video featuring President Harding on his last trip to the west coast. <https://youtu.be/CwiTRTaeEu0> A forward from nephew Ryan Sheldrake 1/15/2020. [One of the pictures in the ORHC Brooklyn exhibit is a steam locomotive at Brooklyn all decked out for Harding's trip south, where he subsequently died.]

- The Sunday February 9<sup>th</sup> Parade magazine **Oregonian** insert had a National Treasure Presidential Libraries article that included Warren G. Harding Presidential Center in Marion, Ohio that opens July 1, 2020. One of the highlights of the Center is a full-sized replica of the train car Harding and his wife traveled in during the Western tour.

▶ February update from the **Cheney Depot Society**:

- The Spokane Preservation Advocates awarded a heritage grant in the amount of \$5,000.
- In January 2020, the Avista Foundation awarded \$25,000.

And the Progress Report:

- Walker Construction crews spent 3 weeks in the depot to remove & store interior doors, baseboard trim, windows, radiators, rick pavers, and unused roof tiles. This is all part of preparing the building for relocation, and the careful removal will allow us to refurbish and re-use original materials throughout the depot.
- Structural engineering for the building foundation at the new site has been complete -- a generous donation by Phil Hart of Alpine Engineering in Hayden, Idaho.
- Demolition of existing buildings at the new site is underway.
- The Depot Society has contracted with D.B. Davis Structural Moving of Everett for relocation services. Crews from D. B. Davis will begin the process of raising & relocating the depot. Weather permitting, we expect work to commence in late April.



▶ Additional Lanes Open to Interline Service: As a result of Union Pacific's Unified Plan 2020, and our objective of providing safe and reliable service products, we are pleased to inform you that Union Pacific will be opening a number of domestic interline lanes originating on Union Pacific and destined to various points in the Eastern United States. The attached spreadsheet highlights the lanes that we will activate February 1, 2020. From Brooklyn (SE Portland) to Baltimore, Cleveland & Charlotte via CSXT and Bethintermodal, Cincinnati, & Jacksonville via NS. From Tacoma South (TacSim) to Ayer, Bethintermodal, Croxton, Harrisburg, Jacksonville, Morrisville, Taylor & Miami via NS. **UP Announcement Number IM2020-15.**



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▶ The 2020 schedule for the Eagle Cap Train Rides is now on their web site: [eaglecaptrainrides.com](http://eaglecaptrainrides.com). A total of 20 runs are scheduled for the year with the first one on May 10<sup>th</sup>, Mother's Day Brunch. And the season finale on October 24<sup>th</sup>. The trips are on the Wallowa Union Railroad. More information on their web site or call 541-437-3652 or email: [eaglecaptraindepot@gmail.com](mailto:eaglecaptraindepot@gmail.com). All trains depart from the Elgin Depot in downtown Elgin.

▶ The Albany & Eastern Railroad has announced their Santiam Excursions schedule for 2020. Runs depart from the downtown Lebanon, Oregon station. More information: [santiamexcursiontrains.com](http://santiamexcursiontrains.com).

▶ Responders in Cascade Locks douse garbage burning inside train container. Firefighters received a 15-minute warning on a fire coming their way the morning of January 29<sup>th</sup>. Cascade Locks firefighters, with the help from other agencies, quelled a fire on a railcar carrying garbage. Responders sprayed 1,000



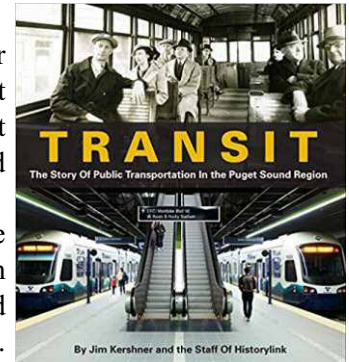


gallons of water and foam into the container. The fire department got the call from Union Pacific's dispatch center saying that an east-bound rolling train was in the Warrendale area and coming toward Cascade Locks, with smoke showing from the upper of two containers stacked on a railcar. Responders included Cascade Locks, Stevenson Fire Department and West Side Fire District. The West Side brought their piercing nozzle to help attack the fire. The nozzle is about four inches wide at its beveled point and is used to puncture steel...about four holes were poked in the container in order to apply water and foam. The container is owned by Waste Management. The cause of the fire is likely spontaneous combustion. **Hood River News 1/31/2020.**



**WEST SIDE FIRE**  
Neighbor Helping Neighbor since 1948

► New book: *The Story of Public Transportation in the Puget Sound Region* by Jim Kershner and the staff of **HistoryLink**; 144 pages, released December 13, 2019. Ever since the first streetcars rumbled through the streets of Seattle in 1884, public transportation in the Puget Sound region has been a wild roller-coaster ride, replete with scandals, triumphs, and momentous turning points. Available from Powell's City of Books, \$29.95.



► The Northwest Railway Museum has announced the appointment of Ms. Peggy Barchi as the new School Train Coordinator. School Trains are Museum programs developed specifically for school-age children, but also for preschoolers. They operate in April and May, and this year are expected to serve 2,000 children. School Trains have operated at the Northwest Railway Museum for more than 40 years. **Northwest Railway Weblog 1/27/2020.**

► Brian McCamish working with Oregon Pacific Railroad has developed a YouTube channel for videos about the railroad and some other historic videos. Many of these 40 videos were on the **OPR Facebook page** but Brian is putting them on YouTube for easier access. These videos span something like 15 years of OPR history. Expect to see the content of this site grow. [www.youtube.com/channel/UCAyCBhBgd\\_rVsJEOTx2qQTA](http://www.youtube.com/channel/UCAyCBhBgd_rVsJEOTx2qQTA)



► **WSDOT Point Defiance Bypass January 2020 Update:** In the coming months, the involved agencies will be focused on activities in order to have the capability to return passenger service to the Point Defiance Bypass in 2020. The next steps, which must be completed prior to the returning to the Point Defiance Bypass, include:

- Sound Transit is developing policies, procedures and requirements to address all of the recommendations found in its independent review.
- Amtrak will work closely with Sound Transit to implement requirements for resuming service on the Point Defiance Bypass.
- Amtrak is working to lease and upgrade temporary passenger equipment to replace Talgo Series 6 trainsets for operation in the Pacific Northwest over the next three to five years until new passenger rail cars are manufactured. Amtrak has committed to completing modifications and having the temporary passenger equipment ready and transitioned for service in the Pacific Northwest by July 1, 2020.
- Amtrak will re-qualify and train all crew members in compliance with its new training standards on the Point Defiance Bypass prior to the restart of service. Sound Transit will ensure that Amtrak's training meets its expectations as the track owner.
- WSDOT, Amtrak, and Sound Transit will conduct extensive public outreach on railroad safety and the restart of service in the communities surrounding the Point Defiance Bypass, including DuPont, Lakewood, Tacoma and Joint Base Lewis-McChord, prior to the return of service.
- WSDOT and Amtrak will facilitate the move back to the new Tacoma Dome Station.



**Washington State Department of Transportation**

An exact date for the restart of service on the Point Defiance Bypass is dependent on the completion of all of these steps. Once a timeline has been finalized, the information will be shared.

► The Washington Utilities and Transportation Commission approved nearly \$12,000 in grant funding for the Cascade and Columbia River Railroad to improve six rail crossings in Chelan and Okanogan Counties. The upgrades will improve the overall safety at the crossings by providing greater signal reliability and visibility for drivers and pedestrians by the addition of LED warning lights, crossbuck sign replacements, and new crossing arms at the crossings **UTC 1/27/2020.**



► The 5<sup>th</sup> year of the **Portland Winter Light Festival**, February 6-7-8, was I think a great success. And again, for the 5<sup>th</sup> year,

the Oregon Rail Heritage Center was an active participant. Gate counts for the three, 6 to 11 pm, nights were: Thursday = 738, Friday = 1,244 and Saturday = 2,668+. It was again amazing seeing what the lighting volunteers did with the ORHC engine house and the locomotives. Pretty neat seeing the 700's tires "moving". Each year something different. Just like in the previous years, the event draws people from the community and Portland out-of-town visitors to ORHC that never knew we existed. This year it included attendees at the convention center conference on Exceptional Children (CEC 2020). As noted, something new each year. This year a planned helium filled lighted balloon exhibit for the ORHC entry way failed after losing two balloons to the wind. With decent weather Saturday evening, the Hoop with Kendall troupe show was done outside ORHC with the Mount Hood as the backdrop. Also on Saturday evening, PIC Keith Fleschner hosted in ORHC a small Stanford University reunion party who had booked the Tilikum Station caboose but vandals had cut the electrical power. Our ORHC neighbors reported their best ever sales on Friday night and then bettered that and ran out of pizza dough on Saturday night.



► TriMet is hosting five open houses plus online open house to gather public feedback on conceptual design for the new Southwest Corridor Light Rail Project. The conceptual design report (223 pages) is posted at [trimet.org/swcorridor/design](http://trimet.org/swcorridor/design) that highlights 11-mile project principles, goals and objectives between Downtown Portland and Bridgeport Village in Tualatin. TriMet encourages the public explore the report and provide feedback through March 27, 2020. The two March open houses will be held on March 2 at Tualatin Elementary School and March 14 at Iglesia St. Anthony in Tigard. Some project highlights:

- The project will improve connections to key destinations, including Portland State University, OHSU, Portland Community College Sylvania, the Tigard Triangle, Downtown Tigard and Bridgeport Village.
- The new line will create a 30-minute travel time between Downtown Portland and Bridgeport.
- Projections show 37,500 daily trips by 2035.
- Cost is expected to be \$2.8 billion with about 50% of the funding expected from the Federal government
- Construction is expected to begin in 2022 with project opening in 2027.



#### TriMet News 2/4/2020.

► Portland & Western Railroad intends to seek authorization from the Surface Transportation Board (STB) to abandon rail service on the line between Milepost 10.28 in Forest Grove and Milepost 4.68 in Hillsboro. PNWR expects to file the notice of exemption with the STB on or before February 24, 2020, under STB Docket No. AB 541 (Sub. No. 3X). **Clark Hill, Counsel for PNWR letter 2/4/2020** via Bob Melbo.



► Elmer and Charles Lytle began construction of the PR&N railroad in 1906 in Hillsboro, the eastern terminus, and in Tillamook, the western terminus. The first through train went from Hillsboro to Tillamook on October 9, 1911. Lake Lytle is named after these Rockaway Beach developers. **Webfooter Extra**, February 2020 newsletter by the Webfooters Post Card Club ([www.thewebfooters.com](http://www.thewebfooters.com)). [The cover of this issue has a postcard view of the depot at Lake Lytle circa 1913.]

► Government of Canada invests in transportation infrastructure at the Alberta Industrial Heartland to move goods to market

The C\$15 million project increases the efficiency of shipping from the Alberta Industrial Heartland with construction of a new 1,930 car rail storage yard in Sturgeon County, northeast of Edmonton. Major project components include a large loop track, 32 parallel storage tracks capable of accommodating railcar storage and assembly of trains, and a connection to the Canadian National Rock Yard's rail siding. **Transport Canada 2/10/2020 news release.**

► CN Forced to Shut Down Parts of Network Due to Blockades. A public statement from the individuals blocking the lines explained that their actions are in solidarity with the pipeline opposition movement and are unrelated to CN's activities. The blockages are near Belleville, ON, on CN's only eastern link between Western Canada and Eastern Canada and on CN's northern mainline in B.C. between Prince George and Prince Rupert. The Port of Prince Rupert is effectively shutdown. **CN 2/11/2020 news release.**



► **The Port of Kalama** reported February 13<sup>th</sup> that the SP&S 539 / NP 1762 is scheduled to depart Williams, Arizona on February 14<sup>th</sup> and arrive in Kalama on February 23<sup>rd</sup>. A later report from Wasatch Railroad Contractors indicated that the flat cars were picked up by BNSF at Williams on February 21 and were now in route to Kalama via Flagstaff, Barstow, Wishram, Pasco, Vancouver and Longview Junction. The locomotive was reported through Flagstaff on February 23<sup>rd</sup>.



► The American Steam Railroad Preservation Association reports for the second edition of its popular "Legends of Steam" speaker series that on May 16, 2020 the speaker will be Doyle McCormack. The event will take place at the Mad River & NKP Museum in Bellevue, Ohio. McCormack will give a presentation



about his experiences with steam locomotive restorations, growing up along the Nickel Plate Road and how he's bringing back a classic streamlined locomotive [NKP 190]. More information: [www.americansteamrailroad.org](http://www.americansteamrailroad.org).

► Recordation No. 33597 Filed February 10, 2020 11:40 AM **Surface Transportation Board**: Agreement between Valley & Siletz Railroad (seller) and Albany & Eastern Railroad (buyer). Selling 1924 Baldwin 2-6-2 C/N 57613 Steam Locomotive known as Santa Maria #205 for \$400,000, as is here is. Seller stipulates that the 205 is operational but needs breaking in as track space is not available for such in Independence. The sales contract also stipulates that “a secure inside storage engine house at the buyer's Lebanon facility be constructed before the locomotive is moved.”



► Effective February 11, 2020 Genesee & Wyoming is consolidating from six regions to four to right-size the organization relative to carload volume and to retain their competitiveness in a more dynamic marketplace. The four North American regions: Canadian, Northern, Southern and Western. The Western regional office will be relocated from Salem, Oregon to Phoenix, Arizona. There will be some reduction of staff associated with the consolidation that is expected to be completed by the end of June 2020. **Genesee &**



### Wyoming news release.

► With appreciation to PNWC, **ORHC** is pleased to add the SP&S Mount Hood Sleeper/Lounge #600 to the OPR owned UP caboose for Docent led visitor tours. Through David Larsen's effort's an authentic Pullman blanket is being added to the roomette that is in night configuration; another roomette is in the day configuration. The Mount Hood is an excellent visitor exhibit of the multiple facets of first-class passenger travel in the 1950s. Docents can talk about the shoeshine cubbies to the inventor of television (Farnsworth radio) to parlor attendant call buttons to track dumping toilets to smoking to the authentic Pullman blankets. Tours are subject to sufficient volunteer staffing and determination by the ORHC Person In Charge (PIC).



► BNSF Railway awarded a grant to the Invictus Foundation to support the nonprofit's efforts to raise awareness of the psychological impact of war and provide counseling services for military members, veterans and their families. The foundation will use the grant to advance its Welcome Home Network of licensed volunteer behavioral health professionals who offer no-cost critical and confidential support for military members and their families. The grant also will allow the nonprofit to move into the planning and development phase of its planned Psychological Health Center in the Puget Sound Basin in Washington. **Progressive Railroading 2/10/2020.**



► For some years outside the Union Station baggage area have been two display cases full of artifacts dug up during the renovation of the traffic circle outside Union Station. Scott Hurd, retired Amtrak Station Agent, in the summer of 2003 during a construction project in front of Union Station, dug every night after work, documented and researched what he found after finding no interest from an archaeological preservation group. Scott has been asked to remove the two display cases with artifacts because Amtrak Cascades is adding eight additional Thruway bus schedules and needs the area for seating. **Scott Hurd 2/14/2020 email.**

► CN announced February 11<sup>th</sup> that it will be forced to shut down significant parts of its Canadian network imminently unless the blockades on its rail lines are removed. The blockades are on CN's eastern link between Western Canada and Eastern Canada and between Eastern Canada and the US Mid-West and on CN's mainline in B.C. between Prince George and Prince Rupert. CN February 15<sup>th</sup>: There have been new blockades on its network today, one in Vancouver, B.C. and two in Vaughan, ON. CN has sought and obtained court orders and requested the assistance of enforcement agencies to end these illegal blockades. The illegal blockade of CN tracks at Tyendiaga, ON continues into its 9<sup>th</sup> day. To this day, the orders of the court have yet to be enforced and continue to be ignored by protesters. The shutdown of CN's Eastern Canadian network will continue until the illegal blockades end, affecting both freight and passenger trains. Service to VIA Rail and Amtrak has been discontinued across Canada.



• The issue being protested is the under construction **Coastal GasLink** 416-mile pipeline that crosses British Columbia from the Dawson Creek area to a facility near Kitimat. This pipeline is designed to deliver natural gas from Alberta to LNG Canada who will prepare it for export to global markets by converting the gas to a liquefied state. All 20 elected First Nation band councils along the pipeline route, including the Wet'suwet'en council, have signed benefits agreements with Coastal GasLink. However, the Wet'suwet'en hereditary chiefs say the council established by the Indian Act only has authority over reserve lands. The hereditary chiefs assert title to

### Coastal GasLink Pipeline Project

a vast 22,000-square-kilometre area because they have never signed a treaty ceding their traditional territories. Another segment of the protest has to do with the burning of fossil fuels. [www.coastalgaslink.com](http://www.coastalgaslink.com)

• Canada's Trudeau orders train blockades removed. Two-week shutdown of trains 'unacceptable and untenable,' says Canada PM. Prime Minister Justin Trudeau said Friday that the blockades that have crippled much of the train transportation



in Canada must come down now. It is a dramatic change from his earlier calls for “dialogue” with Wet’suwet’en and Mohawk bands to try and end the two-week blockades. The reversal came Friday, **AA News Broadcasting System 2/22/2020**.

► Portland railcar manufacturer Gunderson has furloughed 125 employees over the past month. Gunderson is scaling back amid a prolonged downturn in demand. About 75 employees from the railcar division have transferred over to Gunderson's marine division. Altogether Gunderson now has 725 Portland employees making railcars and barges in NW Portland. **The Oregonian 2/19/2020**.



► The February 21<sup>st</sup> **PNWC membership program** *Disconnects, Hickeys, and a Prayer* by Lloyd Palmer and Ed Berntsen while sparsely attended was one of the best if not our best of our many membership programs. The program included a beautiful 7.5” gauge scale model of loaded disconnects provided by Lloyd's friend Jerry Smith from Sheridan. The model was one of multiple presentation highlights along with learning a lot about caulk or calk boots (pronounced “cork!”) and the ease or difficulty in walking the different log species. The experts concluded that the only actual example of loaded disconnects in at least the Pacific Northwest is located at the World Forestry Center behind Peggy in Portland. Bill Bain, who also attended the presentation, indicates that the Yaquina Pacific Railroad Historical Society in Toledo is seeking a couple of disconnects that they want to load and display behind the “One Spot” to show what she did during her life in the Lincoln County woods.

► Skagway attorneys say the municipality is not bound to consider White Pass and Yukon Route Railroad for a new lease and that the railroad will not be compensated for improvements to the waterfront. Last month the railroad warned Skagway to renew its waterfront lease or be prepared to pay compensation. The port has been controlled by the railroad since the 1960s. Skagway's attorneys responded that any negotiation of a new lease is at the discretion of the Assembly. The letter adds that the railroad's contamination of the port may disqualify it from consideration for a future lease. The Skagway's assembly declared its intent to take over the municipal port after 2023. **KHNS-FM 2/18.2020**.



► Mike Bergman reports that the free railroad slide scanning service being offered to PNWC members by Marty Bernard is excellent and he is planning a repeat. “Marty did a great job with my 130 slides. In particular, he brightened up the underexposed slides I took of the Milwaukee Road electric locomotives in 1973 just before the railroad pulled the plug. I would recommend Marty to others who would like to make digital conversions, and I'm hoping he can scan some additional slides for me once I get them organized.” If you want your rail related slides scanned for free, contact Marty at railfan44@gmail.com.

## RAILROAD TORPEDOES

by Arlen L. Sheldrake

One of the premier exhibits at the Oregon Rail Heritage Center is the Union Pacific caboose UP 25198 owned by Oregon Pacific Railroad. The caboose was acquired and restored by Chris McLarney (1959-2015). Chris was also responsible for acquiring all the artifacts contained in the interior.

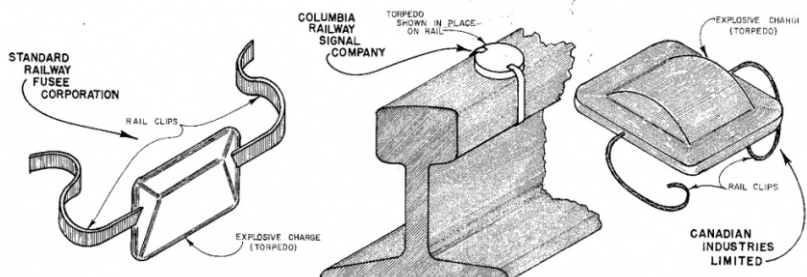
The display agreement between OPR and ORHF is that caboose visitor tours are escorted. Some visitors will ask about the red box on the wall inside the caboose labeled Fusees and Torpedoes. While some correctly relate fusees to highway flares, the vast majority, maybe all, have no clue why a caboose would contain a torpedo. “*Aren't those used on submarines?*”

A January 6, 2020 *Trainorders.com* posting provided an excellent graphic and the following description of the railroad torpedo and is now posted in the caboose.

Pictured below are three types of Railroad Torpedoes from three different companies. The graphic is from *The Compendium of Signals* by Roger F.R. Karl.

When it was necessary to protect a stopped train, the brakeman and/or flagman must protect their train from being run into by another train by walking (usually a mile) from the back and/or front of their train and placing two torpedoes on the engineers side of the rail. The following or approaching train hearing the explosion of one or two torpedoes **MUST** stop upon hearing such signal and determine why.

These devices are no longer used. The explosive charge was dynamite.



# SATURDAY – MAY 2<sup>nd</sup> – 5:00PM

Annual Chapter

# Banquet

Guest Speaker

Acclaimed Author **Ed Austin**

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FILLET OF SALMON  
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## February Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on February 21, 2020

The February meeting of the PNWC-NRHS was called to order at 7:34pm by Treasurer Keith Fleschner, in the absence of President Mark Reynolds and Vice President George Hickok.

The minutes of the January meeting were called. Doug Auburg made a motion to approve the minutes, Bryan Ackler seconded and the membership voted approval.

Keith Fleschner gave the monthly Treasurers report, the monthly income exceeded the amount paid for bills, a profitable month. Bryan Ackler made a motion to accept the report, Lila Stephens seconded and the membership voted acceptance.

Keith Fleschner requested a member vote to approve the Board's recommendation for Phil Barney to be elected to the Board of Directors to fill a recent Director vacancy. Bruce Strange made a motion to approve Mr. Barney, Bryan Ackler seconded and the membership voted approval.

Al Baker said the program this evening will be presented by Lloyd Palmer and Ed Berntsen

Ron McCoy announced that until a speaker of the annual banquet can be found there can be no further plans for time and location of the banquet. He request ideas from any member. [Editor's Note: Banquet date chosen]

Ed Berntsen reported that the former Northern Pacific No. 1762 / SP&S No. 539 steam engine had just departed Williams, AZ on Feb, 21st returning to Washington. It will be on display at the Port of Kalama.

At 7:50pm the meeting was adjourned for snack time with a reminder to feed the kitty with at least three dollars to cover the costs.

Snack time was provided by Lila Stephens and Bryan Ackler, Many thanks to them.



Model of a Logging Disconnect, made by Jerry Smith

The program for the evening presented by Ed Berntsen and Lloyd Palmer was a very informative presentation on 1930's work of logging train brakemen on Disconnects, Hickeys, and a Prayer. A model of a disconnect was on display.



Ed Berntsen and Lloyd Palmer provided the evening's presentation

Respectfully submitted by Jim Hokinson, Secretary



# PORTLAND WINTER LIGHTS FESTIVAL

By Arlen L. Sheldrake



The fifth year of participation in the Portland Winter Lights Festival (PWLf) by ORHF was, I think, highly successful for both ORHF and PWLF.

The ORHC gate counts for these past five years:

- 2016 = 1,613
- 2017 = 523 (weather = cold/rainy)
- 2018 = 14,008
- 2019 = event counts not recorded
- 2020 = 4,650

Unlike 2018, ORHC did not have a major attracting event. Another change was no festival events next door on the OMSI lot. But in spite of these factors, ORHC had very good attendance.

Lots and lots of people arrived to the event via the Portland Streetcar and MAX. PWLF did a good job of working with MAX and the Portland Streetcar to encourage use.

The interior decorations were again arranged by the volunteers working with Jesse Smith of the Portland Illumination Engineering Society.

The exterior Tesselation light show and music was a major attraction. On Friday and Saturday nights, two shows were provided by the LED Hula Hoop group; the Saturday shows were outside with the Mt. Hood in the background as shown in photo above. [Photo provided by Phil Barney].

## Bill of Lading

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### 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
Phil Barney (1st Term)	2018-2020	
Rolf Schuler (2nd Term)	2020-2022	503.285.7941
Bruce Strange (2nd Term)	2020-2022	503.901.7815

### Committee Chairs

Activities	Ron McCoy	503.310.4811
Archives	Ed Berntsen	253.383.2626
Auditor	Bob McCoy	360.459.3251
Car Host	Mark Reynolds	503.638.7411
Concessions	Dave Larsen	503.946.8648
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
Flanger Restoration	Phil Barney	503.706.0498
Library	Bruce Strange	503.901.7815
Operations Manager	Bob Weaver	503.806.4955
Library & Archives		
Meeting Programs	Al Baker	503.645.9079
Membership	Lila Stephens	503.246.2165
Rolling Stock	George Hickok	503.649.5762
	Keith Fleschner	503.516.9272
Chief Mech. Officer	Peter Rodabaugh	503.701.7040
Car Rental Agt.	Bob Jackson	503.231.4808
Safety Officer	Keith Fleschner	503.516.9272
S-2 Restoration	Mark Reynolds	503.638.7411
Webmasters	Jim Long	503.313.7382
	Mark Whitson	503.533.7005

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# **PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 692**

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

**March 20:** *Saving the Polson No. 90* by Samuel Aldridge, Oregon Coast Scenic Railroad Board Member and "Save the No. 90" Project Leader. Come hear about the vision to restore the Polson No. 90, the history of the locomotive, how it is progressing and how you can help.

**April 17:** Feature video on Southern Pacific Cab Forwards.

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**May 2:** **Chapter Annual Banquet**, Stockpot Broiler, 5pm [See information on Page 10]

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

## **Library and Archives**

Every **MONDAY: 10 am - 12 noon**

**Open House - SATURDAYS: 10:00 am to 12:00 pm after Fri. Chapter Membership Meeting**  
Next Open House Dates are: Mar. 21<sup>st</sup>

Portland Union Station Annex, NW 5th and Irving, 503-228-9111, [library@pnwc-nrhs.org](mailto: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.pwnc-nrhs.org/library\\_main.html](http://www.pwnc-nrhs.org/library_main.html)

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**Board of Director's Meetings:** **Mar. 12**, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm  
**Apr. 09**, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm  
(Open to all Chapter Members. Note **Location** for Chapter Board meetings)

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

- Now - Apr. 25 *After Promontory, 150 Years of Transcontinental Railroading*, Exhibit, Architectural Heritage Center, Portland, [visitahc.org](http://visitahc.org)
- Mar. 7 *Railroad Architecture and the Northwest: Economics, Ethos, and Culture* by Alexander B. Craghead, Architectural Heritage Center, Portland, [www.visitahc.org](http://www.visitahc.org)
- Mar. 21 *Winterail*, Corvallis High School, Corvallis OR, [www.winterail.com](http://www.winterail.com)
- Mar. 23-25 *ORHC* tentatively open additional days during Oregon's K-12 spring break. [www.orhf.org](http://www.orhf.org)
- Apr. 4 *Saturday Train Rides begin*, Oregon Pacific Railroad out of ORHC, [www.portlandtrainrides.com](http://www.portlandtrainrides.com)
- May 9 *Train Day*, tentative, Oregon Rail Heritage Center, [www.orhf.org](http://www.orhf.org)
- May 9 *SP&S Railway Historical Society Swap Meet*, 9:30 – 2:30, Seton Catholic High School, Vancouver (**NOTE: Date and Location change!**) [www.spsrhs.org](http://www.spsrhs.org)
- May 13 – 16 *Union Pacific Historical Society Convention*, Cheyenne WY, [www.uphs.org](http://www.uphs.org)
- May 23 – Sep. 27 *Yakima Trolley* operates weekends and holidays, [www.yakimavalleytrolleys.org](http://www.yakimavalleytrolleys.org)
- Jun. 8 – 13 *NRHS Annual Convention*, Knotts Berry Farm Hotel, Buena Park CA, [www.nrhs.com](http://www.nrhs.com)
- Jun. 10 – 13 *Friends of the Burlington Northern Railroad Convention*, Vancouver WA, [www.fobnr.org](http://www.fobnr.org)
- Jun. 21 – 27 *RailCamp East*, Newark DE, [www.nrhs.com](http://www.nrhs.com)
- Jul. 10-12 & 18-19 *Day Out With Thomas*, Northwest Railway Museum, [www.trainmuseum.org](http://www.trainmuseum.org)

### **PNWC – NRHS MISSION**

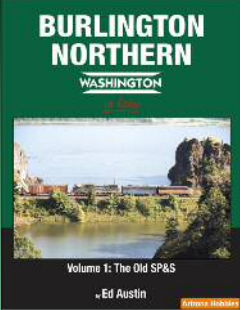
To preserve and interpret Pacific Northwest railroad history and historical artifacts for the education and enjoyment of current and future generations.

# Annual Chapter Banquet

**SATURDAY - MAY 2<sup>nd</sup> - 5PM**



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



8200 SW Scholls Ferry Rd.  
Beaverton, OR 97008

Guest Speaker **Ed Austin**

Historian and author of the new book **Burlington Northern Washington - Vol. 1: The Old SP&S**

*Orders must be received by April 27th*

Questions? Send email to [ronaldmccoy@mac.com](mailto:ronaldmccoy@mac.com) or call 503-244-4315

**Two ways  
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- **By credit card on the website [WWW.PNWC-NRHS.ORG](http://WWW.PNWC-NRHS.ORG)**
- **By check via mail using the order form below**

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MAIL TO:

**Ron McCoy**  
**PNWC Banquet**  
**9855 SW 80th Avenue**  
**Portland, OR 97223-8901**

Name: \_\_\_\_\_

Member ID on Trainmaster label# M \_\_\_\_\_ (optional)

Phone #:(\_\_\_\_\_) \_\_\_\_\_

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