

# The *Celebrating 60+ Years* Trainmaster

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## NP 1762 Comes Home

Text and Photos by Arlen L. Sheldrake



The Boiler for SP&S 539 / NP 1762 is lifted from the Trailer - Photo by Arlen Sheldrake

On March 18<sup>th</sup> the steam locomotive SP&S 539 / NP 1762 was placed inside the Interpretive Center of the Port of Kalama offices in the city of Kalama, Washington.

In recognition of the Port's 100<sup>th</sup> anniversary, the Port Commission authorized the purchase of this locomotive from the Grand Canyon Railway. The history of the city of Kalama is steeped in railroading as it was developed as the terminus of the Northern Pacific Railroad.

The Northern Pacific 1762 / Spokane Portland & Seattle Railway 539 was built in 1917 by ALCO for the Northern Pacific Railway and then sold to SP&S 10/1/1944. The locomotive is a 2-8-2 Mikado. It served Northern Pacific for 27 years and SP&S for 13; the 539 was retired in 1957. Following retirement, the locomotive was donated to the City of Vancouver in 1957 and went on display in Esther Short Park; Vancouver then donated it to the City of Battleground in 1997 where it was displayed at Fairgrounds Park; the Grand Canyon Railway bought it in 2007; all three locations were static outside displays.

As Bob Slover and I were watching the choreographed operation, he commented: "90% preparation, 10% execution." How true. ...from the two security guards blocking the public street, with no parking in the Port or Harbor Lodge parking lots, to curbs being filled with gravel, to steel plates on the side walk in front of McMenamins Kalama Harbor Lodge, to the perfectly staged heavy duty hauling rigs coming in with their loads on cue. As the locomotive boiler/cab was being lowered

# NP 1762 Comes Home

onto the driving wheels/frame, a front loader was brought up to push the locomotive into the building to the Cowlitz County EMT's on standby. The "orchestra" was playing a perfect tune; this was not the first rodeo for these crews.



Drivers & Frame lift

walk on the riverside paved path or a swing in the park or just a view of the calm Columbia River including a ship loaded with wind turbine blades gliding by or watching this delivery with trains speeding by behind you on the double-track main.

It certainly appears that this 103-year-old locomotive has finally found a permanent home at the end of the line of its original owners. My thanks to the Port of Kalama for bringing her home!



Port of Kalama office building with rails in place

During an earlier conversation with Steve Lee, retired head of the Union Pacific Steam Program and Wasatch Railroad Contractors operations director, I asked him if the 1762 would fit in the Port's allocated space. His response: "we'll make it fit." While the locomotive fits nicely in the building, the tender will reside outside. Wasatch was the general contractor for the 1762's move from Arizona. The Daily News article notes that it just barely fit by a half-inch after some drywall was removed.

While none of us are enjoying this damn virus, the timing was great for this major disruption of the Port's and Kalama Harbor Lodge's parking lots as both facilities were closed. The weather was absolutely gorgeous with a perfect day for a



Boiler being placed on frame with "pusher in place"

Sources:  
Northern Pacific  
Railway Historical  
Association  
([www.nprha.org](http://www.nprha.org)),  
The Daily News  
3/18/2020  
(<https://tdn.com>), The  
Trainmaster February  
2020 and Bob Slover.



Interpretive Center interior  
(Photo provided by the Port of Kalama)

## Kalama Discover 100

Our humble beginnings and the railroad that put Kalama on the map, Imagine. The 1870s in Kalama. Way back when the Northern Pacific Railroad was constructed between Tacoma and our humble town. That one bold development is what really put Kalama on the map.

Early developers purchased 700 acres here in Kalama and broke ground for the terminals of the new railroad in May 1870. And just like that – the population started to grow with employees of the railroad operations.

Kalama's population swelled to 3,500 with the railroad building a dock, a sawmill, a car shop, a roundhouse, a turntable, hotels, a hospital [this building still exists], stores and homes. Soon added to the burgeoning town of Kalama were of course saloons, a brewery, and a gambling hall! And the naturally deep segment of the river meant sailing vessels could reliably reach Kalama adding to the commerce.

The 1870s are also when trains floated on the Columbia River!

After the Civil War railroads knit the country together, laying tracks at a furious pace but those tracks stopped at the edge of the Columbia River – right here in Kalama.

For 25 years, from 1883 to 1909, the train was ferried across the river by the world 2nd largest ferry at that time – the Tacoma – which could transport either 12 passenger cars or 27 freight cars across the Columbia River from Kalama to Goble, Oregon.

And the beloved Minnetonka was the little engine that could pull that big train on and off the ferry.

One auspicious visitor to float across the Columbia by train immediately saw the potential of the region, Teddy Roosevelt

Continued on Page 3 Bottom



# President's Dispatch

by Mark Reynolds



Hello my fellow PNWC-NRHS Members and your Families.

It has been a very wild month of March, with a future filled with uncertainties and hopefully a reasonable solution to the health risk from the COVID-19 Virus that is plaguing our Nation and the rest of the world. I like many of you, am working from my home office, in an isolated and a bit challenging environment, to try and stay focused on the future activities and projects at my company as well as reflecting on all the things we had started to pursue, within PNWC, before I left on a trip to Indonesia. I want all of you to know that the PNWC Board is carefully staying healthy and we are all staying in contact many ways including teleconferences and limited "1-on-1" phone discussions.

Just this past week we learned that we are receiving the Emery Rail Heritage Grant for the restoration of interior upholstery in the 6800 and Mt Hood cars, and work is going on behind the scenes (in teleconferences) to get organized to "hit the street running" when we work through the initial organization of the project, and are able to secure a local contractor to execute much of the work, and in fact we have already authorized some of the materials to be purchased, so to move ahead quickly when we have other details worked out.

This week I had time to attend the Library and Archives Committee meeting and a renewed enthusiasm was really evident in a lively telephone conference call that had many items of discussion including exploring a more formal relationship and possible support on an number of fronts with the Pacific NW Railroad Archives in Burien, Washington, where we visited over a month ago with several of the committee members and myself. We believe that some really interesting opportunities will development as we learn more about mutual interests between PNWC and this very well organized and well supported NW Railroad History Archives Group. You might just want to visit their website [www.PNRArchive.org](http://www.PNRArchive.org) to get a better feel for the opportunities that we believe will occur as we get more information and coordination with this outstanding organization.

Your Board will be meeting (by phone) next week, and try to continue the agenda we started this year, to focus on restoration of our rolling stock (inside and outside), finish our S2 locomotive project at APMA, support the various activities and projects at ORHC, and try and establish, our priorities for PNWC during this time of isolation and postponement of activities like Portland Train Day and other public events that would have a large crowd during this "self-quarantine" time. We are always open to any ideas you might have to continue to "meet safely" in the coming weeks and months, including the use of all of the Internet tools we have on hand.

So, the PNWC Board and myself want you to continue to keep yourself and families and friends, to stay safe and stay healthy, in this uncertain time, as many people point out "we are all in this together, and together we will all get to a better day this year in a safer community and world.

Warm Regards, Mark

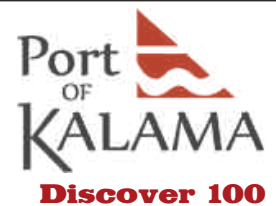
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Continued from Page 2 Bottom

foretold the success of the yet-to-be established Port of Kalama in a 1903 speech. "I realize as every thinking man must the wonderful future that lies before this state, for it is one in which in its future development is going to show as great and varied industrial growth as New York or Pennsylvania."

And now look at you now. Port of Kalama! Happy 100th years of progress!

Extracted from the Port of Kalama Blog post 2/7/2020 (<https://portofkalama.com>) by Arlen Sheldrake.



Map of The Northern Pacific Railroad

Note: The Port of Kalama office building in Kalama, Washington includes an Interpretive Center open to the public, open during office hours and 11am to 4pm on Saturday and Sunday, that describes Kalama's history including this early Northern Pacific Railway map. During this virus problem the Port offices are closed.

The formation of the Port of Kalama was approved in an election on March 17, 1920.



# PNW RAIL NEWS

by Arlen L. Sheldrake



► “Well, here's another nice mess you've gotten me into”, the famous Laurel & Hardy quote. My feeble attempt at some humor during these trying days. At least now we all, world-wide, have an agreed upon common enemy. I hope you all are surviving this Coronavirus (COVID-19) pandemic and are spending some of your isolated time track side watching our favorite entertainment. With great appreciation, your *Trainmaster* publication team is putting out another issue because we know that we have an appreciative audience. That means a lot....thank you! And with all this time on your hands....do some writing: your favorite train trip....your favorite childhood train experience; organize your train pictures.....

► Union Pacific increasing track speed in Woodburn, Oregon. Beginning March 1, UP will begin to increase the maximum track speed limit from 45 to 60 mph for freight trains and 70 mph for passenger trains on the rail line running parallel to Front Street in Woodburn, Oregon. There are five road crossings within this area on the Brooklyn Subdivision. [Implementation delayed to March 15<sup>th</sup> at the request of the City of Woodburn. Message from Bob Melbo. Conversation March 8<sup>th</sup> with Pete Cozzi, former Amtrak Road Foreman of Engines and current Amtrak Engineer running this route, “never understood why Canby was this speed and Woodburn wasn't.”] **Union Pacific Media Advisory 2/25/2020.**



► On February 24<sup>th</sup> SP&S 700 project manager Randy Woehl announced that on February 23<sup>rd</sup> the combined volunteers of the Friends of SP4449 and Pacific Railroad Preservation Association completed the installation of the flue tubes on the 700. The last tube was signed by the volunteers with a paint pen. Contractor C.H. Murphy staff is doing the certified welding.



► The Port of Kalama Board of Directors January meeting minutes included this: “Mark Wilson, Port CEO, reported that H&H Engineering Construction has installed the rail that was salvaged from the waterfront at RSG. This original rail was laid where the Tacoma [the ship name] Ferry berth was located in approximately 1887. He said the windows have been removed in the Interpretive Center and everything is ready for the train's arrival.”

- The SP&S 539/NP 1762 arrived at Longview Junction on March 6<sup>th</sup>. And it arrived in South Kalama on March 10<sup>th</sup>.
- The Wasatch Railroad Contractors crew on March 11<sup>th</sup> indicated that the cranes were delayed and that the off-loading from the flatcars will now begin on March 18<sup>th</sup>. The Wasatch crew includes Steve Lee, retired UP Steam Program manager. When asked if the locomotive would fit in the Port building, Steve said they would make it fit. Snell Crane Service provided the heavy lifting; Kelso Heavy Hauling provided the trucks. This “reporter” has really appreciated the efforts of Wasatch Railroad Contractors staff to keep the rail fan community informed about this important move on their Facebook page.

► The continuing saga of the Mount Hood Railroad (MH):

- A) On September 12, 2019, Counsel since January 2015 for Iowa Pacific Holdings (IPH) has filed a motion to withdraw with the U.S. District Court for the Northern District of Illinois Eastern Division. The motion notes: Even though Counsel continues to be employed by IPH and is seeking to assist both the Receiver and the Trustee in their efforts to co-manage a now-severed network of insolvent companies, Counsel does not have a client from whom to take direction on this litigation.
- B) U.S. District Court for the Northern District of Illinois Eastern Division, Case No.: 19-cv-06029: Ordered 2/24/2020 granting motion of Fox Rothschild LLP, counsel to receiver, for final approval of fees and expenses for September 1, 2019 through December 31, 2019. Fox is hereby awarded the amount of \$761,473.50 from the Receivership Estate for services rendered plus \$7,113.80 in expense reimbursement.
- C) The receiver, NOVO Advisors, on February 28<sup>th</sup>, filed their final report and petitioned the court to withdraw as receiver effective March 10<sup>th</sup>. [The future of MH becomes even more murky.]
- D) The Western Rail Facebook site posting March 6<sup>th</sup> announced that former Coos Bay Rail Link 3877 (a GP 38) is headed to the Mount Hood Railroad to replace repossessed locomotives. After arrival it will have the former name painted out....a locomotive repaint and wheel replacement is planned for later in the year
- E) The Hood River News has an interesting March 7<sup>th</sup> article *Mt. Hood Railroad to start spring season March 20* by Emily Fitzgerald. Manager Ron Kauffman has been with MH for 32 years.
- F) The Hood River News March 11<sup>th</sup> reported that Mt. Hood Forest Products near Odell is adding a second shift to meet the growing demand for two-by-four and two-by-six products. The mill's annual volume is 95-100 million board feet, the second shift will take it upwards of 175 million. [Mt. Hood Forest Products ships lumber out of Odell on MH with

the distinctive labeling **Mt. Hood.** ]

G) Declaration of Jacob Grall concerning sources of remaining receivership funds (United States District Court for the Northern District of Illinois Eastern Division, Case No.: 19-cv-0629). Grall is a consultant employed by Novo Advisors, the court-appointed Receiver who has worked on behalf of the Receiver since the commencement of the receivership proceedings and has been primarily responsible on a day-to-day Receiver operations. There is approximately \$20,000 from the Mt. Hood Railroad Company that will be used to pay Mt. Hood employees' expenses, including payroll and related payroll taxes. Dated 3/9/2020.



H) The Novo Advisors receivership was terminated as of March 13<sup>th</sup>.

I) March 20<sup>th</sup> MH posting: Due to the Covid-19 we will be closed until the end of April, please check back soon for availability.

▶ The March 2020 issue of *Railfan & Railroad* magazine has a nice article *Portland & Western in the Willamette Valley* by Vic Neves. The 6-page article has some great pictures of the Portland & Western operations including one by my favorite stops, the Garland Nursery. Vic is the operator of Winterail, March 21 [now postponed], in Corvallis.

▶ The ORHC neighbor Mt. Hood Brewing's Tilikum Station is expanding into space next door formerly occupied by the Ravelo bicycle shop.



▶ The April 2020 *Trains* magazine has two articles of PNW interest:

- Back to the Future, Dome car Selkirk joins Canadian Pacific's business car fleet with classic lines and modern amenities by Steve Glischinski. Justin Tracy, manager heritage operations and mechanical, mentioned throughout the article is the son of Pat, President of the Friends of SP4449.
- Prince Rupert Rises by Bill Stephens describes CN's major push to replicate Prince Rupert's intermodal success in eastern Canada.



▶ The Oregonian newspaper's Parade insert February 23<sup>rd</sup> included an interview with Harrison Ford. Toward the end of the extensive article he talks about being raised with a "sense of social responsibility". His advice to others: *"learn to be useful"*. Such as volunteering to work with visitors at the Oregon Rail Heritage Center...www.orhf.com.



▶ CN Marketing, Customer News: We would like to update you on the status of our rail network. We are pleased to inform you that all embargoes related to rail blockades have been lifted. We appreciate your patience as we complete our network recovery process, which will take several weeks. The entire CN team is fully committed to returning to the level of reliable service to which you are accustomed as quickly as possible. **CN Marketing 3/3/2020 email via Ed Bernsten.**



▶ The Oregon International Port of Coos Bay announced the March 1<sup>st</sup> opening of the Lost Creek Rock Products Coastal Reload Yard on the North Spit in Coos County, Oregon. This multi-modal, multi-



commodity rail to truck and truck to rail terminal will serve the entire Southern Oregon Coastal Region with a vital link to deliver competitive access to domestic and global markets. The Coastal Reload Yard is being operated by Lost Creek Rock Products of Creswell, Oregon, who has been operating the Greenhill Reload Yard in West Eugene, Oregon at the northern terminus of the Coos Bay Rail Line since 2016. **Port of Coos Bay 3/2/2020 news release.**

▶ Portland train passengers if ticketed for Amtrak Cascades Business Class or Amtrak sleeping car get to enjoy the Metropolitan Lounge in Union Station. On March 6<sup>th</sup>, Rita and I got to enjoy the lounge while putting our Lewis & Clark College sophomore on the Cascades for a weekend at home in Seattle. Since our last Lounge visit, it has been nicely remodeled and is quite a comfortable place to await train departures.

▶ On March 6<sup>th</sup> the *Happiest Tram Driver in the World*, Bruce Whalley and his wife Anne visited ORHC for the second time. They hail from Melbourne, Australia. Randy Woehl, PRPA 700 project manager developed a relationship after striking up a conversation with Bruce on a MAX train during one of Bruce's earlier Portland visits. Bruce has been following closely the 700's rehabilitation project and again accompanied his motivational consultant wife to Portland and a visit to ORHC. I gave them a tour of the Mt. Hood, our evolving ORHC exhibit; a delightful couple. See one of Bruce's Facebook posts: <https://www.facebook.com/108915543875210/posts/187437189356378/?yh=3&d=n>. Also posted on the PRPA Facebook page: <https://www.facebook.com/sps700>



▶ Eliminating park-and-ride spots has TriMet officials in Portland doing a duck-and-cover. Passenger estimates for the new Southwest Corridor Project have dropped from 43,000 to 37,500. TriMet was initially planning on the higher number for the \$2.8 billion project, but the new number is a reflection of less park-and-ride spots in an effort to reduce the overall cost of the endeavor and the overall impact on car traffic near MAX stations. TriMet will be building 2,000 less park-and-ride spots. **Railway Track and Structures (RT&S) 3/4/3030.**

▶ The first signs of physical progress have been made in BNSF Railway's long-awaited plan to build a second bridge, nearly a mile in length, running parallel to its existing bridge across Lake Pend Oreille near Sandpoint, Idaho. Preliminary grading began in September 2019 on both sides of the lake to prepare the approaches to the new bridge. Within the city of Sandpoint itself, grade work has included the construction of a pedestrian tunnel – paid for by BNSF – which will safely maintain public access through railroad property to a popular beach and lakeside trail. The contractor is expected to mobilize some equipment to the site in March 2020 and begin some limited work during the lake drawdown period. **RT&S 3/5/2020.**

♪ Many thanks to Ron McCoy for all the work in putting together another Chapter Banquet for May 2<sup>nd</sup>. Good food and a most excellent speaker... what not to like. And the work continues as it is rescheduled.

▶ Cenovus Energy Inc. is reducing its 2020 capital spending by approximately 32% in order to maintain the strength of its balance sheet. Cenovus is also temporarily suspending its crude-by-rail program and deferring final investment decisions on major growth projects. These measures are being taken in response to the recent significant decline in world benchmark crude oil prices.



The company continues to work toward funding its revised capital program and current dividend within cash flow in this challenging commodity price environment. **Cenovus Energy 3/10/2020 press release.**

▶ Global Partners on March 11<sup>th</sup> received the first of two approvals needed for the company to ship renewable diesel from its Clatskanie-area ethanol plant. Port of Columbia County commissioners unanimously approved amendments to the company's sublease, dock use agreement and pipeline easement. Global also can continue to handle ethanol and petroleum products, such as crude oil, but Global has not shipped crude from the site since 2015. Global still needs state Department of Environmental Quality approval for the plan, which would involve shipping renewable diesel to Port Westward along the Portland and Western



Railroad tracks that run through Scappoose, St. Helens and Rainier. It would ship the diesel out by barge. **The Daily News 3/12/2020.** [A March 11<sup>th</sup> visit to downtown Rainier found the rail line separation project continuing with street paving still to be completed.]

▶ Fiscal Year 19 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program Projects: Alaska – M.P. 86.6 Bird Creek Pony Truss Bridge Replacement, Up to \$3,871,913. Replaces a nearly 70-year-old bridge on the Alaska Railroad (AAR) mainline that will allow AAR to operate 286,000-pound (286K) rail cars and double-stack trains. **Federal Railroad Administration 3/12/2020.**



▶ The Molalla Train Park opens May 3<sup>rd</sup> for their Sunday openings through October. The train park is open from noon to 5 pm and is a great place for kids and grandkids and their “guides”. More information: [www.pnls.org](http://www.pnls.org)



▶ The evening of March 13<sup>th</sup>, Oregon Rail Heritage Foundation President Roy Hemmingway announced that because of COVID-19 concerns for our visitors and staff, the Oregon Rail Heritage Center will be closed until further notice to the public beginning March 15<sup>th</sup>.



▶ Among the many changes due to the COVID-19 virus: Amtrak Service Reductions:

Temporary service reductions are in the works in the Pacific Northwest corridor to become effective Saturday March 21<sup>st</sup>. All service north of Seattle already has been suspended. Amtrak Cascades round-trips between Portland and Seattle will be temporarily reduced from four to three, and round-trips between Portland and Eugene will be reduced from two to one daily. The Coast Starlight will continue to operate daily, although its consist may be reduced. This also holds true for the Empire Builder.

As of this writing, 502, 506, 507, 508, 511, 513, 516, and 519 are being annulled. Trains 518 and 519 are being annulled between Seattle and Vancouver, B.C., but will operate between Portland and Seattle. Train 500 will become a daily train between Eugene-Portland-Seattle. Train 500 will become a daily train between Eugene-Portland-Seattle. It is weekday only now. **ODOT Bob Melbo email 3/16/2020.**



- Declining ridership due to COVID-19 brings change to Amtrak Cascades trains. In addition to the above:
  - All trains will continue to stop at all stations between Seattle and Eugene. However, in Olympia/Lacey and Kelso only the platforms will be available, with no access to station buildings. Services normally offered by volunteer staff, such as ticketing and boarding assistance are not available at this time.
  - Amtrak Cascades onboard food and beverage services are suspended
  - Amtrak Cascades trains carry an average of 2,300 people per day and as many as 3,600 each day during peak periods. Recent ridership logs in at less than 300 people per day, representing more than 85% reduction in ridership. **WSDOT**

## news release 3/26/2020



- Alaska Railroad on March 19<sup>th</sup> suspended its Aurora Winter Train passenger-rail service between Anchorage and Fairbanks through April 30<sup>th</sup>. The railroad will provide limited passenger service to the roadless area between Talkeetna and Hurricane via the Hurricane Turn Train on April 2<sup>nd</sup> to make sure people with no other way to access their homes and properties along the Railbelt are not stranded. **Progressive Railroading 3/18/2020.**

▶ Port Alberni's tourist train will return for summer 2020. The City of Alberni, British Columbia at a budget meeting on March 10<sup>th</sup> proposed putting CS\$97,800 in the 2020 budget so that the train can run 34 times over 10 days this summer on a shortened track from Argyle Street to Stamp Avenue. This price tag also includes funding for insurance, repairs and track maintenance. The Western Vancouver Island Industrial Heritage Society, which operates the railway, indicated that the steam locomotive is still undergoing repairs so a small diesel locomotive would operate the line if the steam locomotive is still under repair. **Alberni Valley News 3/13/2020.**



City of Port Alberni

▶ The Friends of Yamhelas Westsider Trail reported February 11<sup>th</sup> Construction: With a focus on developing the stretch of Trail between Yamhill and Carlton (about 3.5 miles), Yamhill County in 2018 awarded a \$75,000 grant from the OPRD Recreational Train Program as supplemental bridge construction funding in this segment. In 2019, OBEC Engineering Consultants were awarded a contract to engineer the bridge over Stag Hollow Creek and 30% design and engineer for two additional tributaries. In January of 2020, an award was issued to Farline Bridge Inc. for construction of the Stag Hollow Creek bridge with work set to be done by May 2020. [www.yahelaswestsidertrail.com](http://www.yahelaswestsidertrail.com)



▶ Skagway's world-famous tourist railway is getting six new locomotives this spring. The new locomotives will replace the railway's aging fleet of locomotives from the 1960s. They're built by National Railway Equipment Company in Mount Vernon, Ill. The 3,000 horsepower, 120,000-kg locomotives are about 30 per cent larger than the old ones. The new engines cost around \$2.5 million each. The new locomotives should start arriving in Skagway next month. **CBC News 3/16/2020.**



- Skagway, Alaska, preparing for 'worst-case scenario' cruise ship season. The forecast for the upcoming and economically crucial cruise ship season - - if one occurs at all - - is significantly more modest than previous years. If the cruise ships returned by July 1, that would leave about 60 per cent of the cruise ship season intact. U.S. law requires cruise ships traveling between Alaska and Washington state to stop at a port in British Columbia. Canada announced March 13<sup>th</sup> that cruise ships with 500 people or more aboard, including crew members, won't be allowed to dock at Canadian ports between April 2 and July 1. **CBC News 3/16/2020.**

▶ The Washington Utilities and Transportation Commission on March 12<sup>th</sup> approved funds for safety upgrades at two railroad crossings:

- \$20,000 to upgrade detection and crossing signal control equipment at McManaman Road near the city of Othello. Columbia Basin Railroad Company will add just under \$5,000 to the project.
- \$11,000 for safety upgrades to the warning signs approaching the railroad overcrossing on Old Highway 99 near Offut Lake in Thurston County. The grant was requested by Thurston County with track owner BNSF's agreement.



### Washington Utilities and Transportation Commission news releases.

▶ FTA awards grants to bolster transit access through technology. The Federal Transit Administration announced March 16<sup>th</sup> it selected recipients of \$20.3 million in grants through the Integrated Mobility Innovation program. One of the awards: Tri-County Metropolitan District of Oregon received \$1.8 million to develop a mobility payment system that integrates payment for multiple modes into a single transaction. The project will build on TriMet's multimodal trip planner to reduce travel stress with better real-time arrival predictions. **FTA press release 3/16/2020.**



Federal Transit Administration

▶ The March 2020 Webfooter Extra issue from the Webfooters Post Card Club cover features a picture of the Pacific Railway & Navigation Company flag stop in Manhattan Beach. Mark Moore continues to publish a most interesting newsletter. [www.thewebfooters.com](http://www.thewebfooters.com). Thank you Mark!

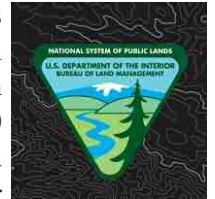
▶ The Washington State Legislature has passed a bill that would establish a minimum crew size on certain trains. HP 1841, establishing minimum crews on certain trains, passed out of the State House on March 10. The Senate signed off the legislation on March 13. The legislation now awaits Gov. Jay Inslee's signature. The legislation requires no-less than two crewmembers unless the carrier is operating on their roads while at a speed of twenty-five miles per hour or less. **Progressive Railroading 3/18/2020 & HB 1841.**

▶ Going to the PNWC archives a small three ring binder: *Media Report on Southern Pacific Bicentennial Locomotives: SP 4449, SP 3197, SP 9389*. The binder comes from Steven Pixley, Portland Parks & Recreation. The report was done by the Southern Pacific Public Relations Department, July 1975 and contains some original pictures and photocopies of media reports from across the nation. It was provided to the City of Portland as part of the 4449 locomotive loan agreement.



▶ Trainorders.com 03/21/2020 posting by Wes Camp: Roy McCormack, Doyle's dad, was an NKP dispatcher at Conneaut, Ohio in the 30s, 40s, and 50s. He told us of the days when he controlled the single-track railroads passing sidings, and controlling the CTC system to manage high speed meets of freight trains powered by 700s---where trains routinely passed each other without stopping.....All controlled by using strategically placed passing sidings. I will be posting some of the stories Roy told me, in the summer of 1968. The REAL stories of the wonderful 700s. [You may remember, Wes Camp is credited with convincing Ross Rowland to use the oil-burning 4449 as the prime American Freedom Train locomotive.]

▶ “Hi, I'm an Archaeologist with the Northwest Oregon Bureau of Land Management, and sometimes, as an archaeologist, I come across old O&C railroad grades and artifacts. I was wondering if you knew of an expert, or books that covered the subject, so that we can evaluate these old grades for exclusion or listing on the National Register of Historic Places. Thanks for your time! Sincerely, Fred Greatorex”. 3/9/2020 email message to [info@orhf.org](mailto:info@orhf.org). This email message was further distributed to Bob Melbo, Kenn Lantz and Lloyd Palmer who Fred is now in contact with. In my less than humble opinion, these three are our prominent Oregon rail history *ground pounders*.



▶ The project to complete the rail-with-trail segment between the Springwater On the Willamette Trail and the Springwater Corridor Trail between southeast 13<sup>th</sup> and 17<sup>th</sup> Avenues along the Oregon Pacific Railroad awaits funding for completing the design and construction, per Maya Agarwal, City of Portland Planner 3/23/2020. The current finished trail ends at 13<sup>th</sup> and Ochoco (former location of Golf Junction) in Portland's Sellwood community. And then begins again just east of 17<sup>th</sup> Avenue. As you may remember a major segment was completed last year between SE Umatilla and 13<sup>th</sup> Avenue.

▶ In the background as we all hunker down during this virus crisis, some projects are continuing at ORHC:

- A cadre of folk are keeping an eye on the facility as the public closure continues. Finances are being conserved as gate donations are zilch.
- A project to install security cameras is being pursued.
- 190 feet of fence slats are being installed in the chain link fence along the MAX line to reduce public visibility of the boneyard.



▶ As the Metropolitan Transportation District of Oregon (TriMet) celebration continues for its 50<sup>th</sup> anniversary, they have produced some extensive publications covering their history. A 156-page *Making History, 50-year Edition* booklet is available on-line at: <https://trimet.org/history/pdf/making-history.pdf>. A printed/bound copy of this book is heading to the PNWC library. Additional history may be found at: <https://trimet.org/history>.



▶ Link light rail will return to two-track service in downtown Seattle stations beginning March 23<sup>rd</sup>. The return follows the conclusion of Connect 2020, an 11-week period of major light rail service impacts while construction crews connected the existing light rail system in downtown Seattle to East Link in preparation for the 2023 extension of service to Mercer Island, Bellevue and Redmond. With the project's completion, riders through Downtown Seattle will no longer need to transfer at Pioneer Square, and restrictions on bicycles will end. **Sound Transit news release 3/22/2020.**



▶ Washington Park & Zoo Railway update:

- The Portland Zoo Railway District was placed on the National Register of Historic Places March 5<sup>th</sup>. through the efforts of Melissa Darby, Lower Columbia Research & Archaeology.
- The Friends of Washington Park and Zoo Railway announced in March the receipt of a \$10,000 donation from the BNSF Foundation. <https://www.fwpzr.org> [Note: the PNWC-NRHS / ORHF Zoo Railway Task Group effort is separate from this organization.]

## #STAY WELL

While the NP 1762 locomotive will be inside the Port of Kalama Interpretative Center, the tender shall remain outside.  
Photo by Arlen Sheldrake





# BY TRAM ON THE ISLE OF MAN

By Dave Larsen

The Isle of Man is a Crown Protectorate that lies in the Irish Sea between the UK and Ireland. It is over forty miles long and more than twelve miles wide. It has a resident population of around 80,000. Historically, it was a Viking kingdom until 1058. It has its own currency based on the British pound. It has been a UK tourist destination since Queen Victoria was alive. It also happens to be the 5th largest tax haven in the world. It is world famous for the TT race which takes place over the beautiful countryside once a year. The only city on the island is Douglas which is the main ferry port. The other towns and villages on the island are much smaller and interesting in their own right.

For railfans, the Isle of Man has six heritage railways. This past September, Barry Robertson, Merrill Hugo and myself made a journey to the island to experience railways in the Victorian age and rode five of the six. This article is about trams. Trams is a word used in the UK that includes street railways and any variation thereof which in the U.S. would include interurbans.

## Horse Drawn Tram

Our hotel in Douglas faced the Strand, the main street running along the bay from the ferry port to a location named Darby Castle on the north end of the city. If road repairs hadn't interfered, we would have been able to board a horse car in front of our hotel bound for Darby Castle. The horse car line is definitely the only one running anywhere that I am aware of. Each car is pulled by one happy draft horse who seems happy and well fed. We rode behind Philip and Douglas. The cars seem to be an easy pull even with a full load. No stress on the horse. The cars are not old, they just look it.



Photo by Barry Robertson

## The Manx Electric Railway (MER)

The MER was built between 1893 and 1895 and had several different names. It runs from the stop known as Darby Castle in Douglas to the town of Ramsey, 17.5 miles north with many intermediate stops. It is a throwback to the early interurbans in the United States. There is side of the rode running and private right of way, all double track. Trains run at least hourly, depending on the season. and are usually two cars. All are wooden, carefully maintained. The cars date back to the 1890's, and most are built in the same style.



Nothing is new. The trolley powered motor cars are closed with openable windows and the trailer is usually open although they do have closed trailers and convertible open trailers. One closed trailer has an observation platform on the rear. I swear the open trailers I rode on had no suspension. The motor cars are more comfortable but have some unusual features. Each has a door and controls at each end. Each door on the motor cars are located at the corner. This is so that when the passengers exit they are in the protection of the train particularly if you are next to a road or about to cross the other track. The closed cars have no heat, but do have overhead lighting. All of the heritage railways on the island close down from October until March. So, in cool wet weather, it can get chilly. MER car 22 shown in a picture was built in 1899 as a Winter Saloon. It has been rebuilt

throughout the years including in 1990 when it suffered major fire damage. All of the equipment is lovingly cared for by dedicated employees.

This railway was the highlight for me. The countryside is beautiful and the Irish Sea views tend to the spectacular. There are really only two communities of any size on the line, Ramsey and Laxey. The end of the line, Ramsey, is a fishing village with an enclosed harbor holding many fishing boats. The workers wear their Welly's in the pubs and it seems to be a worker's kind of town and not touristy.

We managed through subterfuge to get into the MER yard and shop



Photo by Barry Robertson

area in Douglas on a Sunday when the museum was supposed to be open. The museum volunteers didn't show up, so we wandered into the carbarn area which was strictly off limits. I had been chased out of there the day before. Merrill wandered into the wood shop and Barry found the watchman and he showed us around. All the time I was watching for Merrill to appear from the woodshop and distracting the watchman when he finally appeared. I could see the man having a fit. He was very gracious and proud and told us that budget cuts had curtailed some needed renovations to certain cars.

### Snaefell Mountain Railway

Midway up the line is the village of Laxey. Laxey is the place you would disembark to ride the electric railway up Snaefell Mountain, the highest point on the Isle of Man. It is only 3000+ feet high, but on a good day you can see Wales and Ireland. The first time we went, we could see the car at the end of the track. The view was better the second day and we could see a lot of the island, but no overseas views. On the top of Snaefell there is a large combination tea shop/ restaurant selling alcohol and various pastries and UK basics such as a sausage rolls. They also host gourmet dinners at sunset on certain days.

The trains are all single cars using a bow trolley pickup. Each car has a lot of gear on both the top and underneath. The line also operated under several names and cars are painted accordingly. The braking and traction system was invented by a UK inventor back in the 1890's. When they could no longer repair them in the 1970's, they bought mechanical parts from the German city of Aachen. However, the car bodies themselves are original as they can be after many rebuilds. The shops, as such, seems to be an elongated two track wooden garage tucked on a hillside just above the single track main. These cars cannot run on the MER.



Photo by Dave Larsen

The ride up and down is quite scenic. You see the ruins of two mines that worked in the Laxey area as well as scenic vistas across miles of high moors used as sheep pastures. Now the sheep look like the white boulders that dot the high pastures on both sides of the track. They spray a blue dot on the back of each animal so they don't miss one in the pastures which stretch for miles in each direction. There is a recorded narration which we all found funny on our first trip up because the clouds were so thick and low, all we could see the grass at the side of the track.

The line also crosses the TT race course about 2/3 of the way to the summit. During the race they build a footbridge over the course and passengers have to walk over the bridge to a car on the other side. When we were there, motor cycles and cars were traversing the course at high speed, but the drivers had to stop for the trolley. They did and we attracted a small crowd as our ancient car traversed the crossing. The railway had a gate keeper at the crossing whose job it was to shut gates at each end of the tracks, so that sheep didn't wander out.

### Laxey

The village of Laxey is also not to be missed in its own right. It is small, hosting at least one tea shop and three pubs by my count. They also have the only railroad/ steamship shop that I saw which sells models and memorabilia of the many railroads and steamships that called the island home. It once was a thriving mining center.

The Laxey mines built huge water wheels to move machinery because fuel for steam power was scarce. There is one in the village, but the queen is about ¼ mile walk out of town called the Lady Isabella which is three stories high and still operates and you can climb to the top.

Laxey is also home to the Laxey Mine Railway which is the only heritage operation that we missed. It only runs on Saturday and is again reachable via the MER to Laxey and a short walk.

### Getting There

We used a ferry from Heysham reachable by rail from Lancaster. I believe Liverpool is also still offering service. However, there are plane flights from various cities in the UK and Ireland. There is at least one flight from Spain where many UK citizens retire. The airport is a former RAF base and not that close to Douglas. We met a UK couple from Spain at the Douglas train station.

All of the heritage railways and the comprehensive bus system honor the Go Pass for unlimited travel which you can buy ahead of time. All of the heritage systems close between October and March. The bus system operates all year and goes all over the island including places not reachable by rail. The MER, Snaefell Mountain, Horsecar Tram and the Isle of Man Steam Railway are owned by Isle of Man Transport. The Groudle Glen and Laxey Mine Railways are volunteer operations but accept the Go Pass.

# BNSF BRIDGE AT MP 66.4

By Arlen L. Sheldrake



The BNSF project to replace the railway bridge at Drano Lake on the Fallbridge Subdivision is well underway. The bridge, as with last year's completed Home Valley bridge, is being built at Port of Portland facilities and will be floated up the Willamette and Columbia Rivers for installation. Installation will probably be in August per Gus Melonas March 29<sup>th</sup>. This picture was taken on March 26<sup>th</sup>.

## THE JOHN H. EMERY RAIL HERITAGE TRUST



In the Spring of 2020, grants were approved for the various organizations & projects including:

**Pacific Northwest Chapter, NRHS: \$19,000 for repair and upholstery of seating in PNWC 600 (Mt. Hood) and PNWC 6800 (Red River).**

Congratulations to all the groups who received a grant and the best of luck as they continue to preserve our railroad heritage!

## Bill of Lading

NP 1762 Comes Home to Kalama.....	Page 1
Kalama Discover 100.....	Page 2
President's Dispatch.....	Page 3
PNW Rail News.....	Page 4
Isle on Man Archives Trip.....	Page 9
BNSF Bridge at Drano Lake.....	Page 11
Emery Rail Heritage Grant.....	Page 11
Officers, Committees & Contacts.....	Page 11
Rocky the Goat.....	Page 12
Mission Statement.....	Page 12

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# PACIFIC NORTHWEST CHAPTER TIMETABLE N<sup>o</sup>. 693

**ALL Chapter Activities cancelled until further notice**

**ALL NRHS National Activities cancelled until further notice**

**Check [www.PNWC-NRHS.org](http://www.PNWC-NRHS.org) for updates**

## **ROCKY THE GOAT,** **STAR OF THE GREAT NORTHERN RAILWAY**

BNSF News Update February 2020

Before there was BNSF Railway's orange locomotives, one of our predecessor railroads was widely recognized by a different logo: Rocky the Goat.

Rocky the Goat was the star of the logo for the Great Northern Railway (GN). For nearly a century, Rocky was closely identified with GN, which ran through Montana's Rocky Mountain region known as Glacier National Park. Rocky symbolized the Rocky Mountain goats that passengers saw as they passed through the park.

Over the years, the Rocky logo went through many iterations – with the goat facing forward, showing his side profile, backed by a mountain range and with a plain background. No matter the version, Rocky was easily recognizable to the public, delighting children and rail passengers and fans. In 1955, his familiarity grew further when GN's Public Relations Department started advertising the railroad using an animated Rocky in TV advertising.

“Rocky was the Nike 'swoosh' of his time,” said Gus Melonas, director, BNSF Public Affairs.



No where is Rocky more at home than at the Izaak Walton Inn.  
Picture taken by Jim Fitzgerald in 2009



Logos of the Great Northern railway over the years

### PNWC – NRHS MISSION

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

**Rescheduled to NEW DATE this fall**

**SATURDAY – OCT 3<sup>rd</sup> – 5:00PM**

*Annual Chapter*

# *Banquet*

Guest Speaker

Acclaimed Author **Ed Austin**

PLATED DINNER CHOICE OF:  
**TUSCAN BEEF TENDERLOIN**  
**MEDITERRANEAN CHICKEN**  
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*Sign-up at our website* **WWW.PNWC-NRHS.ORG**

Questions? email: [banquet@pnwc-nrhs.org](mailto:banquet@pnwc-nrhs.org) for more information.