

The *Celebrating 60+ Years* Trainmaster

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AMTRAK AT 50



Portland Union Station on May 1, 2021. Photo by T. Trent Stetz

Three Amtrak trains are waiting in Portland Union Station on Amtrak's 50th anniversary on May 1, 2021. The two GE P42DC locomotive leading the four car consists on Track Nos. 2 and 3 (No. 186 built in 8/2001 and No. 168 built in 5/2001) are both the Portland section of Amtrak's Empire Builder. Two are in the yard this day due to non-daily service due to COVID-19 related service reductions. The train on Track No. 4, behind the locomotives, is the southbound Coast Starlight near its departure time in this photo.

Historic Albers Mill, shown in the upper left of the picture, is in an area occupied by docks and grain-storage warehouses and where ships were loaded with wheat, flour, and other agricultural and forest products. In 1901, Bernard Albers and his four brothers incorporated the Albers Brothers Milling Company, which milled soft white wheat into flour and corn into meal, among other milled products. With Bernard Albers as president, they built what became the largest flour and feed milling firm on the West Coast. In addition to selling its Peacock buckwheat flour, Albers Mill sold cereals that included Violet Oats, Pearls of Wheat, and Columbia Oats, as well as animal feed and hay. Albers Brothers began construction on this new mill in 1909. The Albers Brothers Milling Co. Building, or Albers Mill, completed in 1911, is a six-story, brick, reinforced concrete structure located just north of the Broadway Bridge. The building, which combined milling, warehousing, shipping, and office space, is the oldest of the four remaining flouring and feed mills in Portland and is on the National Register of Historic Places.

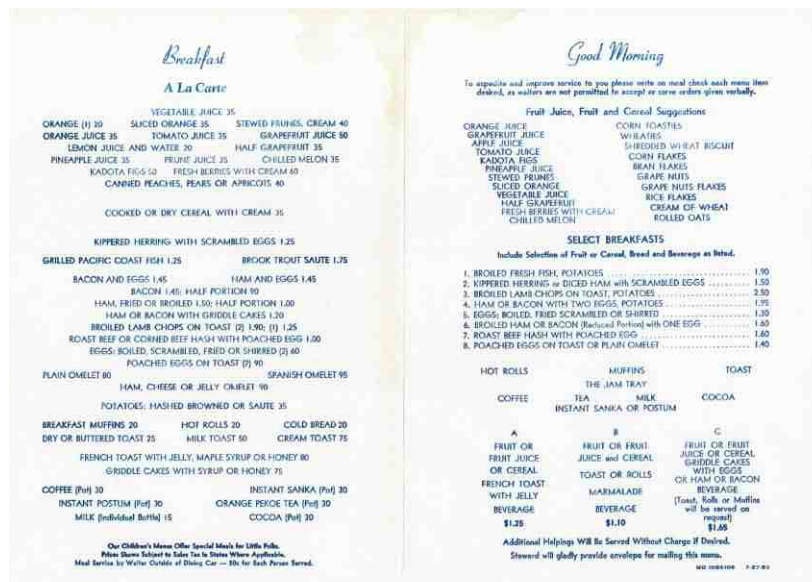
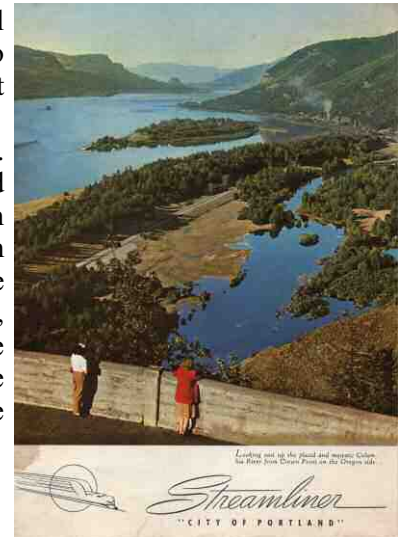
The Broadway Bridge, upper center of picture, is a Rall-type bascule bridge built in 1913. This bridge type was patented in 1901 by Theodor Rall. It was Portland's first bascule bridge, and it continues to hold the distinction of being the longest span of its type in the world. It was added to the National Register of Historic Places in November 2012. Streetcars crossed the bridge from its opening in 1913 until 1940. Since 2012, the Portland Streetcar runs across the Broadway bridge.

BREAKFAST ON THE CITY OF PORTLAND 1953

by Dave Larsen

When I wrote the original article, *Dining on the City of Portland 1953*, you may recall that I used a 1953 menu from another Union Pacific transcontinental train. Special thanks to Richard Engeman of Albany. Due to his interest in dining on the rails, I was able to get access to a City of Portland 1953 breakfast menu from his personal collection.

In many ways the two menus were similar in content but also different in their choices. On your first morning out, you would probably have dined between stops at Shoshone and Pocatello, Idaho. You might have asked your porter to arrange for breakfast to be served in your double bedroom. For two of you, the extra charge would have been one dollar. When the porter brought you a menu, you would have noticed the beautiful color photograph of the Columbia Gorge taken from Crown Point on the cover (R). Like the Overland menu, the A, B, and C breakfasts featuring French toast, cereal or griddle cakes are the same price. Unlike the Overland menu, there are no brunch items offered. The Select Breakfast choices are almost the same if you remove the steak sandwich, hot beef sandwich and liver (Yay!). The only differences are small variations in pricing.



You may recall that the dining car special last night was the broiled lamb chops. For breakfast today you can have broiled lamb chops on toast for \$2.50, the only choice over two dollars. If you really miss the liver, remember, you can have it for lunch.

1953 was a pivotal year in rail passenger travel. The companies believed in the future of passenger trains and the level of service offered. That is why the two statements at the bottom of the menu are so important from a marketing point of view. "Additional Helpings Will Be Served Without Charge if Desired." And, "Steward will gladly provide envelope for mailing this menu."

HISTORIC VELOCIPEDE AT APPELO ARCHIVES



This velocipede was owned by Fred Hendrickson (1887-1965). Fred was the son of Lars Frederic Hendrickson and Catherine Eskole, and uncle of the donor, Mary (Hill) Cornell. Mr Hendrickson lived along the the mainline between Deep River and Salmon Creek and used the speeder to haul milk on the Deep River Logging Co. railroad tracks. [Editor's Note: See related *Skookum* Article in Apr. 2019 *Trainmaster*]. Fred's milk cans were numbered 164. Mary Cornell resided in the Toonerville area from 1929 to 1934 and remembers the fun of riding on this speeder as a child. Upon her uncle's death in 1965, Mary obtained the speeder. It was dismantled and stored in her garage for over 35 years. Knowing his penchant for restoring old equipment, Mary asked Stanley Rangila, of Deep River, if he would try to reassemble the device. Stanley was able to put it back together. Mary then stored it at her



The Hill sisters; Mary (on Left) and Betty (ca 1943)

home in Seaside, Oregon until donating it to the Appelo Archives Center in Naselle, WA in January 2011. A number of people in the area have fond memories of riding on this speeder as a child. Information courtesy the Appelo Archives Center in Naselle, WA (www.appeloarchives.org). Stop by and visit the next time you are near Astoria. Located across the Columbia River and proceed 16 miles east on Rts. 401 and 4.

CROWN ZELLERBACH NO 6. WILLAMETTE

Text and Photos by T. Trent Stetz

Crown Zellerbach locomotive No. 6 was built by the Willamette Iron & Steel Works, construction number 13, in Portland, OR, in 1924 for the Crown Willamette Paper Co., in Astoria, OR. It was built at a cost of \$22,500. It later moved to Youngs River, OR, and then Cathlamet, WA. An oil burner, it weighs 140,000 lbs and has 36" drivers and 12" x 15" cylinders. Operating at a boiler pressure of 200 psi, it delivered 30,350 lbs tractive effort. It has a maximum safe speed of 18.1 mph.

The Crown Zellerbach Corporation was incorporated in 1928 by the union of the Zellerbach Corporation founded in 1924 and Crown Willamette Paper Co., founded about 1870. After the merger, it became the second largest paper manufacturer (after Weyerhaeuser) in the United States producing newsprint, wrapping paper, paper bags and a variety of other paper products and, by the mid 1970s, it was one of the largest paper companies in the world. In 1985, most of its pulp and paper assets were sold to James River Corporation, and are now part of Georgia-Pacific. The Crown Zellerbach company invented folded paper towels, cardboard egg cartons, and the window envelope.



"Six Spot" was transferred to Cathlamet shortly after going into service near Astoria, only to return to the Young's River logging operations in 1928. Later, it was assigned to the Clatsop Railway Company, a common carrier line, operated by Crown Willamette to haul logs from its Lewis & Clark camp near Seaside, Oregon. When the Clatsop Railway was discontinued in 1940, No. 6 returned to Crown Zellerbach Corporation's Cathlamet Tree Farm where it remained in service until December 1958, when log trucks replaced the company's last rail operation.

No. 6 is now on display at the intersection of Division and River St in Cathlamet near the Wahkiakum County Museum. It was donated to the museum in 1987.

Information from www.rgusrail.com/wacz6.html, www.oil-electric.com/2008/04/willamette-six-spot-shay.html and en.wikipedia.org/wiki/Crown_Zellerbach



RESUMPTION OF AMTRAK SERVICE IN OREGON AND WASHINGTON

Beginning May 24, Amtrak Cascades is adding more daily roundtrips to its schedule. A second daily roundtrip between Eugene and Seattle is joining the schedule, along with a third roundtrip between Seattle and Portland. Under the new schedule, southbound trains will leave Seattle at 7:25 a.m., 2:20 p.m., and 6:10 p.m. Northbound trains will leave Eugene at 5:30 a.m., and 4:40 p.m., and leave Portland at 8:20 a.m., Noon, and 7:30 p.m. Amtrak's long-distance trains – the Coast Starlight and the Empire Builder – also will resume daily service to the Pacific Northwest starting May 24 [Information provided by Ed Bernsten and WSDOT 5/19/2021 email]

PACIFIC NORTHWEST RAIL CORRIDOR SERVICE
 Vancouver, BC--Bellingham--Seattle--Tacoma--Portland--Salem--Albany--Eugene--Klamath Falls
 Daily Amtrak Coast Starlight, Empire Builder and Cascades Trains plus POINT/Thruway Buses

Timetable Effective Monday, May 24, 2021

| SOUTHBOUND - READ DOWN | | | | | | | | | | NORTHBOUND - READ UP | | | | | | | | | | | | | | | | | | |
|------------------------|---------|---------|---------|---------|----------|---------|--|--|---------|--|--|--|--|--|--|--|--|--|--|----------|---------|---------|---------|---------|--|----------|---------|---------|
| 519 | 8957 | 5677 | 8909 | 8907 | 517 | 8911 | | | 7 | SCHEDULE NUMBER | | | | | | | | | | 516 | 8948 | 5622 | 8900 | 8906 | | 518 | 8914 | 8 |
| Cascades | Central | Thruway | Central | Central | Cascades | Central | | | Empire | FREQUENCY | | | | | | | | | | Cascades | Central | Thruway | Central | Central | | Cascades | Central | Empire |
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | Builder | Lv Vancouver, BC (Pacific Central Station) | | | | | | | | | | Daily | Daily | Daily | Daily | Daily | | Daily | Daily | Builder |
| | | | | | | | | | Daily | Ar Richmond, BC (Sandman Signature Hotel) | | | | | | | | | | | | | | | | | | Daily |
| | | | | | | | | | | Bellingham, WA (Alaska Marine Highway) | | | | | | | | | | | | | | | | | | Daily |
| | | | | | | | | | | Ar Seattle, WA (King Street Station) | | | | | | | | | | | | | | | | | | Daily |
| | | | | | | | | | | Lv Seattle, WA (King Street Station) | | | | | | | | | | | | | | | | | | Daily |
| | | | | | | | | | | Ar Eugene, Springfield, OR | | | | | | | | | | | | | | | | | | Daily |
| | | | | | | | | | | Ar University of Oregon | | | | | | | | | | | | | | | | | | Daily |
| | | | | | | | | | | Ar Chemult, OR | | | | | | | | | | | | | | | | | | Daily |
| | | | | | | | | | | Ar Klamath Falls, OR | | | | | | | | | | | | | | | | | | Daily |
| | | | | | | | | | | Lv Vancouver, BC (Pacific Central Station) | | | | | | | | | | | | | | | | | | Daily |
| | | | | | | | | | | Ar Richmond, BC (Sandman Signature Hotel) | | | | | | | | | | | | | | | | | | Daily |
| | | | | | | | | | | Bellingham, WA (Alaska Marine Highway) | | | | | | | | | | | | | | | | | | Daily |
| | | | | | | | | | | Ar Seattle, WA (King Street Station) | | | | | | | | | | | | | | | | | | Daily |
| | | | | | | | | | | Lv Seattle, WA (King Street Station) | | | | | | | | | | | | | | | | | | Daily |
| | | | | | | | | | | Ar Eugene, Springfield, OR | | | | | | | | | | | | | | | | | | Daily |
| | | | | | | | | | | Ar University of Oregon | | | | | | | | | | | | | | | | | | Daily |
| | | | | | | | | | | Ar Chemult, OR | | | | | | | | | | | | | | | | | | Daily |
| | | | | | | | | | | Ar Klamath Falls, OR | | | | | | | | | | | | | | | | | | Daily |

THE ARCHIVES GETS A RE-DESIGN

By Dave Larsen

If you have ever visited the Chapter library and archives located in rooms 1 and 1A of the Union Station Annex, you know that space is at a premium. Work space on the archive area tables was limited to three people maximum unless there was an oversized drawing involved.

Ten years ago volunteers were entering catalogue information by hand on paper. About five years ago the chapter purchased two computers and volunteers began entering catalogue information into a data base. This system was better, but the archives still lacked the ability to scan. In order have scanning equipment on the premises, space had to be created.

Soon after the March 2020 shutdown, members of the committee began weekly phone-in meetings on Monday afternoons. From these meetings began the germ of an idea to look for ways to improve the archives. The main participants in these weekly discussions were Ed Berntsen, Bob Weaver, Grant Carsen, Lila Stephens, Bruce Strange, Stuart Adams, Paul Cosani and occasionally President Mark Reynolds.

The first steps were to move solid rail artifacts, such as chapter records, headlights, uniforms, passenger car seats, drumhead signs as well as concessions materials to several rented storage units. A decision was made to move the large flat files to storage. Each contained hundreds of catalogued drawings. These were so heavy that Bruce and Grant had to build rolling undercarriages for them.

Moving this vast quantity of material required considerable effort and planning. Ed provided some shelving in the units and helped move material along with Lila, Paul, Bruce, Grant and Bryan Ackler. Bob has been identifying and marking boxes moved to the storage units. Stuart is the group dispatcher, keeping track of how many people are in any location at one time so that COVID safety rules can be followed.

The next piece of the puzzle was to find an unused asset in 1A that could be exploited. An “ah ha” moment was when someone looked up. No, no one was looking for divine guidance. It was just that the ceiling is probably twenty feet high. 1A had mostly eight foot high wooden shelving. The decision was made to go up to 12 foot high industrial quality metal shelving. Grant is leading the shelving search for vendors.

If you visited today, you would see a large cleared area on the north side of 1A. The metal shelving units that will go in that space will be oriented east-west rather than north-south. Decisions have also been made to use new storage containers of a uniform size and obtain a rolling ladder. Special thanks are due to Bruce who works in 1A at least once a week preparing the space and re-boxing archive material and to Lila who joins in regularly.

The Next Step

Earlier this spring (2021), the decision was made to pursue an NRHS



The flat files temporarily located in the storage units

grant to purchase at least two scanners, a more sophisticated workstation and conservation services for some severely damaged photographs and documents.

Bob led the writing project and Lila lent her considerable technical writing skills to the effort. A \$5,000 NRHS grant was awarded to the Chapter by NRHS. Congratulations!

Success looks like a redesigned Room 1A with enough work space and equipment for volunteers to begin scanning vulnerable materials and make possible a wider distribution of records and photos to interested parties. [Photos provided by Lila Stephens.]



Bruce Strange is shown working in The North Side of Room 1-A. Now Cleared and Ready for New Shelving.

RESEARCHERS NEEDED

Want to know more about the Chapter's rolling stock? Do you like reading, researching and talking to people? The Chapter would like to put together the history of our current and past rolling stock. The history resides in multiple places...some in long-time member's minds...some in our the 706 issues of *The Trainmaster*..... some in files....some on the Internet...some in the Chapter archives. Over the years the Chapter has owned many different railcars. Developing this historical record will be a rewarding challenge. The Chapter would like a team to research and put together as much information as possible before this information is lost.

If this project is of interest, please contact Doug Auburg: 360-608-3802 or cdauburg@gmail.com.



PNW RAIL NEWS

by Arlen L. Sheldrake



It is amazing how many months we all have endured this COVID-19 pandemic with all the restrictions and concerns for both our individual health and the health of our friends and loved ones. I join you in hoping the end is near!

► The Northwest Railway Museum in Snoqualmie has announced that the annual inspection of the NP 924 steam locomotive has been completed with no issues found. Steam operations, due to the limited seating capacity dictated by the COVID-19 pandemic rules, will probably be limited to two weekends for 2021. Those are on Mother's (May 9th) and Father's Day (June 20th) weekends. **NRM blog posting 4/23/2021.**



► Next time you visit the Northwest Railway Museum (NRM) in Snoqualmie, take a look at the new way-finding maps that show the interconnectedness of the various NRM sites. Well known railroad artist J. Craig Thorpe created a watercolor map to illustrate the operating territory of the Snoqualmie Valley Railroad and identify stops and connected attractions. It shows where the various parts of the Museum are located. The maps are placed at the Rotary Snowplow, the foot of Snoqualmie Parkway, and by the exhibit building at the Railway History Center. Later another map will be placed at the Snoqualmie Depot. **NRM blog 5/14/2021 posting.**

► Oregon Rail Heritage Foundation (ORHF) Updates:

- At the March 15th Board meeting, Rick Michaelson was appointed to a three-year term expiring in January 2025. [Rick is well known in the greater Portland historic preservation and architectural circles.]
- At the April 19 Board meeting:
 - Adopted an Equity statement that is now posted at ORHC.
 - Effective June 1st, Pat Tracy will lead the Operations Committee. Randy Woehl is moving back to North Dakota.
 - Approved creating a task force to explore railroad themed participation in America 250. (www.america250.org). The specific date is July 4, 2026.

► Oregon Rail Heritage Center (ORHC) Updates:

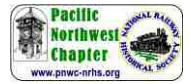
- Our neighbor, the Rose City Rowing Club who is temporarily housed in the former Inman-Poulson headquarters building next to the ORHC parking lot, is proposing to purchase the former Ross Island Sand & Gravel concrete plant at the southern end of Water Avenue. The plant has some great river access that, as you might guess, is really important for the club. If the Club can accomplish this, it will be a great improvement to the ORHC neighborhood.
- With Multnomah County changes to COVID-19 pandemic category, effective 4/27 ORHC was closed until the number of infections reduce. And with the numbers showing a slight decrease in infections, ORHC is reopening May 8th on weekends and Thursdays. [Editor's Note: See www.orhf.org for current hours of operation].
- The City of Portland is launching a project to add in the Fall 182 new public trash cans in SE Portland. The trash cans will be emptied twice a week. The SE area is the first launch section of Portland for this service. With the support of ORHF President Hemmingway, a proposal to site one near the ORHC parking lot has been submitted. The 65-gallon trash cans are 4.5-foot tall and take up a 3x3 foot space on the ground. More information: www.portland.gov/public-trash-cans.
- On May 4th the turntable bridge tent for the sandblasting, repair and painting was being removed and on May 6th the painting contractor had the work site pristine. New turntable trucks have been manufactured as the old ones are beyond repair. The old ones are being retained and are available for viewing as are the new ones.
- Rick Franklin Corporation crews and equipment will be working at ORHC to lower and extend track No. 2 and put the turntable bridge on rail car trucks for a later move to the front display track. The week of May 17th was a flurry of activity. The rail car trucks were specifically outfitted by RFC for the "bridge" load. Significant work happened before this week with the moving of materials to clear way for the track construction. As of May 25th, the newly extended track No. 2 was complete except for ballast tamping.
- The May *Trains* magazine issue had a nice Turntable Project article written by fund raiser Roger Woehl.
- The move to Lebanon of the James Gilmore round end and the Gordon N. Zimmerman baggage rail cars has been cancelled due to the potential problem of getting them moved back in time for Holiday Express.
- At the May 8th Exhibits Committee meeting the Black History exhibit replacement planned to be the Union Station 125th anniversary exhibit will instead be one about the Portland Traction Company. Ed Immel has agreed to also develop an exhibit detailing Oregon's existing railroad stations. The June meeting will include an update from the Turntable committee on the potential for exhibit locations as the front area is re-developed.



- As I put on my Docent vest for a May 13th shift at ORHC, I am reminded that the last time this happened was March 7, 2020; yes, some **14** months ago. Amazing that some things are starting to slowly return to some semblance of normal....heck, we had our first restaurant plated lunch, out of doors of course, on the 12th. Are you also ready to volunteer? I am working with Ron Nierenberg to interview interested volunteer applicants.
- A \$7,500 grant request has been submitted to the Oregon Heritage Commission to repaint the exterior of the historic passenger car Greg Kamholz No. 105. **Portland Tribune 5/25/2021.**

► PNWC-NRHS Updates:

- T. Trent Stetz developed a special 8-page June 2021 *Trainmaster* issue titled **Town of Dunsmuir Railroad Roots** which is being provided to the Friends of the 1727 as a handout for their 10 a.m. June 12th ribbon cutting event showcasing the recent cosmetic improvements to the locomotive. 300 copies of this special issue were delivered on May 19th to Cheryl Petty, one of the prime organizers of the current 1727 cosmetic restoration project. This event is a part of the Dunsmuir Railroad Days event, June 12-13. Thanks to Jean and George Hickok for the printing and Trent for putting the issue together. Note: Cheryl is the wife of the late Bruce Petty who worked on the original cosmetic restoration some 30 years ago and contributed many historical photos to the Arcadia Press publication Dunsmuir. Cheryl gave me a graphic of the interpretive sign that will be displayed at the 1727 and a rendering of their future plans for the site. [This special issue is enclosed.]
- The Chapter rail cars stored in Beaverton continue to be “hammered” by metal thieves with a major late April hit. The four cars at that site are: SP&S 76, GN 1220, SP&S 55 and SPMW boxcar 5335. This is one of four sites that store our rail cars. [See separate article on helping develop the 66-year history of Chapter rail car ownership.]
- As we work with the Oregon Zoo management to get the railroad again operating to Washington Park, I find it very interesting that the three area volunteer railroad groups that helped get the line built are still in operation today some 60+ years ago: Columbia Gorge Model Railroad Club, Pacific Northwest Live Steamers, and the Chapter. One of our major efforts right now is to find a Metro Councilor to be our point person on the Council replacing Craig Easton, who retired. The Chapter supported Zoo Railway History book moves forward with delivery to author/editor Steve Hauff on May 26th the 13 banker boxes of Jeff Honeyman history materials for scanning.
- Three Chapter members, Pete Rodabaugh, George Hickok and Keith Fleschner, recently received training and certification to do rail car air-brake inspections.
- Many thanks to NRHS News editor Valli Hoski for re-publishing our **Nuclear Fuel Trains** April *Trainmaster* article in the May NRHS News. A copy was mailed to Vince & Angela Schwindt who took the photo that “fueled” the article.



► Metro, the owner of Portland's Southeast historic Lone Fir Cemetery, is planning a \$4 million cultural heritage garden on Block 14 to honor the Chinese immigrants that were buried, most temporarily, between 1891 and 1928. Many of these immigrants helped build the railroads in the Pacific Northwest. Most of the bodies were eventually shipped back to China. **The Oregonian 4/25/2021.** [How can the Chapter participate with Metro to provide help with the railroad history?]

► The Chehalis Centralia Railroad & Museum is raising funds to help restore the Baldwin 1916 No. 15 steam locomotive as they continue to pull their excursion trains with former USN No. 6 diesel electric. They are also reporting that the 1915 Barney and Smith Car Company built business car has had the windows replaced and generators upgraded on the SP&S Business Car No. 99. In June, the SP&S Historical Society volunteers will come to repaint the car into the original paint scheme. To donate and/or more information: SteamTrainRide.com. **Chehalis Centralia Railroad & Museum 4/20/2021 email.**

Railroad & Museum 4/20/2021 email.

► Earlier this year, Kyle Wyatt, retired California State Railroad Museum Curator, completed a more than 75-page report detailing the history, construction, and promotion of the parlor car 1799. The project was funded by a grant from the National Trust for Historic Preservation and is the “track map” for the car's restoration, use and interpretation. The 1799 is a 1901-built Pullman parlor car purchased by the Northern Pacific Railway. It was retired in 1939 and adapted for use as a cottage in 1940. The car was donated to the Museum in 2017 and when restoration is complete the car will be a feature exhibit in the Train Shed.

The car will also operate on the train during special events including Snoqualmie Valley Wine Train. Also, while it is difficult to plan in these times, we are committing to the Day Out With Thomas event in July, Snoqualmie Railroad Days in August, Halloween Train in October and Santa Train in November/December. **Northwest Railway Museum donor letter 4/23/2021.**

► On May 10, 1906, Seattle's King Street Station opened. James J. Hill (1838-1916), who controlled the Northern Pacific Railway in 1901, built the station between 1904 and 1906. The station supported both the Great Northern Rwy. and Northern Pacific Rwy. Designed by Charles Reed and Allen Stem, architects of New York's Grand Central Station. The building's style, sometimes called “Railroad Italianate,” incorporates a number of classical details.



HistoryLink.org Essay 3643.

▶ TriMet Board of Directors approves new labor contract after majority of union employees vote in support. The working and wage agreement is between TriMet and the Amalgamated Transit Union Local 757 after a year and a half of discussions, negotiations and mediation session. The contract establishes annual wage increases and financial efficiencies. The new contract covers December 2019 to November 2022. Wage increases will be applied retroactively. **TriMet News 4/28/2021.**



▶ A historic landmark in downtown Kamloops, formerly home to The Keg, will become a new lounge, restaurant and distillery. The sale of the old CN Railway station building east of Sandman Centre by Kelowna-based Culos Group to a joint venture involving Kamloops investors is valued at C\$2.5 million. The Keg was closed in 2016. The staged development includes opening a bar and lounge utilizing the former Keg lounge space on the ground floor opening as early as July. The pandemic will determine plans for a higher-end restaurant on the second floor that will in time be redesigned to reflect the area and railway heritage. A distillery is planned for vacant land to the west. **Kamloops This Week 4/27/2021.**



▶ The Final Environmental Impact Statement and Record of Decision is published for Oregon Passenger Rail. After extensive analysis and public outreach, FRA has selected Alternative 1 for the Oregon Passenger Rail alignment. The alignment follows the existing Amtrak Cascades passenger rail route and will accommodate increased passenger rail services by improving track, signal and communication infrastructure. The Tier 1 Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) were issued on April 14, 2021. With the release of the FEIS and ROD, Oregon will now be eligible to compete for significant infrastructure grants to improve passenger rail service between Eugene and Portland. Because the Selected Alternative follows the existing Union Pacific rail line between Eugene and Portland and would be constructed mostly within existing rail right-of-way, infrastructure investments may be separated into relatively small, lower-cost elements so that ODOT could implement the Selected Alternative incrementally as funding becomes available. You can find and review the FEIS and ROD at: www.oregon.gov/odot/RPTD/Pages/Passenger-rail.aspx. **Oregon Rail News 4/26/2021.**



▶ Washington State Parks announced April 29th that the Renslow Trestle that crosses I-90 is now open for non-motorized recreation. The trestle is located about 6 miles east of the town of Kittitas. The Renslow Trestle is a remnant of the Milwaukee Railroad, which ceased operations in Feb. 1980. In 1983, the state legislature enabled the Washington State Department of Natural Resources to acquire a portion of the Milwaukee Railroad right-of-way through a grant. During the 2006 legislative session, this portion of the then-named Milwaukee Road Corridor was transferred to State Parks. All trestles and tunnels were part of that acquisition. **Washington State Parks 4/29/2021 news release.**



▶ Full construction is underway on the Beverly Bridge Project with removal of 99% of the burned section of ties. The west end of the former Milwaukee Railroad bridge was burned in a 2014 fire. Thirty of the concrete panels, replacing the ties, have been placed with a total of 334 panels crossing the 1909 half-mile-long bridge spanning the Columbia River. This bridge is also a part of the Palouse to Cascades Trail. **Palouse to Cascades Trail Coalition 4/28/2021 update.**

▶ NRHS has announced \$75,000 grant awards for 2021. Pacific Northwest winners include:

- PNWC-NRHS to purchase archival document scanning equipment - \$5,000.
- Chehalis-Centralia Railroad & Museum, Chehalis, painting preparation on Barney & Smith 1915 streamlined heavy weight business car SP&S 99 - \$5,000.
- Yakima Valley Trolleys, Yakima, restoration of 1910 YVT Company car barn and powerhouse - \$5,000.

▶ Rumors that have been circulating around Lakeview for weeks were finally confirmed April 21st when Red Rock Logistics Manager Will Roberts told the Lakeview Rotary Club and noted that Red Rock has run out of funding for its Lakeview biofuels plan and will be selling bonds in order to get the project back on track. The bonds will start being sold at the end of May or beginning of June. Work at Red Rock is expected to be completed between December 2021 and February 2022. About 75% of the project's original scope has been completed but some redesigns are expected in order to help Red Rock increase its output by 15%. About 60 to 65% of the project's new scope is complete. The project began four years ago, while the bond funding started two and a half years ago. **Lake County Examiner 4/28/2021.** [The plant is intended to produce sustainable aviation fuel and cellulosic renewable diesel fuel from woody waste. The site is served by the Goose Lake Railway.]



▶ Oregon Pacific Railroad (OPR) has purchased a rare EMD Model 40, small 2-axle, 2 engine diesel-electric that was produced primarily during WW II for use as a small and simple switching engine for the U.S. Army and industrial plants, as a

cheaper and simpler alternative to the steam locomotives commonly available at the time. Only 11 were known to have been produced between 1940 and 1943. Of those 11, 8 appear to still exist in various states of storage, museum display or operational condition. The EMD Model 40 is a 40-ton locomotive, driven by two 6-cylinder Detroit Diesel series 6-71 engines, producing 150 horsepower each for a combined power of 300 h.p. running a single EMD D7 generator, which powers two traction motors. The OPR purchased S/N 1835 constructed in April 1942 for the Defense Plant Corporation from Hoosier Valley Railroad. It will be shipped by truck from Indiana and should arrive in Milwaukie in late July. **OPR Facebook 4/27/2021 posting.**



► Bankruptcy trustee announces winning bid for Ponderay Newsprint Company. The winning bid was from Allrise Capital for \$18,100,000. Three bids were presented. **KXLY 4/28/2021.** The former Ponderay Newsprint Company mill in USK, Washington is a 927-acre, 29 building/storage facility that is adjacent to the Pend Oreille Valley Railroad and Pend Oreille River. The land and buildings have a combined assessed value of more than \$59 million according to a recent property tax statement. The mill opened in 1989 and shut down last summer (2020). **(The Spokesman-Review 4/22/2021)**

Thomas H. Irion

1942 – 2020

There may not be anyone who knew as much about trains as Tom Irion. Someone once said, “Tom has forgotten more about trains, than most experts have ever know about them in the first place.” He had an incredible wealth of knowledge – more than ever fit in a car barn. If you had the time to listen, he could tell one heck of a detailed story.

He grew up in a house that backed up to the railroad tracks in Sacramento, destined to be a part of that world. He spent time in LA, Walnut Creek, and Santa Cruz, before landing in peaceful Toledo, Oregon.

In his long career, he worked on the Southern Pacific railroad, the Sacramento Northern, BART, Santa Clara Valley Transportation Authority, and Seattle's South Lake Union Streetcar project. He was a mentor and friend to many, and we hope to hear from the lives he touched on this page. From: www.weremember.com.

[Tom passed away on November 5, 2020 following an accidental fall at his home in Toledo, Oregon (Trainorders.com 11/16/2020 posting). I met and enjoyed knowing Tom for a brief period as we worked together on the 2011 NRHS Tacoma NRHS convention planning team. My apologies for this late recognition and publication.]

RIP Tom!

► In the May issue I listed the following Oregon cities that have railroad street running Albany, Harrisburg, Hillsboro, Independence, Junction City, Lebanon, Newberg and Salem. Jim Long adds Coos Bay. How about street running in Washington? To the question of “More in Oregon?”- Tom Lancaster messages May 9th: At one time, there were two street-running railroads in Forest Grove. One was the old Oregon Electric (later SP&S), which ran down the center of 19th Avenue between Ash Street and B Street. The second was Southern Pacific, which ran down the center of A Street between 16th Avenue and 18th Avenue. They are, of course, both gone now.” Anyone up to developing a roster of Street Running Railroad Locations in Oregon or Washington?

► More than 40 lashes for my missing the May 2021 80th birthday for the SP 4449...a belated Happy Birthday to ORHC's famous stable mate. Message to self...watch the 4449 Facebook page. Image lifted with Neil Ferris's permission from his 4449 Facebook posting. And speaking about the 4449, my recent stay at the Railroad Park Resort in the Trainmaster cabin just south of Dunsmuir found on the wall a framed poster hyping the previous “Shasta Daylight Special, two scenic trips Labor Day weekend Redding to Dunsmuir & return, \$100, September 1st and 2nd 1991, featuring Daylight Steam Locomotive No. 4449, to benefit the communities affected by the recent toxic spill”.



► CN announced May 7th that it has placed an order for 1,000 new generation, high-capacity grain hopper cars from TrinityRail manufacturing plant in Mexico. The order will help meet the growing needs of North American grain farmers. CN grain movement has been resilient during the pandemic, achieving 14 straight months of record Canadian grain volume shipments. **CN May 7, 2021 news release.**

► The Willamette Heritage Center in Salem has installed an interpretive sign on Mill Street that tells the story of a few “Traqueros” (Mexican or Mexican-American rail track workers) who lived in the railroad section housing that stood in the museum's parking lot in 1930. **Willamette Heritage Center Facebook posting 5/7/2021.**

► The Oregon Coast Scenic Railroad reports via their May 6th Facebook posting that they have acquired two passenger rail cars from the Mt. Hood Railroad. The two cars, Timberline and Katherine, were delivered by truck to the Naval Air Station – Tillamook location. OCSR promises more information. [From Ozark Mountain Rail



Car: Timberline = table car built by Pullman 1925 for UP/Oregon Short Line (MH 1080)]

► The Port of Kalama recently added another impressive milestone to its resume' as it exported more soybeans than any other west coast port in the U.S. last year, according to a recent report from the Pacific Merchant Shipping Association. Combining totals from the Port's two grain elevators, TEMCO and Kalama Export, the Port of Kalama exported nearly 5 million metric tons of soybeans, or 33% of all U.S. west coast soybean exports – edging out the Northwest Seaport Alliance Ports of Tacoma and Seattle (32%). The TEMCO grain elevator is a joint venture of Minnesota-based agricultural companies CHS Inc. and Cargill. Kalama Export is a joint venture of Illinois-based Archer Daniels Midland Company and ConAgra, Inc. **Port of Kalama 5/5/2021 press release.**



► The Port of Kalama Interpretive Center in the Port offices, Kalama, WA, is now open for free viewing Monday through Friday, 8 to 5 as the Port has returned to in-building work. Weekend opening is pending restaffing. This is your first opportunity to see the SP&S 539 / NP 1762 steam locomotive in the Interpretive Center. **Mark Wilson, Port CEO email 5/26/2021.** [And while you are visiting, go next door to the Kalama Lodge and watch Columbia River traffic.]

► “We know you missed seeing our steam locomotives last year nearly as much as the UP Steam Team missed operating No. 844 and Big Boy No. 4014. We have great news, the Steam Team is busy planning an excursion for No. 4014, likely kicking off August.” **Union Pacific Steam Club update No. 15 - 5/10/2021.** [Could this possibly be the long awaited/promised Pacific Northwest romp?]



► Seven Vintage train rides in the US that will take you where no cars can go: 1) Grand Canyon Railway; 2) Durango and Silverton Railroad; 3) Cumbres & Toltec Scenic Railroad; 4) Nevada Northern Railway; 5) Skunk Train; 6) Cass Scenic Railroad; & 7) White Pass and Yukon Route. **Matador Network 5/10/2021** via Trent Stetz. matadornetwork.com [If you are like me, there is a pent-up demand for trips like these.]

► The City of Langford, British Columbia and the Island Corridor Foundation have teamed up to restore and revitalize the area between Peatt Road and Veteran's Memorial Parkway. With a focus on arts and culture, the project is expected to revitalize Station Avenue, improve parking, attract new businesses, showcase local artists, and feature a dog park. Funding for the project is through the Union of British Columbia Municipalities Gas Tax Fund. **Island Corridor Foundation 5/11/2021 email.**



► The City of Whittier, Alaska soon will display a new No. 557 exhibit next to the World War II monument in the plaza at the South end of the pedestrian tunnel under the Alaska Railroad yard. Historian Ted Spencer is the man responsible for the fabulous Prince William Sound Museum in Whittier. The 714th Railway Operating Battalion, Engine 557 and her S-160 sisters are honored for their service in Alaska. **Engine 557 Restoration Company Progress Report April 2021.**



► Brother Roger Sheldrake continues his antique shopping with his latest acquisitions being two Canadian Pacific Railway dining car menus from 1941, with one having an attached note: “The Dominion Department of Agriculture and Canadian Bacon Board have asked us to assist in reducing the consumption of Pork, Bacon and Ham in Canada so that more Bacon may be sent to Britain. Please co-operate with us by selecting other meats from this menu.” The cover is a nice picture of a Mountie on horseback.

► Work continues on pile installation for the new BNSF bridge over Lake Pend Oreille. In the coming two months, expect to see continued pile installation, permanent pile bracing installation, and the first pier caps set. The new Bridge Street rail bridge is completed and no more road closures are planned for this access to City Beach. Steel fabrication for the bridge at Sand Creek is underway in Spokane, WA, and fabrication for precast concrete pier caps and beams is underway at two Knife River locations. **Sandpoint Junction Connector Project Update – May 2021.**



► Soon to be installed is the Earl Blumenauer Bicycle and Pedestrian Bridge that crosses I-84 at Seventh Avenue in Portland. The \$13.7 million bridge will provide an easy connection between the Central East Side and the Lloyd Center Districts; it is scheduled to open in the Fall of 2021. The bridge crosses 8 lanes of I-84 and the Union Pacific Railroad's Graham Line. **Portland Tribune 5/12/2021.** [May be some good photo opportunities for trains especially those navigating the north and south connections to the west.]

► The first of Sound Transit's new Series 2 light rail vehicles entered passenger service May 14th giving passengers first-hand experience with new cars that will more than triple Sound Transit's fleet as the agency moves forward toward the opening of the Northgate Link extension on October 2nd. Each of the new vehicles will provide 70 seats, with larger windows, a wider center-car aisle, more seats with space to stow luggage, and four bicycle hooks – twice as many as provided currently. Each car will come equipped with dynamic passenger information displays and LED lighting improvements. A total of 152 new vehicles manufactured by Siemens Mobility in Sacramento, California will continue to be delivered and commissioned through 2024. **Sound Transit 5/14/2021 news release.**

▶ Sound Transit is ready to open its new Operations and Maintenance Facility: East (OMF East), a key component of upcoming Link extensions to Northgate, Lynnwood, Federal Way and Redmond. The state-of-the-art facility will accommodate the service maintenance, storage and deployment of 96 light rail vehicles. The key features of the OMF East facility in Bellevue include: 14 service bays, cleaning and wash bay, almost 145,000 square feet of shops and office areas, and a rooftop 100-kilowatt solar array to offset energy use. **Sound Transit 5/20/2021 news release.**



▶ The Spokane, Portland & Seattle Railway Historical Society publication, *The Northwest's Own Railroad*, Spring 2021 issue features the Northern Pacific Terminal (NPT) Company and its steam locomotives. The summer issue will feature NPT diesel locomotives. Individual copies may be available at Whistle Stop and Hobby Smith in Portland. **Doug Auburg 5/14/2021 email.** [The Chapter's S-2 locomotive located at Powerland Museum in Brooks is the former NPT 36.]



▶ U.S. Representative Peter DeFazio fears Oregon and Washington planning won't be completed in time for a bridge across the Columbia River. As the chairman of the House Committee on Transportation DeFazio is fearful that Oregon and Washington won't have the Columbia River Crossing I-5 Bridge plan ready in time for whatever infrastructure funding that may be available with President Biden's proposed \$621 billion in transportation funding. DeFazio sees no sense of urgency in either state. **Willamette Week May 12, 2021.** [One of the contentious issues is whether or not to include light rail.]



▶ A King County Library System Webinar titled **Uncovering Community Stories from Railroad History** by Gary Tarbox of the Pacific Northwest Railroad Archive that was aired May 12th is available at:

1drv.ms/v/s/AhBTSQSpnOdniOAm45m4fgFTWqCyCQ?e=FOtA7i

▶ Willamette Shore Trolley is planning to begin operations the first weekend of July with runs originating from Lake Oswego but not going into Portland due to trestles being out of service. **WST Facebook 5/24/2021 posting.**

A big thank you to all those who are receiving and reading *The Trainmaster*. Your editor and article contributors really appreciate the positive feedback our monthly efforts receive.

May Membership Call-In Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on May 21, 2021

The May 2021 "Online" general membership meeting was called to order at 7:32pm by President Mark Reynolds. Nineteen members were in attendance.

The April meeting minutes were approved with a minor addition from the Library/Archives Committee.

Treasurer Keith Fleschner reported that the financial report had been previously reviewed at Board meeting, and all accounts balanced. He reported that \$10,000 had been received from Intel Corp. for the volunteer hours given by George Hickok. Thank you George!

Bruce Strange reported that a box for returned Chapter Library books will be made and located at ORHF. The Library/Archives committee is ready to install the new shelving in room 1A as soon as it is ordered & delivered.

Keith Fleschner reported that the railcars stored at the 217 site have been attacked again by metal thieves. Railcar 1220 was entered through the floor and has now been secured. He said work continues on the side sill on the 6800 car at ORHC. He also reported that ORHC is wanting to be open four days a week, and looking for additional docent volunteers to sign up.

President Reynolds reported that track two at ORHC has been extended but not finished. The turntable was placed on temporary rail trucks and is ready to be moved to the front of the Enginehouse.

President Reynolds reported that there has been some interest in our SPMW boxcar located at the 217 site, but awaiting written request. The Willow Creek Railroad has requested our Union Pacific caboose for their use at Powerland Heritage Park. There has been interest by ORHF in our 1941 20-ton Davenport engine for at least cosmetic restoration and display at ORHC. It was previously used at SP Brooklyn Yard. Final agreement, including proposal for ownership to be determined. Please contact Mark Reynolds with your ideas about disposition and restoration of the Chapter's Davenport engine.

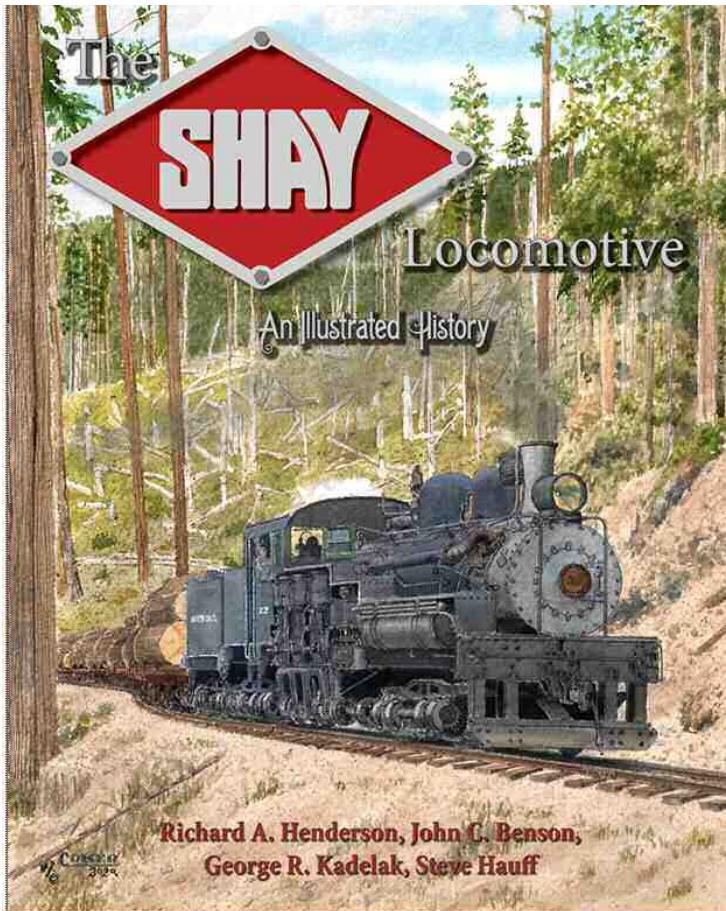
President Reynolds said that the chapter is still investigating the Union Pacific donation of two SPMW heritage railcars, the Nos. 7077 and 7078.

Jan Zweerts reported that the Willamette Shore Trolley group is looking for a Track Foreman, a paid position for about twenty hours a week.

The meeting was adjourned at 9:15pm.

Respectfully submitted by Jim Hokinson, Secretary.

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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 | |
| Bob Jackson (1st Term) | 2021-2023 | rjackson@nwrail.com |
| Pete Rodabaugh (1st Term) | 2021-2023 | |
| 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 | 503.228.9111 |
| Auditor | Vacant | |
| Car Host | Mark Reynolds | 503.638.7411 |
| Concessions | Grant Carson | |
| 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 Library & Archives | Bob Weaver | 503.806.4955 |
| 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 | 360.228.5523 |
| | Mark Whitson | 503.533.7005 |

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PACIFIC NORTHWEST CHAPTER TIMETABLE No. 707

Jun 10: Chapter Board Meeting: Open to all Chapter Members. Contact Mark Reynolds at ma.reynolds.consulting@gmail.com or (503) 523-9740 for participation information.

Jun 18: Call in Chapter Meeting. Updates and Questions & Answers Join us! The instructions are simple: If you have a PC, download the free **Zoom** application and use the Meeting ID that we show in *The Trainmaster* every issue (**please note that the ID number changes every month!**). For the next meeting on Jun 18th, use the computer/tablet/smartphone connect info sent via email. If you just want to use your telephone/cell phone, just call (Toll) **+1 253 215 8782 US** (Tacoma), followed by the (Meeting ID) **873 8573 2232**, followed by (Passcode): **190846**. So please call in and join in the information sharing! **NOTE:** We are beginning to share presentations and photos and videos during these virtual meetings! Try connecting to the meeting via computer or tablet or smartphone!

Jul 16: Chapter Meeting TBD.

To Ensure Receipt of All Chapter Email Based Announcements and Meeting Notifications

Please send your Email Address to Bryan Ackler at: backler@ix.netcom.com

Check www.PNWC-NRHS.org for updates

NOTABLE NON-CHAPTER EVENTS

Please call or visit the website of the organization for the most up-to-date information for these events

- Jun. 12 – 13 Dunsmuir Railroad Days, Dunsmuir, CA (dunsmuirdepot.com)
(with Friends of SP 1727 Ribbon Cutting 10am on Jun. 12th)
- Jul. 3 Friends of the Joseph Branch, first of sixteen of 2021 trips,
Elgin, Oregon (eaglecaptrainrides.com)
- Jul. 14 – 17 Union Pacific Historical Society convention, Pasco, Washington
(www.uphs.org)
- Jul. 17 – 18 Clamshell Railroad Days, Ilwaco, WA,
(columbiapacificheritagemuseum.org)
- Jul. 24 Port of Kalama, Centennial + One celebration,
(portofkalama.com)
- Jul. 24 – 25 The Great Oregon Steam-Up, Powerland Heritage Park, Brooks,
OR, (www.antiquepowerland.com)
- Jul. 31 – Aug. 1 The Great Oregon Steam-Up, Powerland Heritage Park, Brooks,
OR, (www.antiquepowerland.com)
- Aug. 21 – 22 Snoqualmie Railroad Days – (www.railroaddays.com), Snoqualmie, WA
- Aug. 23 – 28 NRHS Convention, Milwaukee, Wisconsin, (nrhs.com)
- Sep. 10 – 12 SP&S Historical Society convention, Albany, OR, (www.spsrhs.org)
- Sep. 21 – 25 Northern Pacific Railway Historical Association convention, Missoula, Montana (www.nprha.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.

In Remembrance of Richard A. “Dick” Samuels

It is with great sadness that we have to announce the sudden and unexpected passing of father, friend and leader of the Oregon Pacific Railroad family, Richard A. “Dick” Samuels.

We are deeply saddened by this loss. Richard is survived by his three sons, Tim, Brian and Craig Samuels and their families, who have each worked for their father and his company for decades. Richard was a legend in local railroad circles and was a man who was able to live and achieve the dream of a lifetime...to own and operate his own common carrier railroad company. A life long railroad fan and especially of his local childhood railroad, the Portland Traction Company...the very railroad he would come to own and operate, many years later.

Richard would always be an entrepreneur from his earliest days, from operating a locksmith business right out of high school and later building up a steel fabrication business. After locating his business inside an industrial park served by the Portland Traction Company, opportunities would later present itself for him to achieve his greatest dream and in 1991, he purchased the remains of the Portland Traction Company. Over the course of the 1990s, he would also purchase the Southern Pacific Molalla Branch and over the past 30 years, he and his sons would build and maintain the operations of what is known today, as the Oregon Pacific Railroad. Ever dedicated to his company and his dream, he continued to work almost everyday doing what he loved to do, until this past week.

His legacy now lives on in the care of his family and his sons.

In the coming days and weeks, the OPR will make any further announcements about arrangements and company operations here on Facebook. For our OPR customers, we do not anticipate any major changes in the immediate term as the family and company work through this difficult time.

Thank you for your prayers and kind words and we know that Richard will be deeply missed by his many friends, associates and fans. Please feel free to share this where appropriate.

[From www.facebook.com/Oregon-Pacific-Railroad-147139278830716/]



The Celebrating 60+ Years Trainmaster

Special Issue
June 2021



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



TOWN OF DUNSMUIR RAILROAD ROOTS



Overview of Dunsmuir Rail Yard during its Steam Locomotive Railroad Era
from the Martin E. Hansen Collection

The Union Pacific rail yard, formerly the Southern Pacific rail yard, runs alongside one of the main streets, Sacramento Avenue in Dunsmuir, California. On the other side of the rail yard is the Sacramento River. The Central Pacific Railroad initially called this settlement "Pusher" because this is where they added extra "pusher" locomotives to trains going north over the Siskiyou range. They built the roundhouse, turntable, depot, machine shops and rail yard here in the late 1880s.

Dunsmuir was designated as the headquarters for the Southern Pacific railroad's Shasta Division back in 1916. The Shasta Division was famous for being the smallest but most rugged of any on the Southern Pacific system.

Dunsmuir was incorporated as a California city in 1909, when the town was already thriving. It's great how the railroad has promoted tourism to the area. It started publicizing railroad excursions to the famous resorts in the area back in the 1880s, and in the 1920s ran special trains to bring visitors from far and wide. They came for the wonderful climate, superb fishing, scenic beauty, and the healing waters at well-known resorts such as Shasta Springs and Shasta Retreat.

The town's fountain was a gift from British Columbia coal baron Robert Dunsmuir and son, Alexander, back in 1888. They donated the fountain on



condition that the town be named for them and their family.

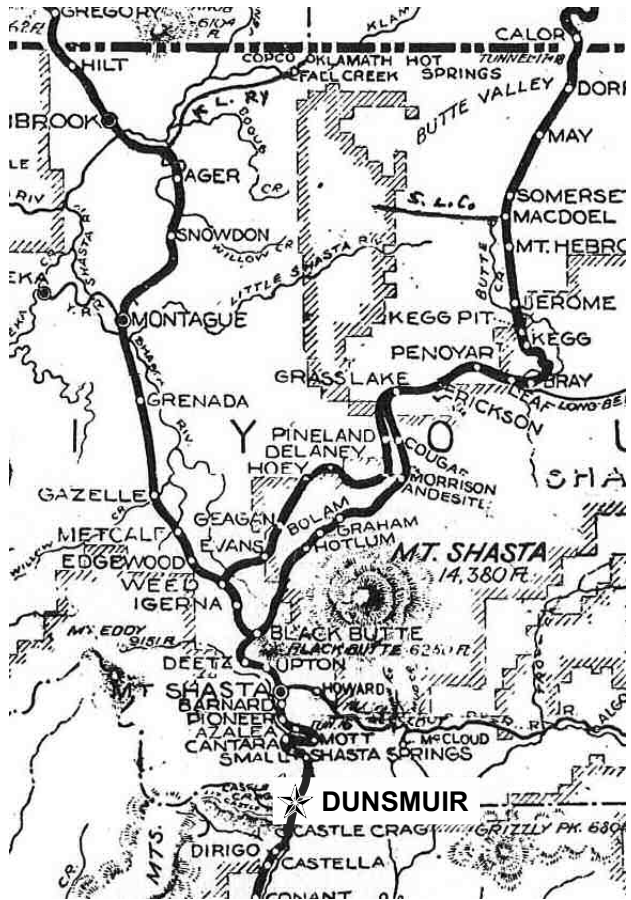
Dunsmuir is a town that looks forward while cherishing its rich history, a town where high-tech startups mingle on the main streets with more traditional shops and restaurants, a town where echoes of the early 20th century mingle with the sounds of the railroad that launched this community over a hundred years ago.

The Dunsmuir Railroad Depot Historical Society (dunsmuirdepot.com) opened a display area in the station adjacent to the Amtrak waiting room and showcases photographs, railroad memorabilia and equipment.



Since 2018, The Southern Pacific (SP) Shasta Division Archives are housed in a building in downtown Dunsmuir. These were previously located at the Depot and other various locations around the city. This archive includes maps, historic photographs, drawings and other memorabilia. In the late 1980s Southern Pacific Transportation Company was absorbed into Rio Grande Industries (Denver And Rio Grande Western Railroad Co.). The Dunsmuir engineering office was closed.

Because of their historic value of the records, appeals were made to the Sacramento division superintendent. This led to the eventual gifting of all the files located in the Dunsmuir vault along with selected files from the Dunsmuir engineering office prior to 1957. These files give the valuable insight of the What, Why and How of Dunsmuir being what it was. Archives open by appointment.



Map of SP Rail Lines Near Dunsmuir

FRESNO MALLETS

Text and Photos provided by Kenneth G. Johnsen



S.P. M-6 No. 1727 was given to Dunsmuir, California by the railroad in 1957. It is looking a bit shabby this day and a grass roots effort has been ongoing by *The Friends of the 1727* to cosmetically restore the engine and tender. Photo by Kenneth G. Johnsen, Aug. 19, 2020.

The August 2020 issue of *The Trainmaster*, with Arlen Sheldrake's note about efforts to cosmetically restore Southern Pacific (SP) 2-6-0 No.1727, landed in my mailbox one day after I had stopped in Dunsmuir, California, to inspect that very engine on my way home from California. The engine is very visible from Interstate 5 and I always make it a point to stop and check out the old gal when I pass through.

The No. 1727, and the rest of the clan collectively known as the Fresno Mallets, have a special place in my heart. In 1954 at the ripe old age of 8, I was given my very first locomotive cab ride in one of the Fresno Mallets. I was visiting my grandmother in Reedley, 20 miles south of Fresno, and I spent hours each day standing at trackside a couple blocks from her home watching as the Southern Pacific crew switched cars around the packing houses with an M-6 class 2-6-0.

In those halcyon days no one worried if an 8-year-old kid wandered a few blocks away to watch trains. And no one would have gotten upset when the friendly crew of the 2-6-0 offered me a ride. I remember they asked me if I wanted to ride in the engine or the caboose. "Engine!" was my instant reply! My excitement overflowed as I climbed up the ladder into the cab and saw up

close the array of controls, and smelled the smells of a working steam engine.

We shuffled around town for a while, during which time the engineer and fireman offered me a sandwich and (jokingly of course) a cigarette. I was in seventh heaven. If there had been any doubt up until that time that I was a devoted railfan, all doubt permanently disappeared. I was hooked!!

These engines were nicknamed Fresno Mallets because of their amazing amount of strength for their size. In the flatlands of California's San Joaquin Valley they could pull as many cars as Southern Pacific's much bigger Mallet articulateds could pull over the



Dunsmuir's future Fresno Mallet #1727 is seen in service at Fresno, California on December 7, 1955. The doughty 2-6-0 has already given its owner 54 years of service at the time of this photo, and is still going strong. Photo from the collection of Kenneth G. Johnsen.

mountains. And yet they were nimble and able to negotiate the tight curves and light rail found along the fruit packing branch lines of the valley.

SP crews liked the Fresno Mallets because of their versatility in tight quarters, and their relatively smooth ride. They did not use up as much fuel and water as larger locomotives, and yet they could pull 50 loaded refrigerator cars at 65 miles an hour! Because of these characteristics, they were well suited to the flat San Joaquin valley conditions and spent most of their careers in California. Dunsmuir's 1727 gave the railroad 55 years of faithful service.

SP 1727 and most of its brethren were built by Baldwin Locomotive Works in 1901. They were built to a design pioneered by Samuel Vauclain known as a 4-cylinder Vauclain Compound. Each side had a high pressure cylinder and a low pressure cylinder, in an attempt to utilize the steam more efficiently by using it twice. However, the resulting pounding of the drive rods gave the engines a rough ride and put more wear on the rails. So Southern Pacific eventually converted them all to simple operation.

Number 1727 was "simplified" in 1908 and if you look at its smokebox you will see a plate affixed by the Sacramento Shops stating that the engine was rebuilt by them in December of 1908. This rebuild certainly contributed to their long service lives. How many diesel locomotives do you know of that gave their railroads 55 years of service?

Several Fresno Mallets were saved by the Southern Pacific and donated to towns in California and elsewhere. My favorite is in nearby Woodburn, Oregon. [Editor's Note: for more info, see: www.woodburn-or.gov/parks/page/historic-1785-locomotive] For many years, Portland



My Dad gave me a camera in 1955 and I began taking train pictures. Unfortunately we had moved away from California and I was unable to photograph my beloved Fresno Mallets in action. We returned to California in 1958 and by then the action was all done. A long row of dead Fresno Mallets lined the yard in Fresno. The engines would soon meet the scrapper's torch. Photo by Kenneth G. Johnsen.

resident Frank Scheer has cared for S.P. 2-6-0 No. 1785 on display in downtown Woodburn. Frank, along with the late Chris McLarney, cosmetically restored the 1785 over 30 years ago and has kept it in immaculate condition ever since.

Frank spared no detail. It is the finest cosmetic restoration of a steam locomotive I

have ever seen. It is right up there with the Southern Railway PS-4 Pacific in the Smithsonian and the Southern Pacific Cab Forward in the California State Railroad Museum. It is definitely worth a visit if you haven't checked it out before.

And, if you want to help another Fresno Mallet regain its rightful appearance, you can donate to the Friends of the 1727, P.O. Box 412, Dunsmuir, CA 96025. Funds are being collected for the project in memory of Bruce Petty.

[Note: Ken, a long time PNWC member, is the President of Yakima Valley Trolleys (www.yakimavalleytrolleys.org) and since 1965 has been a fan of the Milwaukee Road and active in preserving the trolley history of Yakima.]

In closing we would like to thank the people at Parks & Recreation and the City of Dunsmuir, in particular Brian Wilson, for their support in the refurbishment of the engine and surrounding park, as well as the rest of the 1727 Team.



There is still much work to be done but the goal is in sight. THANK YOU!

SP No. 1727 Builder's Photo with original Vaucrain Compound Cylinders

HOME OF THE “BEST WATER ON EARTH”

The City of Dunsmuir is known as having “The Best Water on Earth” for good reason. The water delivered to the greater Dunsmuir area is pure spring water. This water comes straight out of a mountain spring and is delivered right to their homes and businesses. That’s right, from the spring straight to the tap. No chemicals added, no filtration, simply pure spring water from mother earth.

Shasta Springs was the name of a popular summer resort on the Upper Sacramento River, during the late Nineteenth Century and early Twentieth Century. It was located just north of the City of Dunsmuir, California and just north of Upper Soda Springs along the Siskiyou Trail in northern California. The resort was on the main line of the Southern Pacific Railroad, and natural springs on the property were the original sources of the water and beverages that became known as the Shasta brand of soft drinks. The resort closed in the early 1950s when it was sold and continues to be owned by the Saint Germain Foundation.



Spring House at Shasta Springs
Library of Congress [locn.loc.gov/2008678119](https://www.loc.gov/2008678119)

The Dunsmuir Fountain was originally located next to the town’s depot. It became a community landmark and a symbol of the town’s water resources and a centerpiece for the active railroad yard. It was also a gathering place for railroad workers, travelers, tourists, and residents. In 1899, the fountain was damaged under a heavy accumulation of frozen snow and ice. It is thought that the lady who graced the center of the fountain disappeared at this time and a round globe/sprinkler was installed in her place. The fountain was dismantled in the 1960s and the fountain was relocated in the early 1970s at the entrance to the



The Restored Fountain from *Mount Shasta Herald*
Photo by Shareen Strauss Jul 8, 2020

Dunsmuir City Park and Botanical Gardens. The fountain began restoration in 2019. A new fountain lady, ‘Rebecca at the Well’ was purchased and reinforced to once again stand on the original fountain base. The restored fountain continues to flow the “Best Water on Earth”. (dunsmuirbotanicalgardens.org)

WILLAMETTE MEDCO No. 7



Photo Courtesy of John Labbe Collection

During the 1920s, the Willamette Iron and Steel Company of Portland, Oregon constructed a total of 33 locomotives for the logging industry. The locomotives were an improved variant of the Shay design with 3-cylinders providing power to the wheels in all three trucks through shafting and gears on the right side of the locomotive. These locomotives had a maximum speed of about 18 mph.

Medco's No. 7, with a fuel tank capacity of 1200 gallons of oil and water tank capacity of 3000 gallons, was initially delivered in 1926 to Anderson & Middleton Lumber Company of Cottage Grove, Oregon as their No. 2. The locomotive was the 21st constructed by Willamette Iron and Steel Co. and was one of only 4 to have been built with an open cab. From 1933 to 1949, the locomotive had a succession of owners at Westfir, Oregon. The 87 ton locomotive was put to work by five different logging operations before needing a boiler rebuild. Consequently, the West Salem Machine Company rebuilt the boiler and the locomotive was sold to the Medford Corporation at Medford, Oregon in May, 1949.

In June, 1965, the No. 7 was retired and sold to the Railroad Park Resort and was moved to Dunsmuir, California. It was placed there on display where it resides today.



(rrpark.com)



Photo Courtesy of John Labbe Collection



SP No. 3295 at Dunsmuir Railyard Turntable in 1946. Martin E, Hansen Collection

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



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