

# The

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# Trainmaster

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National Railway Historical Society  
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[www.pnwc-nrhs.org](http://www.pnwc-nrhs.org)

## A VIEW OF VIENTO, OREGON

by Arlen Sheldrake



A view of Viento, Oregon with an Oregon, Railway & Navigation (OR&N) Passenger Train, circa 1900.  
From a Souvenir Photo Collection Published by L. J. Hicks, Browning Photo Company, Portland, Oregon  
Collection of The History Museum of Hood River County

As you head east up the beautiful Columbia River Gorge, about 7 miles west of Hood River you will pass a State Park by the name of Viento. This is a nice park for a picnic, restroom stop and train watching as the park is directly adjacent to the Union Pacific mainline. The park land was acquired between 1925 and 1967 by purchase from private owners. The purchase of the first tract was financed by Pacific Telephone and Telegraph Company to compensate for damage to trees when the company cleared its line rights-of-way. The park was established to provide a shaded picnic and rest area for travelers on the old Columbia River Highway. Initial development was carried out by the Civilian Conservation Corps in the 1930s.

# VIENTO..... HISTORY REVEALED

By Arlen L. Sheldrake

Having grown up in Hood River, 1941-1961, I enjoyed many a picnic with my family at Viento. It was a relatively easy drive even before the freeway and one could pretty much count on the shade being cool even on hot days. My Father liked trains.....I liked the picnic and exploring an island only accessible during low water. I was totally clueless about the history of this place until Arthur Babitz posted a series of Hood River County Museum pictures on their photo blog. Each week day Arthur posts a scanned picture from the Museum's archives and gives viewers the opportunity to post comments.



But what was this place before it became a State Park you ask..... According to the Oregon Geographic Names, Seventh Edition, the name Viento has an interesting, at least to rail historians, origin: "Dr. T. L. Eliot of Portland, who was familiar with the history of Hood River and vicinity, told the writer that this railroad station on the Union Pacific west of Hood River was named by taking the first two letters of the names Villard, Endicott, and Tolman. William Endicott of Boston was a capitalist who was heavily interested in Henry Villard's railroad enterprise. Tolman was a railroad contractor. Viento is also a Spanish word meaning wind, and this word is peculiarly fitting when applied to this station, but Doctor Eliot said the Spanish origin had nothing to do with the matter. Viento post office operated from January 1896 to May 1918. Viento State Park on the banks of the Viento Creek has both picnicking and overnight facilities." In other words, the park and creek got their name from the name that the railroad gave to the station.



Chenowith Mill & skid road, Oregon Lumber Co. Souvenir Album, 1897

Looking at this site today, one has no idea that this was a major shipping point for finished lumber. The trees were cut and rough lumber produced from trees felled in Washington. Washington? Yes, before rail shipping was available on the Washington shore of the Columbia, roughcut lumber was

barged across the river to Viento for finishing and shipment on the Oregon River & Navigation Company railroad. Let's now back up the clock to the late 1800s and see what this spot looked like.....



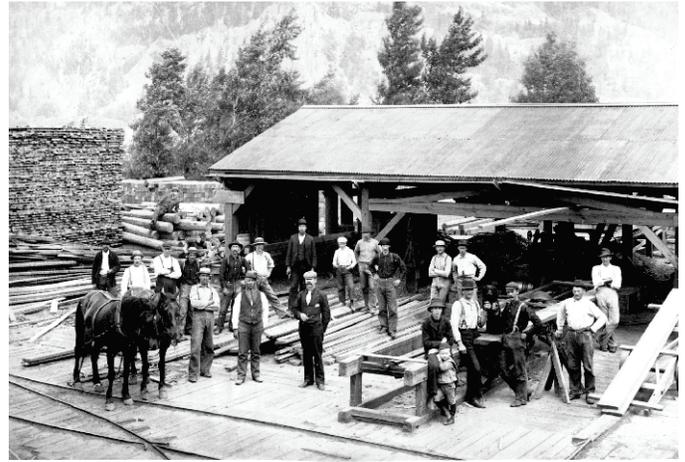
Lumber flume & Pearl tug at Drano Lake, WA, Oregon Lumber Co. Souvenir Album, 1897

The historic pictures and text used in this article are extracted from the Oregon Lumber Company souvenir photo album, circa 1900. The only date in the album is "1897....", presumably the date they commenced local operations, not the date of the album. As no mention is made of the Oregon Lumber Company's operations in the Hood River valley, this album probably dates from their earliest years in the area. The following information is extracted from an OCR of the album in the collection of the History Museum of Hood River County, Oregon.

The Oregon Lumber Company's facilities in this area consisted of four distinct but very inter-related operations:

- ✦ The first being the Chenowith Mill located some 3 ¼ miles north of the Columbia River at an elevation of 800 feet above the Little White Salmon River. This mill was supplied by logs pulled by horses along a "skid" road. "Eighteen men are usually employed in the mill, and with two engines, with a combined capacity of 110 horse power, saw from 275 to 300 logs per day which makes about 100,000 feet of timber."

- ✦ The second component of this operation was a flume built from the mill to the Columbia River following the canyon of the Little White Salmon River. “The flume was built V-shaped, of two inch lumber, each side being 38 inches in height with a three cornered piece of timber in the bottom. The length of the flume is three miles with some sections on bridges, one being a 160-foot span, one section resting in notches cut in the side of a perpendicular cliff, and one flume tunnel. The lumber arrives at the end of the flume in a little lake [now called Drano Lake] at the mouth of the Little White Salmon within about 15 or 20 minutes from the time it is sawed.”



Viento Planing Mill, note iron cart rails  
Oregon Lumber Co. Souvenir Album, 1897

- ✦ The third component is rafting the lumber across the river to the lumber yard and planing mill at Viento. The rafts were loaded with 30 to 40 thousand feet of lumber, with the steamer Pearl, built by the company for this purpose, usually pulling two rafts at a time across the river. This required some skill as the current was very strong [pre-Bonneville Dam] and usually windy. This operation was necessary as there was no railroad on the Washington side of the river at this time.
- ✦ The fourth component (the lead photo of this article) “Upon arrival at the Viento, the lumber is off loaded from the rafts onto mill cars that are hauled up by means of a cable and a donkey engine. After the cars have been loaded and hauled to the top, horses are hitched to them and by the use of a system of iron tracks are taken to any part of the yard, where the lumber is sized, stacked and allowed to dry until shipment. A side track from the main O.R. & N. line has been extended through the yard and men are kept busy loading railroad ties and lumber of various descriptions onto cars for distribution throughout the country. A planing mill is situated conveniently in the center of the yard, so that orders for dressed lumber of all descriptions can be promptly filled. It is equipped with sufficient motive power in the way of a steam engine and boiler to run all the machinery.”



UP hauling lumber past  
Viento at MP 54.78

Unless today’s visitors read the history placard provided by the Oregon Parks, they have no idea what this place looked like as there is no apparent evidence remaining of the Viento operation. But thanks to The History Museum of Hood River County, this history is preserved both in images and text for future generations. Union Pacific continues to race by the Viento grade crossing at MP 54.78 as the wind surfers wait for the trains to pass; but no water tank, no siding, and no spur remains.



Oregon State Parks sign



Looking up river today toward Drano Lake from  
Viento with a BNSF Railway train in the distance.

Historic photos provided and used with the permission of The History Museum of Hood River County from their Photo Archives. The souvenir album was published by L. J. Hicks, Browning Photo Company, Photographers, 167 ½ First Street Portland, Oregon. The Museum's vast collection of photographs has been scanned and are used on a photo blog with a new picture posted each week day; <http://historichoodriver.com>. Current photos of the area are by the author.

Sources: Oregon State Parks, [www.oregonstateparks.org](http://www.oregonstateparks.org); Arthur Babitz, Hood River County Museum; and as noted.

# News from National

by Al Baker

## NRHS Board of Directors & Advisory Council Fall 2013 Conference Notes

The weekend of November 9<sup>th</sup> and 10<sup>th</sup> the NRHS Board of Directors (BOD) & Advisory Council (AC) met for its Fall 2013 Conference near Wilmington, Delaware. I was appointed by our PNWC President Keith Fleschner as the Alternate Representative attending for our National Representative Ed Berntsen who could not attend. (In this article, when I say NRHS, I am of course referring to the National NRHS activities.)

I found this to be an extremely informative and enlightening experience, especially since I have had little exposure to our national organization and not paid real close attention to the activities there.

There were some very, very important matters discussed and acted upon. With the recent reorganization of NRHS, we continue to go through some very important and significant changes. I will attempt to summarize them for you.

First, the processing of dues and member information has been identified as the largest single annual expense item. Therefore, an NRHS committee studied this, and has submitted two proposals for which NRHS asks for chapter & member comment.

1. This option would require the least amount of changes, and also yields the least amount of cost savings. It would automate much of the 'back room' processing. But it would retain most of what is seen by members such as mailing paper dues statements. The printing and postage and manual processing of these is the major part of the expense. Estimated annual cost savings are \$6,000.
2. The second option would completely modernize and automate dues processing by using on-line technologies.
  - a. Members would have to sign up for an on-line account with nrhs.org
  - b. Dues would be paid with credit card, PayPal, or automatic clearing house transactions.
  - c. Members would update their own membership information on line.
  - d. Members who wish to stay on a paper basis will pay an additional fee for manual processing of their check and/or membership information.
  - e. Dues for Chapter memberships would be collected by the Chapter.

Estimated annual cost savings are \$60,000. It is easy to see that this could have a very significant positive impact on the financial health of NRHS.

Second important item of discussion, concerned another organization change, at least from a financial perspective. This discussion resulted in a board motion that was passed to move forward and make this change. It involves establishing what can be commonly referred to as 'The Foundation'. NRHS has learned that it has become prudent for non-profit charitable organizations to establish what are referred to as Charitable Support Organizations (CSO). With a CSO, another non-profit is established to receive and hold money from donations (not dues). The money is totally controlled by the parent organization only. So in our case, NRHS will continue to have total control of the money, just as with our present structure. The reasons to do this are:

1. It protects the money from such things as lawsuits, etc.
2. Many large donors and grant organizations are now requiring CSOs so they know their money will be protected and will be used for the purposes for which they donate it.

NRHS Grant requests will still be approved by NRHS, just as it is today. Our CSO will be called 'The NRHS Fund, Inc.'

Finally, at the conference I was given a copy of the NRHS Strategic Plan for the years 2011 through 2014, with a 2025 Vision statement. I was very favorably impressed with this document. It is very well presented. This document points out NRHS has been, and is currently a leader of railroad historical and preservation organizations. But it is also very realistic, in that NRHS does currently have serious problems and challenges. It clearly states that if NRHS does not improve with forward looking and significant changes, that it will cease to exist. And if the right changes are made, we can continue as a leader of railroad historical and preservation organizations.

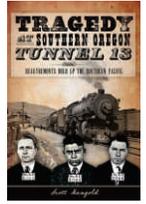
So I think as members, we should expect changes and hopefully they will make NRHS more viable for the future. If you have comment or concern about any of this, please contact me, preferably by email [albaker33@comcast.net](mailto:albaker33@comcast.net), or by phone 503-645-9079.



# PNW SHORT LINES

by Arlen L. Sheldrake

New book released in October: *Tragedy at Southern Oregon Tunnel 13, DeAutremonts Hold Up the Southern Pacific* by Scott Mangold. **Published by The History Press**, 208 pages with 100 images; cover picture provided by Martin E. Hansen. In this riveting account, rail historian Scott Mangold draws on interviews, in-depth research and previously unpublished maps and photographs to document the events at Tunnel 13. And he chronicles the resulting four-year manhunt and eventual conviction of the DeAutremonts and provides insight into the lives derailed by the robbery's bitter legacy.



Four railroad highway crossings east of Vancouver are now designated as Quiet Zones following construction completion in September. The BNSF Railway crossings are at SE 139th, 147th, 164th and the private 144th crossing. Property owners in the East Old Evergreen Highway Neighborhood Association will pay for the project based on three different tiers based on how much they'll benefit from the Quiet Zone. **Columbian 10/17/2013.**

The Linda Hall Library of Science, Technology & Engineering in Kansas City has extensive collections and among them are Railroad Images, Railroad Journals, and Railroad Maps & Plans dating back to at least 1863. Go to this site at: <http://lhdigital.lindahall.org/> and click on collections. **SPSRY Yahoo Group via Kenn Lantz.**

The Northwest Railway Museum is reporting that Chapel Car 5 has achieved substantial restoration completion; funding has been secured to construct replica lighting, replacement of missing brass hardware and fabrication of replica railings for the end platforms. Funds are still needed to construct 34 railway car pews that will be modeled after the original pew held in the collection of the American Baptist Historical Society in Atlanta, GA. More information: [www.trainmuseum.org](http://www.trainmuseum.org); send donations to: Northwest Railway Museum, Chapel Car 5, PO Box 459, Snoqualmie WA 98065. **NRM 10/16/2013 mailing.**

On October 20th, Doyle McCormack fired up for the second time the prime mover on his PA Nickel Plate No. 190 locomotive. This time he ran it without major issues for 30 minutes. Progress toward operational status continues. Come visit the PA at the Oregon Rail Heritage Center, Thursday through Sunday, 1 to 5 pm. **www.orhf.org**

Two transportation projects got a boost October 10th when the Metro Regional Government agreed to sell to Union Pacific a 1,474-square-foot piece of the Oregon Convention Center property. The Metro Exposition and Recreation Commission approved the deal in July. As part of the deal, Union Pacific agreed to two easements needed for the North Portland Greenway Trail. The UP property acquisition is directly across the railroad from UP's new office at 301 NE Second and is needed as a part of the project to add a southbound leg for a wye for the Graham Line. The start of the wye project awaits more City of Portland processes. **Metro News 10/11/2013 and Brock Nelson, UP, 10/29/2013.**



The Board of Commissioners of the Port of Vancouver USA approved a 10-year lease with the Tesoro Savage Petroleum Terminal (TSPT) for a crude oil handling facility at the port. The project, proposed by the port's longtime tenant Tesoro in partnership with the logistics company Savage, will bring North American crude oil to the port by rail where it will then be transferred to marine vessels for transport to refineries along the West Coast. Approximately 42 acres of port property will be leased by TSPT to accommodate a rail unloading facility, storage tanks, and a vessel loading area. The estimated capital investment by TSPT is \$100 million, and revenue to the port over the 10-year lease period is expected to exceed \$45 million. The facility is also expected to create between 80 and 120 permanent jobs and 250 temporary construction jobs. With the October 22nd lease approval, the project will continue to move through the environmental permitting process. The Washington State Energy Facility Site Evaluation Council is the lead agency for this process. **Port of Vancouver USA press release 10/22/2013.**

 **Port of Vancouver USA**

This summer BNSF donated to the City of Skykomish, Washington a SD-9 No. 6126 locomotive for display. The ex-GN No. 599 was originally purchased May 1958 for service on the log hauling Oregon California and Eastern out of Klamath Falls, the OC&E was co-owned by the SP and GN. This SD-9 was one of two dynamic braked locomotives owned by GN. **Trainorders.com 10/24/2013 posting by Dan Haneckow.**

Thanks to a group of volunteers the new Great Northern & Cascade Railroad is rolling in Skykomish. The one-eight scale railroad runs on a half-mile long loop around the old railroad yard in Skykomish. Riders straddle mini cars while a surprisingly powerful electric engine pulls them past the restored Skykomish Rail Station and through tunnels and other features meant to represent the original route over Stevens Pass. Free rides are available during summer months. **KING5.com 5/1/2013.**



The U.S. Supreme Court for the second time in history agreed October 1st to review case involving a rail-trail. The case affects more than a century of federal laws and policies protecting the public's interest in railroad corridors created through public lands – and could have lasting impacts on the future of rail-trails across the country. The case, Marvin S. Brandt



Revocable Trust et al., v. United States, involves a lawsuit brought by Wyoming landowner who is challenging the right of the United States to convert a former rail corridor near the Medicine Bow National Forest to a rail-trail, a right long established by Congress. The U.S. Court of Appeals for the 10th Circuit had previously rejected the appeal of the landowner, reaffirming the government's right under federal statutes to secure railroad corridors granted by the United States through federal lands for continued public use. **Rails-to-Trails Conservancy 10/24/2013.**

During November Sound Transit took comments on their long range plans including:

- Which corridors should be identified or reconfirmed as priorities for potential future light rail extensions?
- Which corridors should be designated for potential high-capacity transit/bus rapid transit?
- Should the region make more investments in commuter rail?
- Where should the system provide improved parking facilities and access for pedestrians and bicycles?



Sound Transit is on schedule to complete a 50-mile regional light rail system by 2023.

- 2016: Service opens north to Capitol Hill and the University of Washington, and south to South 200th Street in SeaTac.
- 2021: Service opens between the University of Washington and Northgate.
- 2023: Service opens east to Mercer Island, Bellevue and Redmond's Overlake area, north to Lynwood, and south to Kent/Des Moines.

The October 25th sheriff's sale of Yreka Western Railroad's Baldwin 2-8-2 No. 19 has been postponed indefinitely after Railroad Services and Supply Co., based in Portola, California, filed legal action claiming its lien against No. 19 has seniority over the debt owed to Chelatchie Boiler Works, Inc. of Camas, Washington – the debt the sheriff's sale was designed to settle. The locomotive will remain in the Sheriff department's legal possession until this new claim is resolved. **Siskiyou Daily 10/25/2013.**

The first unit train of grain shipped out of the new McCoy Grain Terminal near Rosalia, Washington on October 17th. The facility is owned by Cooperative Agricultural Producers, Inc. which was formed in 1998 through a merger of three area cooperatives, Oakesdale Grain Growers, Rosalia Producers, and Fairfield Grain Growers. McCoy is served by the Washington & Idaho Railway, some 31 miles south of the BNSF interchange at Marshall, west of Spokane. The facility has an on-site storage capacity of 1.3 million bushels in six silos and can load trains at up to 60,000 bushels per hour, with a full train carrying about 500,000 bushels. **Trainorders.com posting & Trains News Wire 10/22/2013.**

Ada County Sheriff's Office and Union Pacific Police say that between early September and October 5th thieves stole 140 truck batteries, 112 condenser refrigeration units and a large amount of copper piping valued at more than \$100,000 from the exterior of rail cars parked on tracks in the desert east of Boise, between Pleasant Valley and Orchard Ranch roads. Hundreds of gallons of diesel fuel were also siphoned from the rail cars. The thieves damaged at least 113 of the 300 cars parked there. **KTVB.com 10/28/2013.**

Hanjin Shipping has notified the Port of Portland and terminal operator ICTSI Oregon that it plans to withdraw direct call service at Terminal 6 in January 2014, citing escalation of costs as the primary driver for the decision. Hanjin is the largest container carrier calling Portland's Terminal 6 and represents approximately 80% of the container throughput at the terminal, averaging about 1,600 containers per week. According to Hanjin, the Portland call would be removed from the Pacific Northwest Hanjin Express Service, and shipments currently being served via the Port of Portland would be rerouted through ports in the Puget Sound. Departure of Hanjin would leave Hapag-Lloyd, Hamburg Sud and Westwood Shipping as the remaining direct calling carriers at the container terminal. **Port of Portland press release 10/18/2013.** A container shipping shakeup at the Port of Portland could turn into an international business opportunity for mid-valley farmer and railroad operator Larry Venell. Venell wants to



acquire another stretch of track to the south of his current Corvallis operation on the Bailey Branch to capture a piece of the straw export market. Instead of trucking containers to Portland for trans-loading to rail cars that would then head to the Puget Sound in January, Venell would put the straw containers on rail cars south of Corvallis for the trip north. Last year the value of Oregon straw and hay exports was \$42.6 million. The straw is used as cattle fodder in South Korea, Japan and other Pacific Rim nations. **Albany Democrat-Herald 10/30/2013.** [Rail service to the Venell Feed is provided by Albany & Eastern

Railroad that interchanges with Portland & Western at Corvallis.]

The Honolulu Authority for Rapid Transportation (HART) will receive more than \$63.7 million in general excise and use tax (GET) surcharge revenue this quarter for the city's 20-mile elevated light-rail project. The amount collected for the project from July through September marks the highest quarterly total received by HART to date. A total of \$1.4 billion in surcharge revenue has been collected for rail. The half-cent GET surcharge for Oahu can only be used for Honolulu's rail system was introduced in January 2007 and is set to expire at 2022's end. The surcharge is estimated to fund nearly 70% of the project's total cost with the remaining balance to be covered by federal funds. **Progressive Railroading 10/31/2013.**



On October 12th, SP&S Historical Society members collected a 30-foot rental truck load of palletized SP&S historical files and documents, long stored in some five member basements and garages in the Portland area. The material was delivered that day to the Pacific Northwest Railroad Archives in Burien, Washington for permanent preservation and management. **Edward Berntsen email 11/1/2013.** [The PNRA third quarter 2013 newsletter available at [www.PNRArchive.org](http://www.PNRArchive.org) features a picture of John Tucker who used to work with the PNWC archives until he moved north.]



The Bellingham Railway Museum has an interesting web site: [www.bellinghamrailwaymuseum.org](http://www.bellinghamrailwaymuseum.org) and they provide their quarterly newsletters on-line. The 3rd Quarter 2013 newsletter, Milepost 97, has a very interesting and extensive article titled *The Northern Pacific Railway in Bellingham*. The museum is open Tuesday through Saturday, noon to 5pm, in downtown Bellingham, Washington.

On November 4th **Arcadia Publishing** released *Oregon & Northwestern Railroad* by Jeff Moore & Wayne I. Monger. This 128 page book has 200 black and white photos telling the story of the Oregon & Northwestern and associated railroads, including the Malheur Railroad, Edward Hines's private logging railroad, Union Pacific's Oregon Eastern branch, and the Oregon Eastern Division of the Wyoming Colorado Railroad.



The Association of Tourist Railroads & Railway Museums (ATRRM) presented their first awards at its annual conference October 19th. Receiving the Friend of the Association Award for their work in merging the Tourist Railway Association and the Association of Railway Museums to form ATRRM were Don Evans and Bob Opal. Evans, an organizational development consultant, is active in the West Coast Railway Association in Squamish, B.C. **Trains News Wire October 22, 2013.**

The Portland Streetcar received their fifth streetcar from United Streetcar on October 31st completing the order beset by manufacturing delays. This car is expected to go into revenue service around November 15th. Portland Streetcar has an option for a sixth car for a discounted price, but likely will not exercise that option until United Streetcar catches up on deliveries to Tucson, Arizona, and Washington, D.C. Tucson has received two of eight streetcars it ordered, while Washington, D.C. awaits three cars. United Streetcar is located in Clackamas, Oregon. **Railway Age November 4, 2013.**

The 2012 Economic Impact Study published June 5, 2013 for the Oregon International Port of Coos Bay, includes the following:

- The port has raised more than \$31 million to repair tunnels, bridges and trestles, track infrastructure – rail, ties, ballast and at grade crossings, and yard facilities. Once this current phase of work is completed, the rail line will operate at a mix of FRA track classifications of 2 and 3 (25 & 40 mph).
- 2012, the first full year of operation, the railroad handled 2,480 railcars; the first 3 months of 2013 carloads were nearly double those of the same period in 2012.
- Outbound commodities were forest products and wood chips; inbound shipments consisted of dairy cattle feed, steel commodities for fabrication and industrial supplies.

On October 28th, the Willowa Union Railroad Authority passed a resolution to study the possibility of having a trail constructed within the 63 miles of railroad right-of-way it owns between Joseph and Elgin, Oregon; thus supporting the rails and trails concept. **Wallowa County Chieftain 11/6/2013.**

The first unit train of canola seed for Pacific Coast Canola (PCC) arrived at PCC's facility in Warden, Washington on November 7th. The unit train was delivered by Columbia Basin Railroad after traveling 1,345 miles from North Dakota to Warden. PCC's Canola crushing and oil refining facility at the Port of Warden is the first and only commercial-scale canola seed crushing operation west of the Rocky Mountains. Columbia Basin Railroad serves Moses Lake, Wheeler, Schrag, Warden, Bruce, Othello and Connell; the BNSF interchange for the 86-mile railroad is in Connell. **Columbia Basin Railroad press release 11/7/2013.**



Due to delays in Oregon Department of Transportation approving the Willamette Shore Trolley required operations manuals and the winter maintenance period starting November 1st, we regret to inform our followers that our grand opening

will be delayed until Spring 2014. We will be continuing to work with ODOT in the next couple of weeks to finalize and receive approval on our operations manuals so that we will have no delays starting the 2014 operation season. Limited operations could start in April with our grand opening on Memorial Day weekend, beginning Saturday, May 24, 2014. **Willamette Shore Trolley Facebook posting 10/15/2013.**

The Port of Walla Walla plans to make \$2.7 million in rail improvements at its Dodd Road Business Park for increased Railex train traffic. The rail improvements, mostly covered by state funding, will extend existing rail to the recently opened Railex Wine Services and create parallel tracks to help the company stack and store the additional produce rail cars. Currently, two trains a week transport Eastern Washington produce from Wallula to New York. That will double to four a week once Railex opens in May or June 2014 a new distribution center in Jacksonville, Florida. The \$20 million Railex Wine Services facility, in partnership with Ste. Michelle Wine Estates, opened at the Dodd Road Business Park in February; the facility holds 5 million cases of wine and is at 70% capacity. **Tri-City Herald 11/2/2013.**



The massive Evergreen Line tunnel boring machine is on its way by rail and truck to Metro Vancouver from the manufacturer in Ontario. Due to its size and weight, the tunnel boring machine is being shipped from Ontario in pieces and will be assembled at a specially built launch site on the west side of the Barnet Highway in Port Moody. The tunnel will be two kilometers in length. Assembly will take a couple of months, with tunnel construction expected to start in February 2014. The entire tunnel boring machine is 85 meters long and 10 meters in diameter. The first piece of the machine, called the cutter head, weighs 130 tonnes alone. The Evergreen Line will link Burnaby, Port Moody, and Coquitlam and be fully integrated into the existing system, connecting directly onto the Millennium Line at Lougheed Town Centre Station. The line will be completed in the summer of 2016. **Transport Canada 11/7/2013 news release.** [More information about this project: [www.evergreenline.gov.bc.ca.](http://www.evergreenline.gov.bc.ca/)]



On November 12th the Ramsey County Board of Commissioners approved a 20-year lease with Amtrak which will begin passenger service through the St. Paul, Minnesota Union Depot sometime during the first quarter of 2014. Portland and Seattle Empire Builder passengers will soon be enjoying the beautiful renovated depot, with a Metropolitan Lounge for first class passengers. Constructed in 1923, the Lowertown depot was added to the National Register of Historic Places in 1974. At its peak in the 1920s, the depot served 282 trains and 20,000 passengers daily. **Pioneer Press 11/12/2013.**

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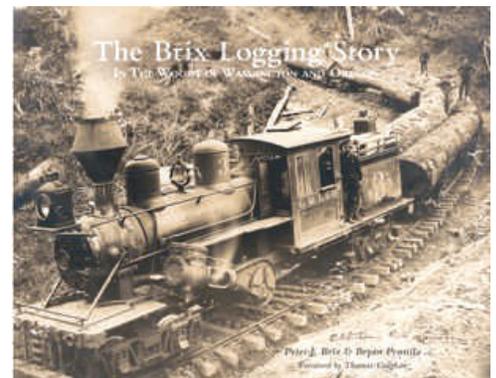
## The Brix Logging Story: In The Woods of Washington and Oregon

In the new book, *The Brix Logging Story* follows the lives and careers of four German-born brothers who arrived in the big timber country of the lower Columbia river in 1881 with little more than a restless desire to succeed in this new land. From the spruce covered homestead of their youth, the Brix brothers - Asmus, Albert, Peter John, and Anton - boot-strapped their way to prominence in regional business circles with interests that spanned from forest products and maritime transport to local politics.

Rare photographs from the Brix family archives illustrate the story, together with images shared by historical museums and noted private collectors. Painstaking research was gathered about logging companies and their railroads, producing detail maps drawn from USGS overlays, aerial imagery, period company maps and on-the-ground investigation.

*The Brix Logging Story* is an insightful and unique contribution to the literature of the Pacific Northwest forest history as well as a testament to the valiant entrepreneurs who helped shaped the great region. [Excerpt from the book's dust jacket]

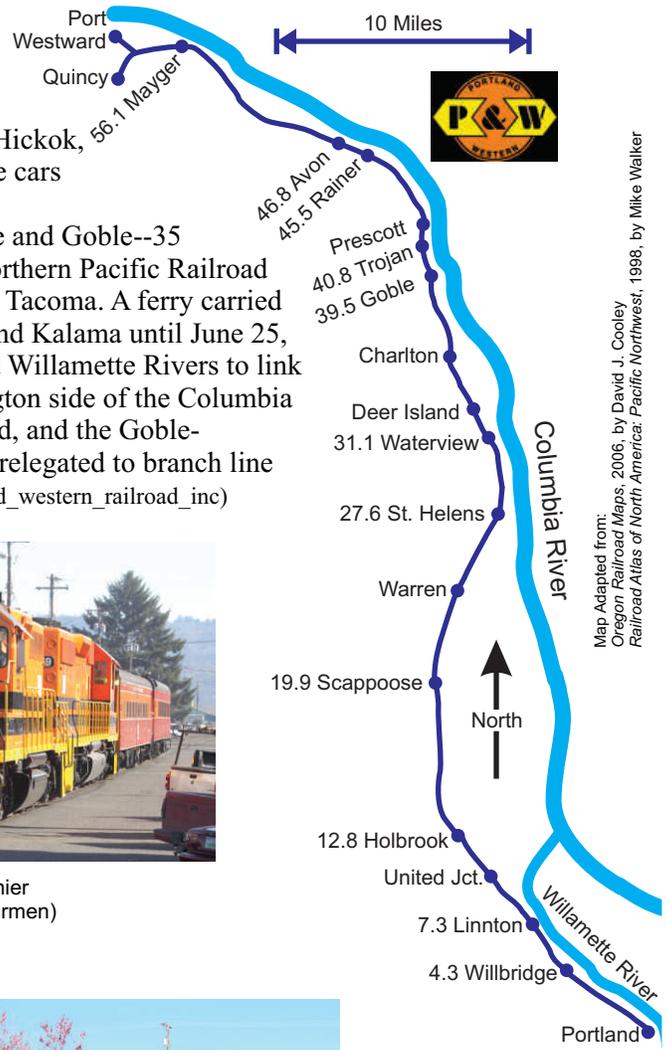
The book is now in the Chapter's Lending Library, and are also for sale at a price of \$39 (plus Postage and Handling). See [www.pnwc-nrhs.org](http://www.pnwc-nrhs.org) for more info.



# Visiting Portland & Western's Astoria Line

For two days in late October, Genesee and Wyoming (G&W) company board excursions over Portland and Western's (P&W) Astoria Line were held. G&W divisions comprise the second largest railroad operating in Oregon. The Chapter's coach car 6800 as well as the NRM's 2955 Round End were transported to Linnton, for use between there and Port Westward for the event. The historic passenger cars were moved from the Oregon Rail Heritage Center to Linnton via P&W locomotives, a very rare P&W move over UP trackage. Much Thanks to George Hickok, Pete Rodabaugh and others for preparing and riding along with the cars for this G&W Activity.

The Astoria line (also called the "A Line") between Willbridge and Goble--35 miles--is of historic significance, having been first operated by Northern Pacific Railroad Company, October 1884, as part of its route between Portland and Tacoma. A ferry carried cars and locomotives across the Columbia River between Goble and Kalama until June 25, 1908, when massive new bridges opened across the Columbia and Willamette Rivers to link Vancouver, Washington and Portland. Trackage along the Washington side of the Columbia then became the main rail route between Portland and Puget Sound, and the Goble-Willbridge line, which had been extended to Astoria in 1898, was relegated to branch line status. (from: [http://www.gwrr.com/operations/railroads/north\\_america/portland\\_western\\_railroad\\_inc](http://www.gwrr.com/operations/railroads/north_america/portland_western_railroad_inc))



Map Adapted from: Oregon Railroad Maps, 2006, by David J. Cooley  
Railroad Atlas of North America: Pacific Northwest, 1998, by Mike Walker



The Special at Ranier  
(Photos by Robert Harmen)



The Special at Scappoose  
(Photos by Robert Harmen)



The Special near Linnton  
(Photos by Arlen Sheldrake)



The Special crossing the Steel Bridge  
on its return to ORHC  
(Photo by Trent Stetz)

# November Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on November 15, 2013

The meeting was called to order at 7:33pm by President Keith Fleschner. One guest, Kevin Nowak, was present. The October meeting minutes were called. Arlen Sheldrake made a motion to approve the minutes and Bryan Ackler seconded. The membership voted to approve the minutes.



Keith Fleschner and George Hickok

George Hickok gave the monthly treasurers report and announced that all accounts balanced. He reported that the Steel Bridge book sales were seventy six past the break even point. On the S2 project he noted that about one fourth of the budget has been spent. On the poster project there is no change. At the October meeting there was an appeal of donations for the Longview, Washington shay display pavilion project. The membership kicked in two hundred fifty dollars. The board matched the donation. An anonymous donor reportedly will match our total donation, resulting in \$1000 for the Friends of Longview. Lila Stephens made a motion to accept the report and Tammy Auburn seconded. The membership voted to accept the report.

Mark Reynolds reported that the volunteer sign-up web site is up and working well. He said we still need a few volunteers as car hosts for the Holiday Express especially December 1. On Saturday November 16 there will be a work party to clean up and decorate the rail cars starting at 10:00am. There has been a slight schedule change for Friday November 29, the eight-o'clock run has been cancelled, and on Friday December 13, the Holiday Express will run all day.

Al Baker reminded everyone that there need only be one application completed on the volunteer web site.

Arlen Sheldrake noted that we also need volunteers at the Heritage Center on the Holiday Express run days.

Al Baker has agreed to run for the vacant position of National Director and last week attended the national meeting. He reported that national has recognized that a major problem is dues. They are looking into having dues payable via the computer with a possible savings of sixty thousand dollars. Members could still pay by mail with a check but there would be an additional fee. This would also involve the member making two payments, one to national and one to local chapter. If anyone has any suggestions or comments please e-mail Al Baker at albaker33@comcast.net. The second major item of discussion was about setting up a Charitable Service Organization as a separate non-profit which would receive only donated money for the national organization. This would protect the received money.

Trent Stetz had the new chapter name tags available for members who ordered them. The cost was eight dollars.

Keith Fleschner said the work on the S2 at Powerland is suspended until after the Holiday Express and the Holidays.

President Fleschner reported that there was some graffiti done to the round end car and it has been removed.

President Fleschner made the monthly UNSUNG HERO award to Al Baker for his many activities he performs for the Chapter and ORHF. Congratulations Al.

The meeting was adjourned at 8:21pm.

The snack time was presented by Lila Stephens in the absence of Jean Hickok, who prepared the snacks.

George Hickok gave the program for the evening starting with answering some questions from his presentation at the October meeting on railcar airbrakes. He then gave the program for the evening on automatic equipment identification.

REMEMBER; The December meeting is the annual Holiday pot luck which starts at 6:30pm.

REMEMBER; Bring lots of food, some of us are worried about hunger.

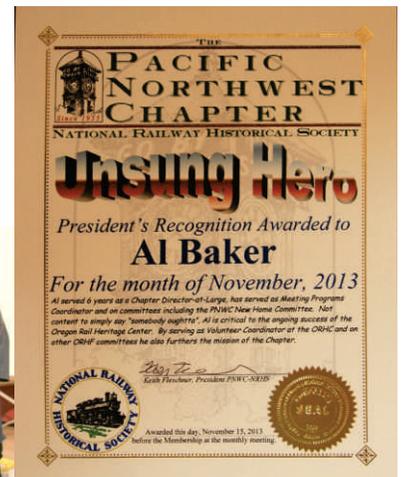
REMEMBER; Bring the train toys.

REMEMBER; Turn in your volunteer hours to Jim Hokinson for 2013, by January, 2014 meeting.

Respectfully submitted by Jim Hokinson, Secretary.



Al Baker receives the Unsung Hero Award from Pres. Keith Fleschner



RFID Tag used for Automatic Equipment Identification (AEI)

Photos by Jim Hokinson

*Annual Holiday Potluck*

PROVIDED: Ham main dish & potatoes  
BRING: Hot Dishes, Side Dishes, Salads, Pies, Cakes & Cookies

❄️ **DECEMBER 20<sup>th</sup>** ❄️ **6:30PM**

St. Mark's Lutheran Church  
Toys must be  
New & unwrapped  
Membership meeting &  
Annual Elections to follow  
immediately thereafter.

**TRAIN  
TOY  
DRIVE**

## **REMINDER: It is time to renew your NRHS Dues!**



The MAX Orange Line construction continues near the Oregon Rail Heritage Center. The set of tracks nearest the center will sit on ballast and concrete ties.

Photo by Trent Stetz

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### **Chapter Officers**

President	Keith Fleschner	503.516.9272
Vice President	Mark Reynolds	503.638.7411
Treasurer	George Hickok	503.649.5762
Secretary	Jim Hokinson	503.635.4826
National Rep.	Edward M. Berntsen	253.383.2626

### **Chapter Directors-at-Large**

Phil Barney	2013-2015	503.706.0498
Ken Vannice	2013-2015	503.244.8732
Ron McCoy	2012-2014	503.310.4811
Christopher Bowers	2012-2014	503.577.0063
Jean Hickok	2011-2013	503.649.5762
Trent Stetz	2011-2013	503.643.1494

### **Committee Chairs**

Activities	Ron McCoy	503.310.4811
Archives	William Hyde	503.666.5530
Auditor	Bob McCoy	360.459.3251
Car Host	Mark Reynolds	503.638.7411
Concessions	Vacant	
Chapter Rep., Oregon Rail Heritage Foundation		
	Keith Fleschner	503.516.9272
Chapter Home	George Hickok	503.649.5762
Elections	Jim Loomis	503.253.3926
Excursions	Jim Long	503.313.7382
Flanger Restoration	Ron McCoy	503.310.4811
Library	Vacant	
Meeting Programs	Al Baker	503.645.9079
Membership	Diana Mack	503.723.3345
Rolling Stock	George Hickok	503.649.5762
	Keith Fleschner	503.516.9272
Chief Mech. Officer	Peter Rodabaugh	503.701.7040
Car Rental Agt.	Bob Jackson	503.231.4808
Safety Officer	Keith Fleschner	503.516.9272
S-2 Restoration	Mark Reynolds	503.638.7411
Webmasters	Jim Long	503.313.7382
	Mark Whitson	503.533.7005

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# **PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 617**

**Board of Director's Meetings:** December 12, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm  
January 9, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm

(Open to all Chapter Members. Note address for Board meetings; follow instructions posted on the door for entry.)

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**Membership Meetings:** St. Mark's Lutheran Church, 5415 SE Powell Blvd. 7:30 pm  
(Guests Most Welcome!)

**Dec. 20:** (Starts at 6:30pm) *Annual Toy Drive, Annual Holiday Potluck and Officer Elections*  
**Jan 17:** *Alaska Railroad, NRHS 2013 Convention, by Al Baker & Ken Vannice*  
**Feb 21:** *TBD*

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

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

Nov 29-Dec 1 *Holiday Express (SP&S 700)*, Oregon Rail Heritage Foundation, [www.orhf.org](http://www.orhf.org)  
Dec 1, 4-8, 11-15, 18-22, 26-29, *Polar Express*, Mount Hood RR, Hood River OR, [www.mthoodrr.com](http://www.mthoodrr.com)  
Dec 1, 7, 8, 14, 15 *Christmas Tree Special Trains*, Chelatchie Prairie Railroad, Yacoult, WA, [www.bycx.com](http://www.bycx.com)  
Dec 6-8 & 13-15 *Holiday Express (SP&S 700)*, Oregon Rail Heritage Foundation, Oaks Park, [www.orhf.org](http://www.orhf.org)  
Dec 6-7-8,13-14-15. 20-21-22-23 *Santa Express*, Thunder Mountain Line, Horseshoe Bend ID  
Dec 6-7, 13-14, 20-21 *Holiday Dinner Train*, Thunder Mountain Line, Horseshoe Bend ID  
Dec 7-8, 14-15, 20-21 *Santa Train 2013*, Northwest Railway Museum, [www.trainmuseum.org](http://www.trainmuseum.org)  
Dec 7-8, 14-15 *Candy Cane Express*, Garibaldi, Oregon Coast Scenic Railroad, [www.ocsr.net](http://www.ocsr.net)  
Dec 18-24 *Celebration of Lights*, Central BC Railway & Forestry Museum, Prince George, [www.pgrfm.bc.ca](http://www.pgrfm.bc.ca)  
Dec 21-22 *Christmas Tree Special Trains*, Steam Weekend, Chelatchie Prairie Railroad, Yacoult, WA, [www.bycx.com](http://www.bycx.com)

☆☆☆☆☆☆☆☆ **Happy New Year 2014!** ☆☆☆☆☆☆☆☆☆

Feb 1 *SP&S Swap Meet* [PNWC Concessions Event] 8439 Columbia Blvd, 9:30am to 2:30pm, [www.sps700.org](http://www.sps700.org)  
March 8 *WINTERAIL 2014*, Stockton, CA, [www.winterail.com](http://www.winterail.com)  
May 11 *Mother's Day Brunch*, Eagle Cap Excursion Train, Elgin OR, <http://eaglecaptrainrides.com>  
July 27 - Aug 2, 2014 *RailCamp Northwest*, Tacoma, [www.nrhs.com](http://www.nrhs.com)  
July 30 - Aug 2 *UP Historical Society Convention*, Ogden, UT, [www.uphs.org](http://www.uphs.org)  
Sept. 11-13 *SP&S 700 Excursion to Pasco & Pendleton Roundup* (Tentative), [www.sps700.org](http://www.sps700.org)  
Oct. 29 - Nov. 1 *SP Historical & Technical Society Convention*, San Luis Obispo. CA, [www.sphts.org](http://www.sphts.org)

☆☆☆☆☆☆☆☆ **Happy New Year 2015!** ☆☆☆☆☆☆☆☆☆

Sept. 12, 2015 *Portland-Milwaukie Light Rail* opens with a OMSI/ORHC station.  
August 23-29, 2015 *Portland Daylight Express*, The NMRA annual convention in Portland, [www.nrma2015portland.org](http://www.nrma2015portland.org)

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PNWC – NRHS MISSION

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