

Locomotive: ‘I’d love to see it as a tourist train’

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One person who could see the association’s work was Ryder Dopp, 17, who used to live in a house perched on the hillside above the hut. One day, he saw the association’s sign for its “Astoria Steam Restoration Shop.” A fan of toy trains since he was a child, Dopp came down in 2015 to see about getting involved.

“I thought I’d be sweeping floors, but they put me to work grinding metal, building a circular cutting table,” he said. “It’s really been a learning experience being down here.”

Dopp has tried to recruit other high schoolers to join the restoration effort. But he said it’s been challenging building interest in a locomotive that has never operated in their lifetimes.

“I’d love to see it as a tourist train,” Dopp said. “I know that’s not certain, but I hope it’s preserved for future generations.”

The association still has to pipe the locomotive with utilities to run the air brakes, furnace, turbine generators, safety controls, whistle and other features. Once the locomotive is in one piece, the volunteers must move the 81-ton behemoth from the hut to the railroad tracks. One idea is to use two metal sheets, each the length of the boiler with temporary tracks, and pump the locomotive with compressed air to move under its own power to the tracks, Niemann said.

“If we had the money, we could get this done in a year and a half,” he said, estimating about \$200,000 is needed to make the locomotive operational.

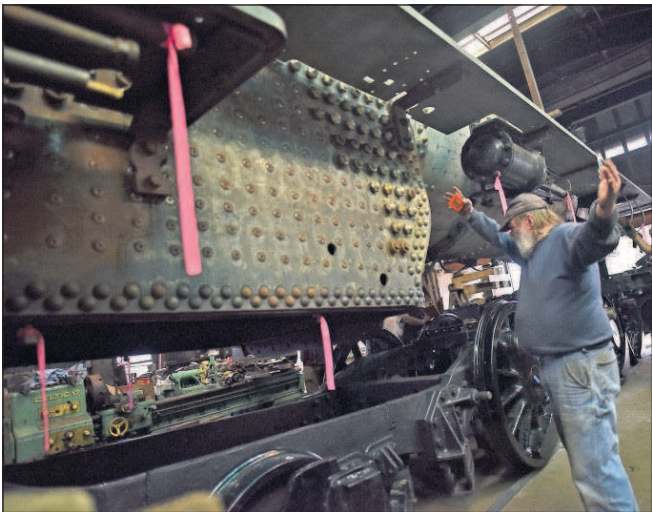
The Oregon Community Foundation in 2005 provided a grant for the association to restore a locomotive tender, sitting on the tracks along Industry Street. But grants dried up during the Great Recession, Niemann said, leaving the association to largely toil at their own expense. The association hopes that with the economic recovery, more grants will become available for the restoration, and to build a new train barn.

In 2000, the association acquired a rusting 58-ton com-



Photos by Colin Murphey/The Daily Astorian

The wheels move into place underneath the No. 21 Baldwin locomotive.



John Niemann directs the effort to move the wheels underneath the No. 21 Baldwin locomotive.

bination coach and baggage car to restore and use for carrying passengers. The passenger

car is easier to restore than the locomotive, and the association already has others it could

rent out in the meantime, Niemann said.

Even if the association can make the No. 21 Baldwin operational, it still faces the daunting task of getting the tracks between Astoria and Knappa ready, and convincing the owners to allow excursions.

Cindy Moore, the assistant city engineer, said the city’s bridge-end replacements downtown are designed to carry only the weight and specifications of the Astoria Riverfront Trolley. “East of 39th (Street) the trestle has been maintained to carry pedestrians only,” she said.

The association would need to work with the city and the state Department of Transportation on the required structural analysis and improve-

ments needed to accommodate the locomotive.

East of Tongue Point, the tracks are owned by Portland and Western Railroad, a short-line rail subsidiary of regional holding company Genesee & Wyoming Inc. The tracks have been out of use between Astoria and the Georgia-Pacific Wauna Mill since 2005, when the state stopped sponsoring the Lewis and Clark Explorer Train between Astoria and Portland after three summer seasons.

Kevin Haugh, a regional vice president with Genesee & Wyoming, said it’s unlikely the line between Astoria and Wauna would be reopened without a credible level of rail volume. Previous estimates are that 5,000 rail cars a year

would be needed.

“It’s certainly something that could be done,” Haugh said of the association’s dream. “The railroad just hasn’t been run over in so many years. Where’s the money going to come from to rehabilitate the line?”

The association hasn’t planned on reaching out to the city, state or railroad about readying the tracks until it can get the No. 21 Baldwin running again, Niemann said. But after nearly 30 years, and facing so many doubters, finishing the project has become a point of pride for the volunteers.

“Everybody knows we’re here,” Niemann said. “They’re still working on it, but they’ll never get it done. But we’re getting it done.”

Cannery Pier: Hotel’s design is held up as an example of honoring Astoria’s maritime heritage

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Rosenau, a Portland-based businessman and real estate investor, has been involved with the boutique hotel and day spa from the beginning, according to Donna Quinn, the hotel’s director of sales and marketing. Rosenau is Jacob’s personal representative and his friend for more than 50 years.

Quinn and hotel manager Don West will continue to manage day-to-day operations. They will work with Rosenau on any significant future decisions, Quinn said. Both Quinn and West live in Astoria.

In a statement to The Daily Astorian, Quinn thanked people in the community for their condolences and said hotel management expects the hotel “to continue on in the spirit and tradition in which it was built and has been operated for these last 13 years.”

Quinn said “management and staff at the hotel remain the same and plans are for the hotel to continue to oper-

ate as usual in alignment with Jake’s vision.”

People who worked with Jacob say they are still trying to make sense of what to do without him. A community celebration of his life is being planned for early November. Jacob was a key figure in Astoria and behind many of the city’s now iconic landmarks, from the historic trolley that runs along the Astoria Riverwalk to the Liberty Theatre.

Jacob raised eyebrows when he announced he was going to build the Cannery Pier Hotel on 100-year-old pilings over the Columbia River, but the venture proved successful. The hotel has landed on “best of” lists in travel publications like Sunset Magazine and got a mention in a 2017 Vogue article about the best ways to experience the Oregon Coast.

Locally, the hotel’s design is held up as an example of construction over the river that honors the city’s maritime heritage.

The Cannery Pier Hotel & Spa sits on the Columbia River in Astoria.



Rental: Any future issues must be brought back to federal court

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operating a vacation rental without a license and for not paying the lodging tax. But she claimed she was not notified of the citations until last October — nearly two years after the first alleged violation in January 2015.

Petersen believed she was not violating Manzanita’s vacation rental ordinance because she only allowed family, friends and current and former trustees to stay at her home on Edmund Lane, according to a court filing. The trust took guest donations of about \$50 to \$65 a night for upkeep,

supplies and repairs, not for a profit.

“It was my belief that the use of the property by our extended family members did not constitute an event that generated either registration or a tax,” Petersen said in a court filing.

But Manzanita warned Petersen as far back as 2009 that the home appeared to be a vacation rental.

“Your home must be registered as a short-term rental in order for you to legally accept money for the use of the house, even if you merely intend to use the money towards taxes and maintenance on the house,” a

letter from the city stated.

While not part of the settlement, O’Connell said he believes “it’s been made clear” to Petersen to not take donations. Petersen does not plan to apply for a vacation rental permit either, as the city has a waitlist. If the city becomes aware of any future issues, they must be brought back to federal court, where a judge will decide if the violation is deliberate.

“We don’t anticipate any future issues with the city on this,” O’Connell said. “(Petersen) doesn’t want any trouble. It’s not going to be used like it has been.”

Watch for your copy of the new glossy **Our Coast Property Lines** in the **Daily Astorian** on **Friday, September 28th**

