

# The Trainmaster

August 2013

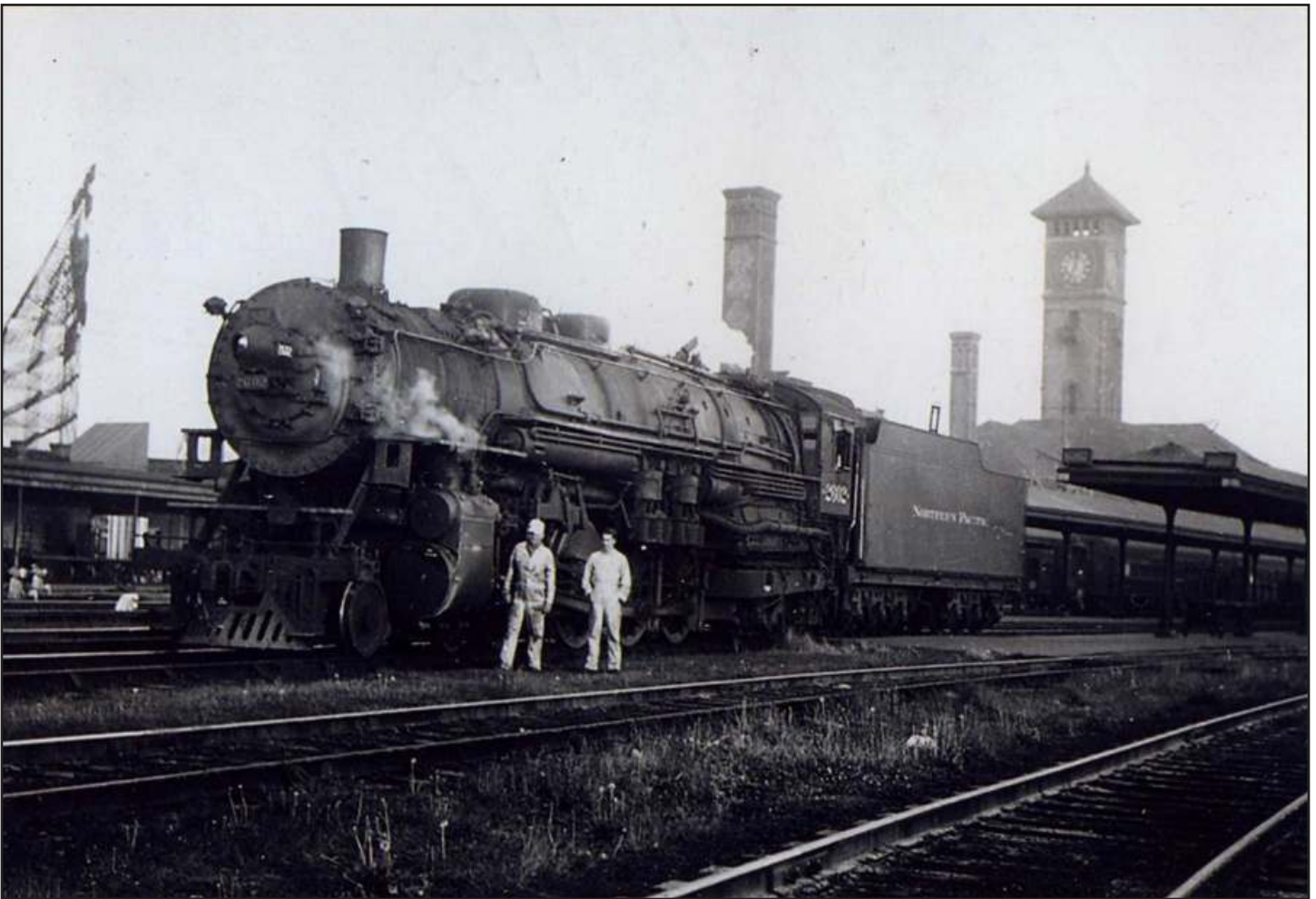
ISSUE Nº 613

The Official Publication of the  
Pacific Northwest Chapter of the  
National Railway Historical Society  
Portland, Oregon



[www.pnwc-nrhs.org](http://www.pnwc-nrhs.org)

## A "Northern" Locomotive at Portland Union Station



Harry Keller, with his fireman Joe LaPorte pose in front of #2602 Northern Pacific Class A 4-8-4 in front of Portland Union Station.  
Date Unknown. Photo provided by Karen Keller, grand-daughter of Harry

By the 1920s the Northern Pacific (NP) Railroad needed bigger passenger locomotives. The NP had its motive power department work with the American Locomotive Company's design engineers to develop a new locomotive. They created a new locomotive with a massive firebox that had a 115 square foot grate area supported by a four wheel trailing truck. It was the first locomotive with a 4-8-4 wheel arrangement, and this wheel arrangement became commonly known as the "Northern" type locomotive. The 4-8-4 was an example of the "Super Power" concept in steam locomotive design that

made use of the larger firebox that could be supported by the four-wheel trailing truck. The locomotive shown here, number 2602, was one of twelve of these Northern Pacific Class A 4-8-4's which were built by Alco in 1926. These locomotives had 73" drivers, 28 x 30 inch cylinders, a boiler pressure of 210 psi, a tractive effort of 57,500 lbs and weighed 426,000 pounds. Locomotive #2602 was scrapped in 1957.

[Note: Information from: *Northern Pacific Supersteam Era 1925-1945*, by Robert Frey & Lorenz Schrenk, Golden West Books, 1985 and:

<http://www.steamlocomotive.com/northern/?page=np>  
and: <http://en.wikipedia.org/wiki/4-8-4>]



A more recent photo of locomotives at Portland Union Station on July 17th, 2013. Showing the new Talgo trainset.  
Photo by Arlen Sheldrake



Harry Keller and Joe LaPorte

## SPMW 7020

### Bucyrus-Erie 160-Ton Railroad Wrecking Crane

By Don Parsio, Western Steam Fiends

This crane, serial #9869, was delivered to Southern Pacific at Ogden, Utah, on Sept. 11, 1928. Our knowledge of its history is somewhat sketchy, consisting of bits and pieces, some confirmed and others not. It was originally numbered 680, but was renumbered to 7005 in 1932; SP apparently changed their numbering system at that time, as numerous pieces of equipment were renumbered with 4-digit designations.

The crane is believed to have been bought specifically for use by the Shasta Division in the Dunsmuir, California area. Its larger capacity and longer boom were helpful in pulling wreckage from the Sacramento River and many deep canyons in the area. It is known to have been stationed in Dunsmuir by 1939. In that year it was tipped on its side while attempting to re-rail a steam locomotive at the Cantera Loop. The locomotive's engineer refused to drain the water from the locomotive to lighten it, and during the lift, soft ground failed under the outriggers of the crane, causing it to fall on its side. It had to be dismantled and hauled out of the canyon, to be repaired and rebuilt at the shops. 7005 undoubtedly saw much action around the Cantera Loop, which remains a trouble spot to this day. In 1949, 7005's boiler was converted from coal to oil firing, allowing much easier operation overall.

In 1958, 7005 was traded to Klamath Falls for a 120-ton Industrial Works Crane. 7005's long boom made it difficult, if not impossible, to negotiate the many tunnels and sharp curves of the Siskiyou Route. In Klamath Falls, operation of the crane was taken over by Chuck Johnson, who ran it for about 14 years. Chuck works with our crane crew today, sharing his valuable experience and skill with us. He estimates that he worked over 300 wrecks with it during his career, and entertains us with many stories of working the Cantera Loop during the 1964 flood, pulling carloads of 747 parts out of the Sacramento River, re-railing numerous locomotives, and so forth. Chuck retired around 1973, and shortly thereafter, 7005 was sent to Seattle for major boiler rebuilding. Not long after that, SP was in the process of scrapping its remaining steam equipment, and the order came down to send 7005 to "the torch". However, the yard crews liked the old Bucyrus, so they did a clandestine number swap, the

7005 that was scrapped was a 120-ton Industrial, and our crane became 7020.

By the mid 1970's 7020 was stationed at Eugene, Oregon, where its trucks were retrofitted with roller bearings. At the same time, the final drive gears on the axles were eliminated, so the crane was no longer self propelled. It was still maintained for use, but on cold standby, no longer being kept steamed up on house steam. 7020 was used occasionally until at least the early 1980's. It made its way back to Dunsmuir during this period and is possibly pictured in John Signor's book SP's Shasta Division, working on a bridge near Hornbrook, California in 1980. Its last known lift was in 1982. In 1985, it was photographed in Dunsmuir by Bruce Petty, for his book, Southern Pacific Lines Maintenance Of Way Equipment. Bruce appreciated the significance of the crane, and would periodically grease the piston rods to prevent corrosion.

By 1994, 7020 was again sitting in the Eugene yard, and again the SP office was calling for it to be scrapped. However, the Eugene yardmaster, recognizing the value and good condition of the crane, contacted Rick Franklin, a railroad contractor in Lebanon, Oregon, to see if they could provide a better alternative. Rick purchased the crane and parked it in his yard in Lebanon. Wishing to have it preserved and appreciated, he donated it to the Western Steam Fiends in 2000. With the help of grants from the NRHS, and Meyer Foundation, along with countless volunteer hours, 7020 was moved to its present home at Antique Powerland Museum, Brooks, Oregon in November of that year.



2007 Photo by Trent Stetz



2012 Photo by Trent Stetz

Restoration activities were initiated in spring of 2001, and we first fired up our "baby" in June of that year. 7020 has been operated for our annual Steam-Up and other events since that time. Our dedicated group of volunteers appreciates the maintenance and care the crane has received from many individuals over its career and the ongoing financial and volunteer support that make display and operation possible. Please ask a crew member any questions that come to mind.

[Western Steam Fiends Association is a steam heritage group located at the Antique Powerland Museums in Brooks, Oregon which exhibits and operates various types of steam-powered equipment, including tractors, this rail-mounted steam crane, and an operating wood-fired steam-powered sawmill which is used to mill lumber for Antique Powerland Museums exhibit construction.]



<p><b>Southern Oregon Chapter Medco #4 Fundraising Campaign Update</b></p>	
<p><b>We are almost half way to our \$20,000 goal. Please keep your donations coming in!!! Thanks to those who have already donated.</b></p>	
<p><b>One of our members will match all private donations received by November 1, 2013.</b></p>	
<p><b>EVERY DOLLAR DONATED WILL RESULT IN 2 DOLLARS TO THE PROJECT</b></p>	
<p>Also one of our members has offered \$1,000 if 50 individuals donate \$20 or more before November 1, 2013.</p>	
<p>Near Dunsmuir Falls, 1954</p>	<p>Please make your tax deductible donation by check to SOC NRHS and send to the address below or donate on line at <a href="http://soc-nrhs.org">soc-nrhs.org</a></p>
<p>Medford, Oregon 2012</p>	<p>Southern Oregon Chapter NRHS P.O. Box 622 Medford, OR 97501</p>
<p>Thank you, Allen Dobney, Chapter President</p>	

YORK, England – Britain's National Railway Museum in York opened a special exhibit July 6 to mark the 75th anniversary of the world speed record for a steam locomotive, which was set July 3, 1938. The record of 126 mph set that day remains the fastest speed ever recorded by steam; it beat a 124.5mph record set in Germany in 1936. The record breaking London & North Eastern Railway A4 class 4-6-2 express locomotive No. 4468, Mallard, was just months old when it set the record. For more information, see [www.nrm.org.uk](http://www.nrm.org.uk).



All six A4 locomotives line up around the turntable at the York museum before the event opened to the public. 'Dominion of Canada,' now back in blue with its original number of 4489, rest nearest camera and next to it is the star of the show, No. 4468 'Mallard.' Photo by National Railway Museum

From *Train News Wire* July 8, 2013

# Major 2013 UP Bridge Replacement

by Arlen L. Sheldrake

The Union Pacific Railroad (former Southern Pacific) swing bridge over the Willamette River south of Harrisburg, Oregon (MP 662.99) is being replaced this summer under a \$16 million project. The state of Oregon, through the ConnectOregon IV program, is contributing \$4 million to the project.

From the Union Pacific Railroad *ConnectOregon IV* grant proposal:

Bridge Replacement (MP 662.99) on UPRR Brooklyn Subdivision, Harrisburg, Oregon:

Replace a rail bridge at Milepost 662.99 on Union Pacific Railroad's Brooklyn subdivision over the Willamette River near Harrisburg, Oregon. Replace 1906 vintage through-truss bridge with a modern deck plate girder ballasted-deck bridge.

- Replace five through-truss spans and one deck plate span with six deck-plate girder spans and two beam spans (900 feet).
- Union Pacific replaced the north 358' of approach spans in 2008 and replaced the south 320' of the approach spans in 2010.
- Replace open decking with ballast decks.
- Increase speed limit from 30 mph to 70 mph.

The labor project estimate is \$7,825,944.50; material estimate is \$6,783,370.00; and miscellaneous at \$1,790,250.00 for a total project estimated cost of \$16,399,564.50.

According to the August 4, 1944 bridge inspection report supplied by Bob Melbo, the bridge specifics are:

- One 60-foot deck plate girder span, built 1922 (this would be at the west or south end)
- One 150-foot thru riveted truss span, built 1906
- One 200-foot thru pin-connected truss span, built 1906
- One 240-foot swing draw span, built 1906
- One 200-foot thru pin-connected truss span, built 1906.

This 1944 inspection record notes that it has been "more than 20 years" since the bridge has been opened, making the last time it was turned prior to 1924 at least. The report also notes: "The original channel upstream from draw span is now high ground covered with heavy growth and the channel is split in two and is inclined to work toward west end of the west approach and towards east end of east approach."

Bob adds: "The west (south) approach to the steel spans was via a 976-foot ballast deck trestle built in 1932. The east approach also was a ballast deck trestle, 360 feet in length, built in 1927. I believe at least a portion of both of these approach structures have been replaced with steel and concrete structures, as soon will be the old steel spans. If you add all these structure together, you have a composite bridge of 2,186 feet in overall length. My old track chart book, probably dating back to the 1980s, shows the west approach at 976 feet, the steel spans at 864 feet, and the east approach at 360 feet, for a total length of 2,200 feet. Oregon & California Railroad initially opened this line for traffic in 1871. The 2013 project is just the latest renewal in a long succession of various bridge structures that have been employed to cross the river at this location."

Bob further notes that the aging pin-connected trusses have been the cause of a 30 mph slow order since at least the 1980s, more than 30 years. Doyle McCormack reports that he remembers well this bridge during his SP/UP engineer days and recalls the bridge without a passenger train speed restriction in the spring of 1979.

With this bridge being surrounded by private property, I enlisted my friend David Dowrie to get some pictures from the water. David agreed and from a kayak, supplied the pictures that accompany this article. You will also see that at this location the former Oregon Electric (now Portland & Western) bridge is only a few hundred yards to west.

Thanks to David Dowrie, Bob Melbo, Brock Nelson and Doyle McCormack for their help in developing this article.



Photo by David Dowrie

## NRHS Advisory Council Information

Information regarding the Advisory Council can now be found on the NRHS administrative website - <https://admin.nrhs.com>. This site will include all Advisory Council Meeting minutes, Conference registration material, along with any other information the Advisory Council posts. The Advisory Council site is not password protected and is accessible to all NRHS members. It is encouraged that chapters provide this information to their membership via their newsletters, thus it is provided herein. [TELEGRAPH, News For NRHS Leadership, Volume 43 Number 2, May, 2013]

**NRHS**

NRHS Administrative Site

There are two sections of the site. One contains documents that are public such as approved meeting minutes, approved policies of the society, etc. The second section of the site is password protected and open only to the NRHS Board of Directors and Administrative Staff.

[Documents available to the Public](#)

[Documents for Board of Directors](#)

[Advisory Council](#)

[NRHS Telegram](#)

# PNW SHORT LINES

by Arlen L. Sheldrake

Union Pacific Railroad will strengthen Oregon's transportation infrastructure by investing nearly \$8.6 million to construct a new siding track on the main Union Pacific rail [Graham] line in Portland between NE 122nd Avenue and NE 162 Avenue. The project, funded entirely by Union Pacific without taxpayer dollars, began in June and is scheduled to be completed by the end of the year. The railroad will build the new siding with 5,000 railroad ties, more than 500 tons of rock ballast and two new switches. **Union Pacific Railroad press release 6/21/2013.** [The Graham line will also get a wye leg installed to connect south to the former Southern Pacific mainline near the I-5/I-84 highway interchange. This new siding is being built directly north of I-84; and south of a sound wall.]

Union Pacific is investing \$8.9 million to install new rail between North Powder and La Grande. The railroad is replacing 15 miles of rail; the project is scheduled to be completed in July. **UP Press Release 7/2/2013.**

Idaho Northern & Pacific Railroad paid \$115,000 to Wallowa Union Railroad (WURR) for the three self-propelled RDCs for use on their Thunder Mountain Line. The RDCs were among the 27 cars that left the rails on the train near Durkee, south of Baker City. As of this article, the units are sitting on a siding near Durkee, Oregon either awaiting an inspection or repair. The cars were originally acquired from BCRail (BCR 10, 11, & 31) by the Oregon Department of Transportation for the Lewis & Clark Explorer operation which ran between Linnton and Astoria from 2003 to 2005 as part of the bicentennial celebration of the Lewis and Clark expedition. After the celebration, ODOT sold them to WURR, which used them for a time on the Eagle Cap Excursion train. WURR financed the purchase with a grant from ODOT's *ConnectOregon* program. According to Union County Commissioner Mark Davidson who manages the railroad, ODOT will allow WURR to keep the Idaho Northern payment so long as the funds are used for excursion train purposes. **The La Grande Observer 6/28/2013.** [The RDC units are still sitting at Durkee as of July 20th and awaiting legal resolution.]

Sound Transit is studying whether its Sounder Commuter trains could deliver spectators to the doorstep of the Chambers Bay Golf Course during the 2015 U.S. Open. Officials see major potential in using rail to safely and efficiently move some of the 235,000 people expected to attend one of the biggest sporting events in the Pacific Northwest's History. The USGA, which is leasing the golf course from Pierce County for \$2 million to hold the tournament, relied on rail service during the last two U.S. Opens, held outside San Francisco and Philadelphia but rail service to Chambers Bay would be unique because it currently isn't offered there. **The News Tribune 6/28/2013.**



On June 27th the Sound Transit Board voted to purchase ten new Sounder commuter rail cars. These are the first new cars delivered since 2003. The larger fleet is needed for planned service expansion on the Sounder South Line between Lakewood and Seattle. The order was reduced to 9 cab cars instead of 10, bringing the total car fleet to 67. The cost of the cars totals \$32.9 million including contingency. **The Train Sheet, Tacoma Chapter NRHS, July 2013.**

The July issue of *The Manifest*, published by the Southern Oregon Chapter, notes: "Butte Falls Tourist Railroad Opportunity: The town of Butte Falls has approved a revised letter of understanding." The newsletter also noted that as of June 22nd the MEDCO #4 Willamette restoration campaign to raise \$20,000 had received \$7,427 from 26 donors. Tax deductible contributions can be sent to: Southern Oregon Chapter, NRHS; Attn: MEDCO #4; PO Box 622; Medford OR 97501. And congratulations to the Medford folk for winning another NRHS Railroad Heritage Preservation grant!

Great news that the Tacoma-based RailCamp Northwest is a go for 2014; July 27 – August 2. Congratulations to Bill Chapman [a PNWC member living in Idaho] on this accomplishment; the venues look great and include: Mount Rainier Scenic Railway, Sound Transit, Tacoma Rail, Amtrak facilities, and Northwest Railway Museum. There are 16 camper positions; more information: [www.nrns.com](http://www.nrns.com). **NRHS News 6/2013.**

The third American made streetcar built by United Streetcar entered Portland Streetcar service the week of June 24th; delivery of the final three are expected later this summer. **Portland Tribune 7/1/2013.**

Union Pacific, with a couple of concerns, has accepted Benton County's offer of \$486,000 for the Bailey Branch land. The 18-mile stretch runs from Venell Farms south of Corvallis down to Monroe, then west to Hull-Oakes Lumber Mill at Dawson. Before the deal can close, the railroad must have a historical assessment of the line done for approval by the State Historic Preservation Office. The stretch of track into Hull-Oakes Mill, which is listed on the National Register of

Historic Places, may come in for special scrutiny. If the deal goes through, Union Pacific would salvage the rail and ties, leaving the rail bed and right of way for the county. The Hull-Oakes Lumber Mill has expressed an interest in purchasing the 6-mile line that runs into their mill site. **Corvallis Gazette-Times 7/3/2013.**

On July 14, 1873 Northern Pacific Railroad announced that the railroad's terminus would be on Commencement Bay (Tacoma) shocking Seattleites. **HistoryLink.org Essay 922.**

On July 14, 1915, the Liberty Bell – one of the United States' foremost symbols of freedom and independence – visited Everett, Seattle and Tacoma en route to the Panama-Pacific Exposition in San Francisco. The Bell traveled the county by train, greeting throngs of joyous well wishers in towns along the way. Beginning in the late 1800s, the Liberty Bell was often displayed at exhibitions throughout the country as a way to heal the rift caused by the Civil War. By the 1900s, concerns were raised over transporting around by train the already cracked bell. The 1915 tour, which began on July 4, would be the bell's last. It has remained in Philadelphia ever since it returned. **HistoryLink.org Essay 3913.**

A heads up to those of us who plan trips way in advance.....The National Model Railroad Association annual convention, Portland Daylight Express, is coming to Portland August 23-29, 2015. The headquarters hotel is the Portland DoubleTree with attendance expected to be in the 1,000 to 1,500 range. Planning is well underway to showcase the many model and full size rail attractions in and around Portland. So mark your calendars to either work one of the venues or attend. More information: [www.nrma2015portland.org](http://www.nrma2015portland.org). **Thanks to Doug Auberg for the information.**



A group of local partners have offered Tacoma Rail \$3 million for the 20-mile section of track between Centralia and Maytown. **The Chronicle 6/14 & 6/21/2013.**

**Hood River News Archives, July 1943:** The drought in spirituous liquors in the Pacific Northwest has already had its effect in furnishing bootleggers with an excuse to steal many cases of liquors from bonded railroad cars and authorities are now active in searches for the thieves. Sheriff John H. Sheldrake was yesterday notified that more than 100 cases of liquor have been stolen in the past few days from railroad cars between Pocatello and Portland. The public can help by reporting any well-grounded suspicion that illicit sales of liquor are going on. [John H. Sheldrake became a Hood River Deputy Sheriff in 1924 and was then elected Sheriff in 1936. He became the County Judge in 1947 leaving that office in 1956 and died two weeks later. I continue to learn about my Grandfather.....]

Kelowna Pacific Railway went into receivership on July 12th and suspended operations. KPR employed about 40 people and moved about 16,000 rail cars of product each year. The short-haul line provided connection to CP Rail's yard in Kamloops. **CBC News 7/8/2013.**

Operation Lifesaver Inc. (OLI) in partnership with the Federal Railroad Administration, awarded \$200,000 in grants to 12 Operation Lifesaver state programs for rail safety public education and awareness campaigns. The Oregon OLI organization was one of the recipients. **Progressive Railroading 7/8/2013.**



At the July 8th Oregon Rail Heritage Foundation board meeting, David L. Jorling was appointed to fill the long vacant community-at-large Board position. David is a rail fan since childhood who retired from the legal department of the city of Portland (1985-2008). One of his responsibilities with the city was contracts dealing with the city of Portland owned locomotives, an assignment he requested. David has been a PNWC member since 1992.



Residents of the central part of Salem, Oregon will sleep a little better this summer. The much awaited Railroad QuietZone will go into effect July 23, 2013, along the portion of the Union Pacific Railroad between Mill Street SE and Market Street NE. The elimination of the crossing at Madison Street NE and Sunnyview Road NE from the quiet zone is the result of an interpretation of Federal Rule by both the Union Pacific Railroad and Federal Railroad Administration made on July 3, 2013. This action does not preclude the inclusion of Madison Street NE, Sunnyview Road NE and additional crossings from future expansions of the quiet zone. The Railroad Quiet Zone is the result of safety improvements completed at ten street crossings, funded by the voter-approved 2008 Streets and Bridges Bond Measure. **Community Connection, City of Salem, Volume 4, Issue 2, July 2013.**

July 10th marked another major milestone in the building of the Portland-Milwaukie Light Rail Transit Bridge with the first segmental bridge deck pour suspended over the Willamette River at the East Tower. Kiewit Infrastructure West, the bridge contractor, began segmental deck pours at the West Tower in April. In all, 78 concrete pour segments will make up the bridge deck as it begins to take shape and extend out over the water. Next summer, the bridge deck will meet in the middle of the Willamette River before the bridge's projected completion in the fall of 2015. **The Oregonian 7/10/2013.**



The Oregon Legislature in early July voted in favor of allocating \$10 million to the Oregon International Port of Coos Bay to continue rehabilitating the publicly owned Coos Bay rail line, which runs 134 miles between Coquille and Eugene. To be available to the port in July 2014, the state allocation will help the port bolster bridges to meet new load rating protocols set by the Federal Railroad Administration. The port estimates it will cost \$58 million to comply with the new requirements within the mandated five-year period. The port so far has completed work on some wooden trestles and repaired seven steel bridges. The port also will receive \$6 million more this year in *ConnectOregon* III funds for repairs to three swing-span bridges in Coos Bay, Reedsport and near Florence. Overall, the port is completing the first major phase of the line's rehabilitation. The work involved repairs to nine tunnels, the steel/timber bridge repairs and a complete rehabilitation of the tracks, which included the installation of 93,000 new ties and 60,000 tons of ballast. **Progressive Railroading 7/16/2013.**



In mid-July the Port of Tacoma received at Washington United Terminals the largest container ship ever to call, the 1,145-foot-long, 150-foot-wide ZIM Integrated Shipping vessel *Dijibouti*. The ship can hold 10,000 20-foot equivalent container units, about 40 percent more cargo than most container ships that serve the port. Washington United Terminals is a 110-acre container facility that is served by BNSF Railway and Union Pacific Railroad. Tacoma Rail provides switching and terminal rail services at the port. **Progressive Railroading 07/16/2013.**



The Kamloops City Council has agreed to give the Kamloops Heritage Railway Society \$54,000 to run tests on the 2141 locomotive's boiler as required by Transport Canada. Once the tests are completed, the Society will come back to the Council with a definite price for repairs. While the Council agreed to release the cash – which will come out of the group's usual \$200,000 operating grant, which was held back for 2013 because the 2141 is inactive – there was trepidation around the Council table about the possibility of repair costs ballooning out of control. More information about the Society: [www.kamrail.com](http://www.kamrail.com). **Kamloops This Week 7/17/2013.**

Ridership on Amtrak's famed *Empire Builder* into and out of Williston, North Dakota, the epicenter of the Bakken oil boom, increased from 29,920 in 2011 to 54,324 last year; a jump of 82%. The people who ride the *Empire Builder* to work the Bakken come from as far west as Spokane and as far east as Minneapolis. Employees often work several weeks on with several weeks off, a schedule that permits them to commute from homes hundreds of miles away. **Billings Gazette 7/22/2013.**




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## The Maupin Section Foreman's House aka Depot House



On July 13th the Prineville District of the Bureau of Land Management held an open house to celebrate the completion of restoration work on the historic 1910 Maupin Section Foreman's House. The Section Foreman's House, known as the Depot House, was constructed in 1910 by the Des Chutes Railroad Company, a subsidiary of the Union Pacific Railroad. It is a standard railroad design, commonly used at the time for housing in hot, arid climates.

The BLM awarded the restoration contract to All-Ways Construction from Hubbard, Oregon for the rehabilitation. All-Ways teamed up with Gerding Companies, Inc. from Corvallis, Oregon, who performed the historic restoration portion of the work.

The restoration of the original building included: restore original finishes, retain and restore original windows, retain Union Pacific colors on exterior, & replace siding with in-kind horizontal siding.

Restoring the structure and bringing the building and property up to code means completing a variety of work, including: replacing wiring; adding a heating/cooling system, reconstructing the foundation to support the structure and deck, providing an ADA restroom by modifying a portion of the kitchen and bathroom wall, installing new utility lines, adding new insulation, & replacing the flooring throughout the house.



The BLM is also adding parking. In 2014, facilities will be added to serve as an interpretive site for the history of the railroad on the Lower Deschutes River. The building was added to the National Register of Historic Places in 2006. It is located ½ mile upriver on the Deschutes Access Road from Maupin, Oregon.



[Text from: <http://www.blm.gov/or/districts/prineville/foreman.php>; photos taken July 13th by Arlen Sheldrake.]

# Operations on the Oregon Coast Scenic Railroad



Doubleheaded Steam



Double-Header at Smith Lake



Engineer J.J. Thompson

On Saturday, June 29, the Oregon Coast Scenic RR featured doubleheaded steam on their regularly scheduled runs at noon, 2PM and 4PM. Curtiss Lumber Heisler #2 led McCloud 2-6-2 #25 on these runs between Garibaldi and Rockaway Beach, Oregon. The noon run appeared to have a good percentage of sold seats. Scott Wickert was the engineer on the Heisler, and our young friend J.J. Thompson was the engineer on McCloud #25. One of the scenic spots along this run is Smith Lake, where otters supposedly reside.

Photos and Text by James Fitzgerald

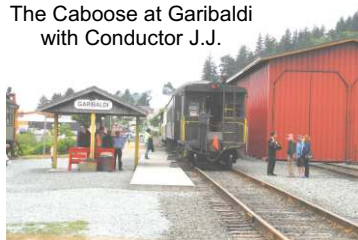
Other Photos of McCloud 2-6-2 #25 running on July 24. Photos by Trent Stetz

McCloud #25 Leaving Garibaldi



Ryan Lubricates #25 before the Run

The Caboose at Garibaldi with Conductor J.J.



Diesel #101 completing Track Maintenance work. Photos by Dave Larsen



Side Dump Car

## Unsung Hero Award

The Unsung Hero award for July 2013 was presented to Trent Stetz. "Trent has broadly applied his talents in service of the Chapter. He was instrumental in the success of the *Steel over the Willamette*, and created countless posters and brochures. Already a popular car host and respected Director-at-Large, he nonetheless also became Editor of the *Trainmaster*, maintaining the high quality of the Chapter's official voice".

[Editor's Note: I have enjoyed working on the *Trainmaster*, with this issue being my twelfth! Please let me know if you have any comments or suggestions for articles. Thanks!]



Photo by Jim Hokinson

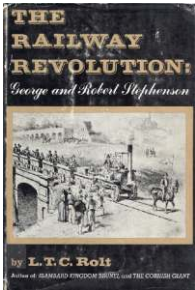


# In the Library and Archives...

by Dave Willworth

## Books about Railways around the World

The book section on Overseas Railways in the PNWC Library has 47 titles listed and there are a few VHS videos as well. Since this is the Pacific Northwest chapter, the books on overseas railways selected for placement in the library will give a good general history of regions without having books on many different railway operations in each country. Since England is where it all began and the "Railway Revolution" spread from there, more books on British Railways are on the shelves than other countries.



**The Railway Revolution** by L.T.C. Rolt (1962)  
(George and Robert Stephenson)

This is a history and biography of a father, George, and his son, Robert. The text provides good descriptions and reproduced drawings of events that tell the story of their railroad building.

George Stephenson took the idea of harnessing steam to propel a locomotive and developed a locomotive that was considered the first "modern" type of locomotive. In 1814 he successfully connected the connecting rods directly to crank-pins on the wheels. Later developments were made for improvements in power distribution and valve motion designs. Together, George and Robert built railways out of London designing tunnels and bridges that allowed a more direct route between cities.

### Pacific Northwest Chapter Lending Library Visit Us!

**OPEN Mondays and Aug. 17<sup>th</sup>**

August 17<sup>th</sup> (Saturday) 1 pm to 4 pm  
and open every Monday 10 am to Noon

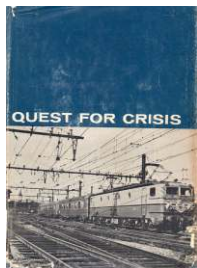
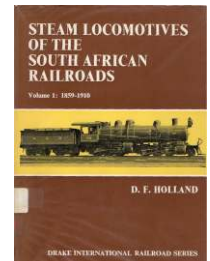
The Library is normally open the Saturday following the membership meeting.

The Library is located at:  
Union Station Annex, 503 NW Irving, Portland  
(The Annex is the brick building just south of Union Station.)

library@pnwc-nrhs.org 503-226-NRHS

**Steam Locomotives of South African Railroads – Vol 1 & 2** by D. F. Holland (1972)

Vol. 1 covers 1859 – 1910. Vol. 2 covers 1910 – 1955. Almost all the steam locomotives are included with many fine pictures, diagrams and descriptions starting with the first 0-4-2 brought from England on a brig in 1859. Railway development in South Africa is also well covered.

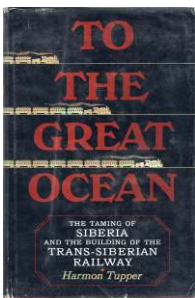
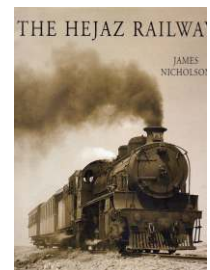


**Quest For Crisis** by James N. Sites (1963)

"The author of this book traveled to 25 countries from Europe through the Middle East to India and the Soviet Union in search of clues to the future of transport in America and abroad. His findings are detailed in this book". This book was published in 1963 and some changes have been made since then while some problems have not been solved and have gotten worse. A very interesting book!

**The Hajez Railway** by James Nicholson (2007)

In 1900 a proposal for a rail line across Arabia between Damascus and Madinah with an outlet to the Mediterranean was initiated and called The Hajez Railway. The author has put together a very comprehensive illustrated book that tells of this railway from its beginning, its strategic importance in both World Wars and of what's left today. The rail line traversed desert mountains, valleys and areas of flash flooding with many building supplies brought in by Camels.



**To The Great Ocean** by Harmon Tupper (1965)  
(The Taming of Siberia and the Building of the Trans-Siberian Railway)

The building of the Trans-Siberian Railway roughly parallels the building of the American Transcontinental Railroad and it was 6000 miles to the Pacific Ocean. Siberia was called a "dormant colossus" before the railroad. The book covers the history of the area leading up to a need to build the railway. Then the construction including the wars fought during the time. The author has included great photos of the area along the route.

# July Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society  
Held on July 19, 2013

The July general meeting was called to order at 7:33pm by President Keith Fleschner. One guest, Dale Wilkins, was recognized and welcomed.

The June minutes were presented. Bryan Ackler made a motion to approve the minutes and Mark Reynolds seconded. The membership voted to approve the minutes.

George Hickok gave the monthly treasurers report that all accounts balanced. He reported that we now have sold fifty five Steel Bridge books past the break- even point. On the S-2 restoration project, we are spending monies . The poster project ongoing, well under projected budget and is now waiting for the completion of the marketing plan. Bryan Ackler made a motion to accept the report and Rick Banton seconded. The membership voted to accept the report.



Treasurer George and Secretary Jim

President Fleschner reminded the membership that tonight is the election to fill the vacancy of Director-at-Large. Voting will take place after the business portion of the meeting and will be run by Jim Loomis.

The President said there was a question of what will happen if funds are left over after the completion of the S-2 project. After some discussion it was agreed that the remaining funds, if any, would go into a sustaining fund.

Next the discussion went to the dues increase by the National Society. It would bring the total dues package, national and local, to seventy dollars and may cause a hardship or resistance by some members. Also there is some speculation the National may be in difficulty and may go away. George Hickok noted that the board had discussed the idea of hiring an attorney to let us know our rights and options if this were to happen. Bryan Ackler made a motion to amend the budget to not to exceed one thousand dollars for consulting an attorney to advise us on this situation. Rolf Schuler seconded and the membership voted to approve the motion. Keith Fleschner noted that the PNWC needs to keep going and we need the questions answered.

In preparation for Steam-Up, Trent Stetz needs volunteers to help set up the concessions tent on Tuesday, July 23. He said he has the gate passes for those who volunteered for Steam-Up.

Ron McCoy presented the UNSUNG HERO award to Trent Stetz for all of his dedication and hard work.

George Hickok reported that the Port Of Coos Bay has now acquired a great deal of rail line and is approaching their one hundredth anniversary. They would like to get railcar(s) to use for their event at the end of August. The chapter may lease them the 6800 and NRM may lease the Round-end car for the three day event and we would also need to provide car hosts.

Trent Stetz is collecting names from those interested in a chapter vest and/or name tag.

President Fleschner made an announcement about a program at ORHC on August 2, 2013. See enclosed insert.

President Fleschner also thanked everyone who showed up to help at Powerland last Saturday on the S-2 scaffolding.

The President also announced that the library committee tonight has a display of materials on 'overseas steam'.



John and Dave Willworth with Library Items

Al Baker announced that he has programs scheduled for August and September only and is open for new ideas.

President Fleschner asked if any of the car hosts would be willing to volunteer the first night of Holiday Express on the Friday night after Thanksgiving. A number of members noted that they would be available.

The meeting was adjourned at 8:27pm for voting, and snack time which was provided by Jean Hickok. Due to rising costs it is requested a three dollar donation for the snack time.

The program for the evening was Farewell To South African Steam presented by Alfred Mullet. The presentation was some very interesting information and a series of beautiful photographs.

After the presentation it was announced that with a landslide vote, Phil Barney is elected to fill the vacant Director-at-Large position. We wish to thank Phil for agreeing to run for the position.



Alfred Mullet gave the Presentation

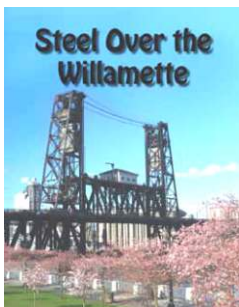
Respectfully submitted, Jim Hokinson, Secretary.

Photos by Jim Hokinson and Trent Stetz



At the intersection of the Graham Line with the Brooklyn Sub-Division in NE Portland is the newly renovated Union Pacific Railroad office building now sporting the UP logo and flying the colors. A double-stack container train heads to the Brooklyn Intermodal yard; on the left, barely visible, is the Graham Line. Photo by Arlen Sheldrake.

## Still Available



Celebrating the 100th anniversary of this world unique bridge, this 60-page book tells the story of Portland's Steel Bridge in text, with dozens of historic and current photos. Available for just \$14.99 plus \$5.00 shipping or pick up your copy at a membership meeting and save \$5!

Order online at: [www.pnwc-nrhs.org](http://www.pnwc-nrhs.org)

Send your check payable to PNWC-NRHS to:  
 PNWC-NRHS Steel Bridge  
 800 NW 6th Ave. Rm. 1  
 Portland OR 97209-3794

Questions: [steelbridge@pnwc-nrhs.org](mailto:steelbridge@pnwc-nrhs.org)

## Bill of Lading

Northern Pacific Locomotive at Portland.....	Page 1
Bucyrus Steam Crane .....	Page 2
Update on Medco #4.....	Page 3
Steam Speed Record .....	Page 3
Major UP Bridge Replacement.....	Page 4
NRHS Advisory Council Information.....	Page 4
PNW Shortlines .....	Page 5
Maupin Section Foreman House.....	Page 7
Operations on the Oregon Coast Scenic.....	Page 8
Unsung Hero Award.....	Page 8
In the Library and Archives.....	Page 9
Lending Library .....	Page 9
Chapter Meeting Minutes .....	Page 10
UP Railroad Building.....	Page 11
Steel Bridge Book Available .....	Page 11
Officers, Committees & Contacts.....	Page 11
Calendar .....	Page 12
Mission Statement.....	Page 12

## 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	503.226.6747
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

Chapter Home	Keith Fleschner	503.516.9272
Elections	George Hickok	503.649.5762
Excursions	Jim Loomis	503.253.3926
Flanger Restoration	Jim Long	503.313.7382
Library	Ron McCoy	503.310.4811
Meeting Programs	Dave Willworth	360.608.1102
Membership	Al Baker	503.645.9079
Rolling Stock	Diana Mack	503.723.3345
	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

**The Trainmaster** is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members.

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 ISSN: 0041-0926

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# **PACIFIC NORTHWEST CHAPTER TIMETABLE N<sup>o</sup>. 613**

**Board of Director's Meetings:** August 8, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm  
September 12, 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.)

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

**Forward program ideas to Al Baker, 503.645.9079 or albaker33@comcast.net**

**August 16:** *Railroads in Finland, Russia, Germany and Austria*, an Ed Immel October 2012 video travel log.

**Sept. 20:** *Cascade Crossing, Oakridge to Cascade Summit*, TRAINS Ultimate Railroad DVD by Kalmbach, 2008. Late Southern Pacific era coverage.

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

Now - Sept 1 *125th Anniversary Celebration of the Ilwaco Rail & Navigation Company* – An exhibition “From the Water to the Woods: 125 Years of Local Rail”, Ilwaco, WA, [www.columbiapacificheritagemuseum.org](http://www.columbiapacificheritagemuseum.org)  
Now – Sept 7, 2014 *Rocky Mountain Express*, Spokane Riverfront Park IMAX , [www.spokaneriverfrontpark.com](http://www.spokaneriverfrontpark.com)  
August 2 *Rail - the 21st Century Transport System* by Andrew McNaughton, 5 to 7pm, Oregon Rail Heritage Center  
August 3-4 *The Great Oregon Steam-Up* at Antique Powerland, Brooks, OR, 7am to 6pm, [www.antiquepowerland.com](http://www.antiquepowerland.com)  
August 3-4 *Steam Weekend Special*, Chelatchie Prairie Railroad, [www.bycx.com](http://www.bycx.com)  
August 16-18 *Snoqualmie Railroad Days*, [www.railroaddays.com](http://www.railroaddays.com)  
August 17-18 *Train Robbery Special*, Chelatchie Prairie Railroad, [www.bycx.com](http://www.bycx.com)  
August 31 *Two Rivers*, Eagle Cap Excursion Train, Elgin OR, [www.eaglecaptrainrides.com](http://www.eaglecaptrainrides.com)  
August 31 *Murder Mystery Dinner Train*, Chehalis-Centralia Railroad & Museum, [www.steamtrainride.com](http://www.steamtrainride.com)  
August 31-Sept 1 *Affair on Main Street*, North Pend Oreille Valley Lions Club, [www.lionstrainrides.com](http://www.lionstrainrides.com)  
Aug 31-Sept 2 *Steam Labor Day Weekend Special*, Chelatchie Prairie Railroad, [www.bycx.com](http://www.bycx.com)  
Sept 7 *Northwest Railroad Heritage Forum*, 10 to 5, Wash. State History Museum, [www.railheritage.org](http://www.railheritage.org), Tacoma, WA  
Sept 12-13 *Steam Fall Leaves Special*, Chelatchie Prairie Railroad, [www.bycx.com](http://www.bycx.com)  
Sept 14, 21, 28 *Fall Foliage*, Eagle Cap Excursion Train, Elgin OR, [www.eaglecaptrainrides.com](http://www.eaglecaptrainrides.com)  
Sept 19-22 *Milwaukee Road Historical Association Convention*, Rockford, IL, [www.mrha.com](http://www.mrha.com)  
Oct 2-5 *Southern Pacific Historical & Technical Society Convention*, Fresno CA, [www.sphts.org](http://www.sphts.org)  
Oct 5-6 *First Autumn Colors Train Ride*, North Pend Oreille Valley Lions Club, [www.lionstrainrides.com](http://www.lionstrainrides.com)  
Oct 5, 12, 19 *Fall Foliage*, Eagle Cap Excursion Train, Elgin OR, [www.eaglecaptrainrides.com](http://www.eaglecaptrainrides.com)  
Oct 12-13 *Second Autumn Colors Train Ride*, North Pend Oreille Valley Lions Club, [www.lionstrainrides.com](http://www.lionstrainrides.com)  
Oct 19-20 *Pumpkin Train*, Oregon Coast Scenic Railroad, [www.ocsr.net](http://www.ocsr.net)  
Oct 19-20 *Third Autumn Colors Train Ride*, North Pend Oreille Valley Lions Club, [www.lionstrainrides.com](http://www.lionstrainrides.com)  
Oct 26-27 *Great Pumpkin Train Rides*, North Pend Oreille Valley Lions Club, [www.lionstrainrides.com](http://www.lionstrainrides.com)  
Oct 26-27 *Pumpkin Train*, Chehalis-Centralia Railroad & Museum, [www.steamtrainride.com](http://www.steamtrainride.com)  
Nov 30-Dec 1 *Santa Train 2013*, Northwest Railway Museum, [www.trainmuseum.org](http://www.trainmuseum.org)  
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)  
Sept. 2015 *Portland-Milwaukie Light Rail* opens with a OMSI/ORHC station.

### **PNWC – NRHS MISSION**

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