

# The **Trainmaster**

April 2014

ISSUE N<sup>o</sup> 621



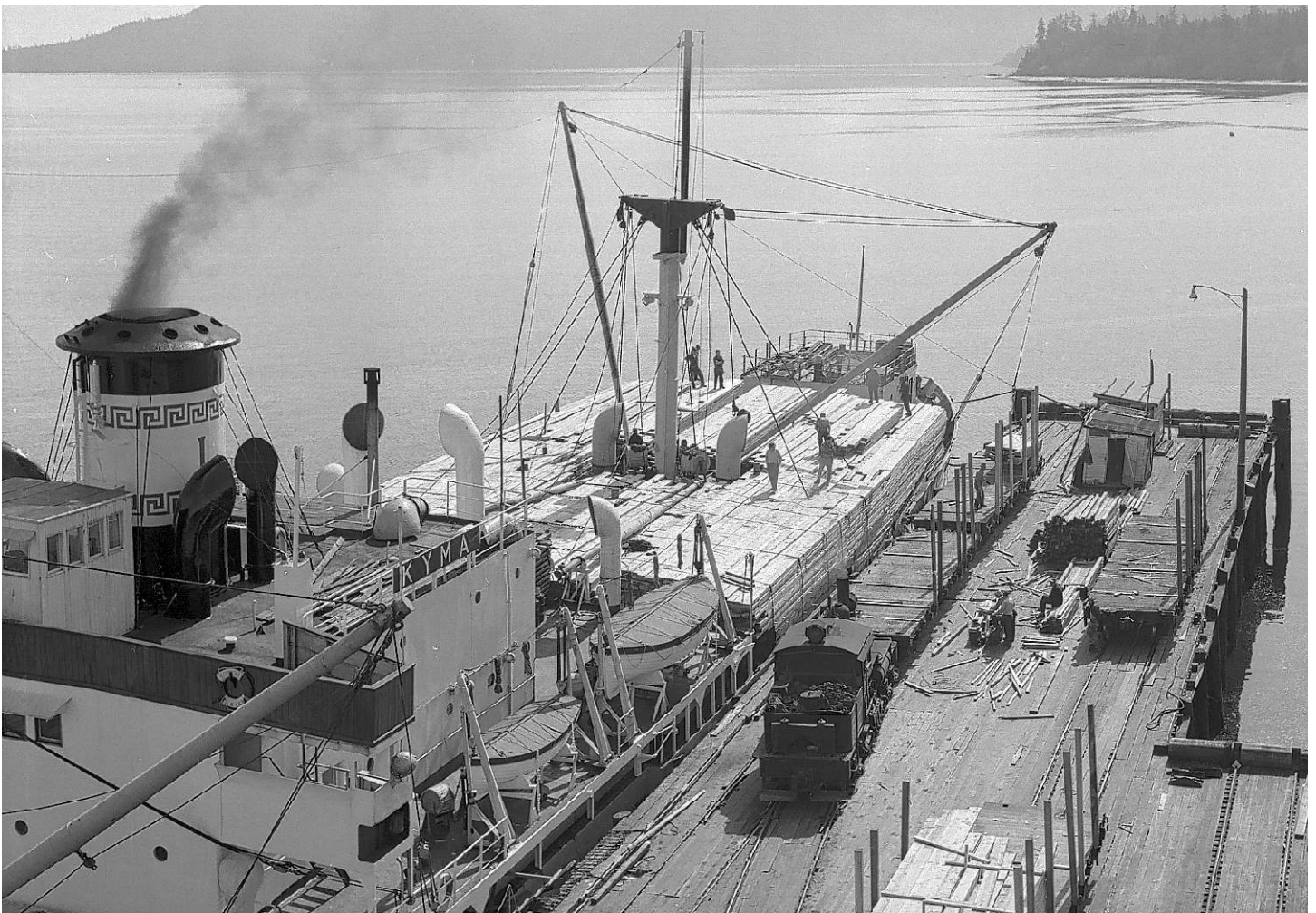
The Official Publication of the  
Pacific Northwest Chapter of the  
National Railway Historical Society  
Portland, Oregon



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

## A SHAY AMONG SHIPS

by Martin E. Hansen



Osborn Bay Wharf Company LTD Shay No. 1 in service as their dock switcher in Crofton, B.C.

Photo by Stan Styles on March 15, 1958.

# A Shay Among Ships - Osborn Bay Wharf No. 1

Article and Photos Provided By Martin E. Hansen

While Shays were used primarily in the logging industry, their slow speed with gearing made them very adaptable in switching service as well. An example of this is Osborn Bay Wharf Company LTD No. 1.

Built by Lima in 1920 for the Hillcrest Lumber Company in British Columbia, the 30-ton 2-truck Shay was originally designed as a 36" gauge wood burning engine for logging service. She was changed to standard gauge before leaving the Lima factory. Her first owner then converted her to oil upon arrival. After that, she served a number of owners in B.C. in logging service.

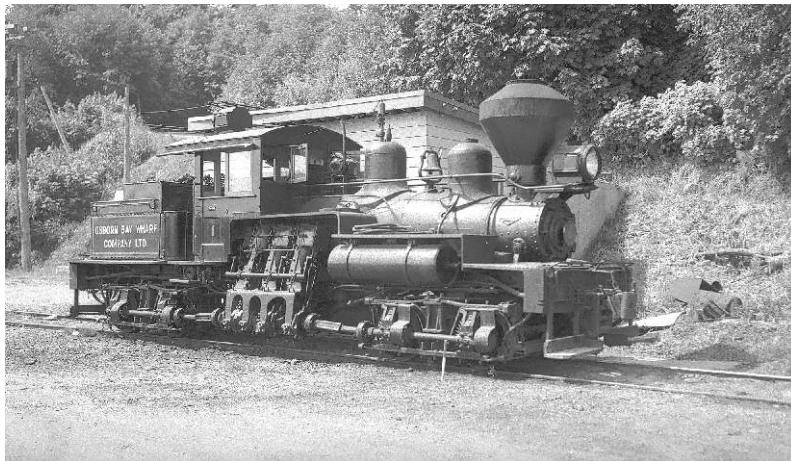


Photo by Gary Oliver in 1964

In 1947 she was still in good shape but her logging owners put her up for sale as they were converting to truck logging. She was quickly snapped up by the Osborn Bay Wharf Co. (OBW) to serve as their dock switcher in Crofton, B.C. It was in this service that Stan Styles caught her switching the docks on March 15, 1958 [See cover photograph]. OBW converted her to coal for work on their docks. The last photo was taken by Gary Oliver on June 22, 1964 shows her still in service for OBW.



Photo by Stan Styles in 1958

Her small size and low gearing gave her the power to handle the loads of cut lumber being loaded onto the waiting ships at the Crofton docks. She served in this service until 1964 when she was donated to the B.C. Forestry Museum at Duncan, B.C. At the museum she was converted back to the 36" gauge for which she had originally been designed. She was also returned to oil burning.

She ran for many years on the 36" track at the museum until being sidelined with boiler issues several years ago.

She is on display today as an example of a wood/oil/coal/oil burning 36"/Standard Gauge/36" Shay that has worked in a variety of industries. Thus we see an example of the adaptability of the venerable Shay locomotive. Photos from the Martin E. Hansen collection, photographer as noted in the article.

*[The British Columbia Forest Discovery Centre is located near Duncan, British Columbia at 2892 Drinkwater Road on Vancouver Island. Locomotives on exhibit include: 3 Plymouth, 2 Vulcan, 2 Climax, and 3 Shay. Web site: <http://enertelligence.com/bcforestdiscoverycentre/wordpress>. This article was prompted by one of Martin's many very interesting historical postings on [Trainorders.com](http://Trainorders.com) 10/26/2013.]*

# Historic Portland Traction Bridge Disappears

by Arlen Sheldrake

On Sunday March 9<sup>th</sup> Union Pacific Railroad contracted construction crews pulled the tilting Gladstone Portland Traction Railroad Bridge into the river. High water over about two weeks had eroded around the footing at the south end of the bridge causing something like a four foot list as the south bank footing gave way.



Photo by Dick Samuels

This was not a planned demolition. Union Pacific delayed the planned demolition last year to give a community group time to develop a plan to save the bridge. In fact, Metro had awarded a \$201,892 grant to the City of Gladstone to commission a feasibility study to turn the bridge into a pedestrian walkway and extend the Trolley Trail into Oregon City. For those familiar with the City of Gladstone, the main street, Portland Avenue, is very wide because the Portland Traction Company (PTC) railroad ran down the middle of the street and directly across this bridge to Oregon City. Portland Traction was jointly owned by the Southern Pacific and Union Pacific railroads.

The exact build date of this bridge is not known. The original railroad bridge at this location was built in 1893 but was wooden and was replaced by this bridge probably in the very early 1900s. The bridge is a riveted connected Warren trough truss bridge. It served as the main trolley line between Oregon City and Portland until trolley service was stopped in 1954. The bridge continued to serve freight traffic until safety concerns forced the rail company to abandon the line in 1968.

In the late 1969 the Union Pacific (who handled legal affairs and purchasing for Portland Traction) put removal of the Oregon City line out to bid for scrap which required the removal of the curved timber trestle at Milwaukie and this bridge. A&K Railroad Materials (then known as A&K Railroad Ties) was the preferred bidder, however having to remove this Gladstone bridge resulted in a negative bid with Portland Traction having to pay A&K around \$256,000. Leaving the bridge in place and just salvaging the rail and ties by A&K would net the PTC around \$76,000. The bridge was left in place and the rails were salvaged. Some 45 years later, the demolition decision was made by the river.

Over the years the bridge first lost its rail, then the ties, then the connections to shore as the railroad worked to keep trespassers off the bridge. Some tell of a high school “rite of passage” that required jumping off the bridge. A location not far up river called High Rocks continues to be an attractive place for daring river dips.

With the bridge down in the raging Clackamas River, the construction crew went to work clearing an area on the south bank for demolition. Once the area was cleared the bridge was quickly pulled from the river and dismantled. On Thursday March 13<sup>th</sup> the Clackamas County Sheriff's office cleared the area for river traffic. The Clackamas River had been closed when the tilting was first noticed.

Metro will re-purpose the grant money for another, still-to-be determined project.

This article was developed by Arlen Sheldrake with appreciation and credit to the following sources: Brian McCamish; Oregon Live 3/10/2014; Metro Active Transportation & Complete Streets Projects proposal: Trolley Trail Historic Bridge Feasibility Study: Gladstone to Oregon City, 12/28/2012; Dick Samuels.



Photo by Arlen Sheldrake

# The Bridges That Never Budge

Text by Bill Lynch, Photos by David Dowrie

*(This article was originally published December 7, 1968 in the Eugene based Register-Guard newspaper. It was spotted by chapter member Steven C. Coons after reading the August 2013 "Major 2013 UP Bridge Replacement" Trainmaster article. Permission was received February 7, 2014 from Tony Baker, Editor & Publisher, The Register-Guard, to reprint this article in the Trainmaster. With the Union Pacific (formerly Southern Pacific) bridge being replaced this year, this article represents some significant passing history.)*

If you listen closely to the trains when they cross where the 600-foot wide Willamette River divides the peppermint fields near Harrisburg from the sweet corn fields east of Junction City, you'll hear them chant, "I-told-you-so, I-told-you-so."

For it is here, unopened and unmoving that two railroad drawbridges stand side by side while their one-time talent for opening to waterborne traffic slowly rusts into immobility.

When these bridges were designed, protests by railroad engineers that drawspans were unneeded went for naught. The U.S. War Department, which then had authority over the Willamette River as a navigable stream, insisted on bridges capable of opening to river traffic.

Southern Pacific trains travel across a swing bridge that is designed so two sections can pivot 90 degrees from a central pier. Built in 1905-06, the SP bridge has never been opened for passing river boats.

However, as a monument to bad bureaucratic guesses, the tall towers of the Oregon Electric Railway bridge are an even more impressive example. It has three 200-foot sections, the center one of which is capable of rising 60 feet above high water.

Plans for this lift-span were approved by the War Department in 1912, and construction started later that year. The railroad, however, gained a permit to finish and use the bridge without installing lift span equipment.

After all, the railroad argued, no river boat requiring great clearance was using the river. According to Oregon Electric Railroad records, river traffic to Eugene stopped in 1900 when the OR&M steamers discontinued their runs from Portland.

In June of 1915, however, the Oregon City Transportation Co. announced plans to put the "Pomona" into regular river runs between Portland and Eugene, and the War Department ordered the railroad to put the draw span in working order.

The railroad's records, according to Bill Currie, the Oregon Electric engineering department's chief clerk in Portland, reveal that contracts for the steel towers were awarded in January 1916. Wartime shortages and bad weather in the winter of 1917-18 caused a delay of several months in final installation of lift span machinery, and the work was not completed until May 17, 1918. Oregon City Transportation Co. received \$3,400 in damages because of time lost in getting the bridge open to river traffic.

The "Pomona" never did come upriver, however, and from that day to this the bridge has never once opened for river traffic.

The railroad scored its hollow victory over bureaucracy in November, 1959, when the Corps of Engineers, which had since inherited authority over navigable streams, granted permission for maintenance of the lift span to be discontinued and for the rusting cables and counterweights to be removed. This was done in July, 1960, and the bridge now can not be opened.



The Oregon Electric (Now Portland & Western) Lift Bridge over the Willamette River in June 2013 (Photo by David Dowrie)

# President's Dispatch

by Keith Fleschner

For a day or two it felt like spring-and then the rain returned. But chapter activities are in full bloom. Planning is well underway for our latest excursion, *Steaming to Salmonberry*, which promises to be a great trip, tickets are on sale and going fast, my thanks to the planning team. Work is also under way on plans for this year's National Train day it seems to be developing as another great one. My thanks to Trent Stetz and Ken Vannice for leading the efforts, as always we need lots of help the day of the event. On the ORHF front, many chapter members have been helping on the development of a new exhibit on the Brooklyn Yard. And as always there is a lot of "normal" work going on, the board, the archives and library and the Trainmaster crew to name a few.

## The Bridges That Never Budge (Continued)

But if man has ignored the drawbridges, so has the meandering river. The channel has moved, while the bridges have stayed put, with the result that the Oregon Electric Railway lift span now straddles a gravel bar. The draw span of the SP swing bridge stretches across dry land.



The Southern Pacific (Now Union Pacific) Swing Bridge over the Willamette River in June 2013 (Photo by David Dowrie)

The SP bridge has had other experiences with the river's wanderings. In 1922 an extension had to be added to the bridge when the river made an end run and moved its channel from beneath the bridge.

The swing span on this bridge was designed to turn on a huge cast iron cog wheel, which still waits on the center pier.

According to the SP bridge crew in Eugene, such bridges were designed to use old style "one lung" diesel engines as a power source. The bridge can still be opened, they point out, but it would have to be cranked by hand – except that the modern jointless steel rails ignore the draw span, so they would have to be cut.

For the most part, modern river traffic consists of fisherman, duck hunters and Willamette Greenway advocates – and they don't need drawbridges. However, barge traffic can still occur – American Can Co., for example barged a 225,000-pound paper drier for its new Halsey plant to Albany last spring, before finishing the trip by highway.

The Corps of Engineers which is responsible for maintaining river channels has not been authorized to maintain channel depths on the river above Harrisburg since 1904. On the books of the Corps' Portland District Office, the river from Harrisburg to Eugene is described as having "no fixed channel, low water depth of two feet."

In 1967, Congress transferred authority over bridges on navigable streams from the Corps to the U.S. Coast Guard.

Fred Bartel, chief of the rivers and harbors section of the Corps' Portland District, conceded that anyone wanting to send a river boat from Harrisburg to Eugene could apply for a permit.

Of course, before it could be issued it would be necessary to lobby Congress until funds were appropriated for a dredging project so the channel would again flow beneath the drawspans, and to convince the Coast Guard that the railroad should cut their rails and activate the bridges.

It looks as if the trains will chant "I-told-you-so, I-told-you-so" for a long time to come.

*Thanks to Steven C. Coons for spotting this article and thanks to Tony Baker for granting re-printing permission. Any errors in the reproduction of this article were induced by Arlen Sheldrake who also received reprinting permission. Also of note, the mentioned Oregon Electric bridge is currently used by the Portland & Western Railroad.*

# PNW SHORT LINES

by Arlen L. Sheldrake

Anyone wanting to see a whole bunch of historic photos should visit the John W. Barriger III National Railroad Library web site: [www.flickr.com/photosbarriger/library/sets/](http://www.flickr.com/photosbarriger/library/sets/). A total of 124 sets of photos of mostly eastern railroads but including 1,145 Great Northern and 28 Northern Pacific photos are available for viewing. Those remembering the historic 4449/8444 double-heading run to Tacoma should also remember that the purpose of this run was for the John W. Barriger III National Railroad Library board of directors meeting held in Tacoma; that is what got the UP leadership to approve this historic doubleheader.

The city of Tucson is seeking Federal Transit Administration approval to start operations July 25<sup>th</sup> with fewer streetcars than the 8 mandated. SunLink would like to open the four-mile route with four or six streetcars while the remaining two continue testing. Four cars are currently in testing with the other four to be delivered by early May but rigorous testing standards will prevent all eight from greeting green lighted for service by midsummer. The original start date was November 2013. **Arizona Star Net 2/20/2014.** [The streetcars are being built by United Streetcar in Clackamas, Oregon.]



On February 27<sup>th</sup> the developers of the giant export terminal north of Bellingham, Gateway Pacific, agreed to a \$7.2 million contract for an environmental study on what would become Washington's first coal-export terminal. The new agreement, with the engineering firm CH2M Hill, follows on the heels of an earlier \$1.9 million deal to conduct public meetings and prepare the scope of review. SSA Marine and BNSF Railway, both signed Thursday, will deal with subcontractors who assess the project's impacts on human and animal health, marine life, wetlands, railway and shipping traffic and Native American culture. **Crosscut 2/28/2014.**

Members of Alaska Railroad Corp.'s board of directors warn that the closure of the Flint Hills refinery, the railroad's biggest customer, will lead to increases in energy costs and the price of asphalt and freight shipping. The closure will cost the railroad its biggest customer and \$11 million in 2015; \$6 million in 2014. **Alaska Dispatch 2/27/2014**



Port Metro Vancouver handled a record 135 million tonnes of cargo last year amid bustling trade with Asia, and the 2014 forecast calls for another strong showing. Canada's largest port tonnage last year rose 9 per cent from the 123.9 million tonnes processed in 2012. China accounted for 32 million tonnes of exported and imported cargo last year, making it the largest trading partner with Canada at Port Metro Vancouver. **The Globe and**



**Mail 2/24/2014.**

ConnectOregon V received 106 applications totaling \$128,864,928. The Oregon Legislature funded this round at \$42 million with funds coming from lottery proceeds. The Oregon Transportation Commission will make the awards this summer after reviews and recommendations from modal and region committees. <http://oregon.gov/odot>



The March 2014 WCRA News published by the West Coast Railway Association reports that their "374 Pavilion" in downtown Vancouver, B.C. welcomed 2,287 visitors in January, up over 400 from the same month last year. Admission is free, donations appreciated to the exhibit featuring the historic Canadian Pacific 1886 4-4-0 locomotive. The 374 pulled the first transcontinental passenger train into Vancouver on May 23, 1887. More information: <http://www.wcra.org>.

Global Partners LP faces a maximum \$25,000 Oregon DEQ fine for each day it has operated its crude oil reload facility at Port Westward near Clatskanie because they never got a permit for the volume being moved. DEQ regulators say the Columbia Pacific Bio-Refinery needs a new permit to unload crude and has committed the "highest level violation" of state environmental rules by moving 297 million gallons of oil between December 2012 and November 2013; its permit allowed it to move 50 million gallons. **The Oregonian 3/3/2014.** [The crude is delivered to Port Westward via unit tank car trains delivered by Portland & Western Railroad.]



Federated Railways announced March 3<sup>rd</sup> that it has entered into an agreement to acquire Rail Logistics' assets, including its "Cold Train" express intermodal service. The new subsidiary will be called Federated Cold Train LLC. It will maintain its current management team, staff and headquarters. Cold Train, founded in 2010, has seen expanded success recently. Cold Train now delivers refrigerated cargo from Washington and Oregon to 20 states through the U.S. and one province in Canada. **Kansas City Business Journal 3/3/2014.**

Sound Transit reports approximately 30.3 million boardings last year, an increase of more than 8 percent over 2012. Average weekday boardings topped 101,000. Central Link light rail ridership grew 11 percent. Sounder commuter rail reported 11,587 average boardings and 3.0 million annual boardings, an 8% increase from 2012. **Sound Transit 2/27/2014 press release.**

As a follow-up to last month's 231/644 article, John Tolmachoff, Director/Treasurer, Dynamic Rail Preservation Inc., reports that 501C3 IRS tax exempt status has been received. **www.dynarail.org.**

King Street Station track upgrades: Amtrak advertised for design service proposals, which are due March 4, for track upgrades to increase capacity, signalize tracks, and modify platforms and canopies to accommodate more passenger trains. The \$51-million project will be constructed November 2015 through February 2017. **WSDOT February Rail Monthly Update.**

The Port of Walla Walla recently awarded a \$2.38 million contract to H&H Engineering Construction Inc. to build additional rail lines at the Washington state port's Dodd Road Industrial Park. H&H Engineering will construct about 5,775 linear feet of rail, install switches, build gravel service roads and perform other work expected to be completed by June 30<sup>th</sup>. The project extends rail to a Railex distribution center in Wallula, Wash. – which can store up to 5 million cases of wine. **Progressive Railroading 3/5/2014**



Portland & Western Railroad recently installed an electronic detector to protect the Westside Express Service (WES) line. The SmartScan detector became operational in early March and is located at MP 759.7 near Reedville on the Tillamook District. The detector includes Dragging Equipment and Hot Wheel detection. See below for more information.



New Defect Detector on the Portland & Western

On March 6<sup>th</sup> three more mudslides hit the BNSF railroad tracks near Mukilteo. This was the ninth blocking event on the tracks north of Seattle this season, compared to 60 last season. The railroad has invested in slide prevention, clearing ditches, and installing motion monitors along the stretch of tracks that run along Puget Sound under a bluff. **The Seattle Times 3/6/2014.**

One of the many landslide mitigation action items: BNSF will waive up to \$3,500 per permit until April 2015 for property owners who connect their drainage pipes to BNSF-owned drainage systems at the bottom of the slope. **WSDOT Rail Monthly Update 2/2014.**

On March 10<sup>th</sup>, Hanjin Shipping announced that it would continue its weekly transpacific vessel call in Portland. The announcement comes as welcome news to the hundreds of shippers who depend on the carrier and its alliance partners to get cargo to and from international markets in Asia. According to Hanjin's notification to the Port, the company will be reviewing operational performance on a quarterly basis. In October 2013, Hanjin officials indicated to the Port and terminal operator ICTSI Oregon, Inc. that low productivity and escalating costs needed to be addressed at the container terminal in order for the company to remain in the local market. Hanjin is the largest container carrier calling Portland's Terminal 6. The service represents nearly 80% of container throughput at the terminal, averaging about 1,600 containers per week. **Port of Portland Marine News Release 3/10/2014.**



## Defect Detector

A defect detector is a device used on railroads to detect axle and signal problems in passing trains. The detectors are normally integrated into the tracks and often include sensors to detect several different kinds of problems that could occur. Defect detectors were one invention which enabled American railroads to eliminate the caboose at the rear of the train, as well as various station agents stationed along the route to detect unsafe conditions. Southern Technologies Corporation defect detection and announcement system consists of rail-mounted infrared scanners, wheel detectors, a microprocessor-based data analysis unit, a digitized speech processor, radio, power supplies, cables and a system enclosure. The system is designed for stand-alone operation, communicating directly with the crew of the train being scanned, but has the capability for central reporting. For more information see: [http://en.wikipedia.org/wiki/Defect\\_detector](http://en.wikipedia.org/wiki/Defect_detector)



# THE 2014 ANNUAL PNWC BANQUET

## Jack Holst Memorial Award

by Jean Hickok



The Chapter's annual banquet was held on March 22nd at Portland Brewing Company. Rob Eaton, of Amtrak Government Affairs, was the Guest Speaker. At the banquet, we awarded the 2013 Jack Holst Memorial Award to Trent Stetz. The annual award is intended to recognize an outstanding Chapter member.

Trent is a prime example of the spirit of the award and why we presented him with this award.

Trent is a member of our Board of Directors, he is our *Trainmaster* editor, is involved in our Concessions, Library and

Archives, is a primary contributor to the *Trainmaster* printing, collating and mailings and Out Reach material distributed in various locations and events. Trent is involved in trade shows, swap meets, Steam-Up, National Train Day, as one of the two Holiday Express Car Host managers and he even helped with the banquet, providing the wonderful placemats we used at the banquet and used each year. Trent has recently began working with the Exhibits Committee for the Oregon Rail Heritage Center.

Trent dedicates hundreds and hundreds of hours writing and designing materials for all these events and providing our first class *Trainmaster* each month.

I'm sure Trent is involved and provides a lot more than I mentioned above for the Chapter and the Oregon Rail Heritage Center. It was difficult finding many pictures of Trent because he's usually the one behind the camera taking the pictures!

I can't say enough about what Trent does for the Chapter. He's always willing to help in many ways.

My warmest congratulations to Trent Stetz, our 2013 Jack Holst recipient . . . and to Michele too for letting him do all the things he does!



Guest Speaker  
Rob Eaton of Amtrak



Trent Stetz is presented the Jack Holst Memorial award by Jean Hickok

Photos by George Hickok and Jim Hokinson

## Columbia Pacific Heritage Museum Applying for Grant for Historic Coach *Nahcotta*

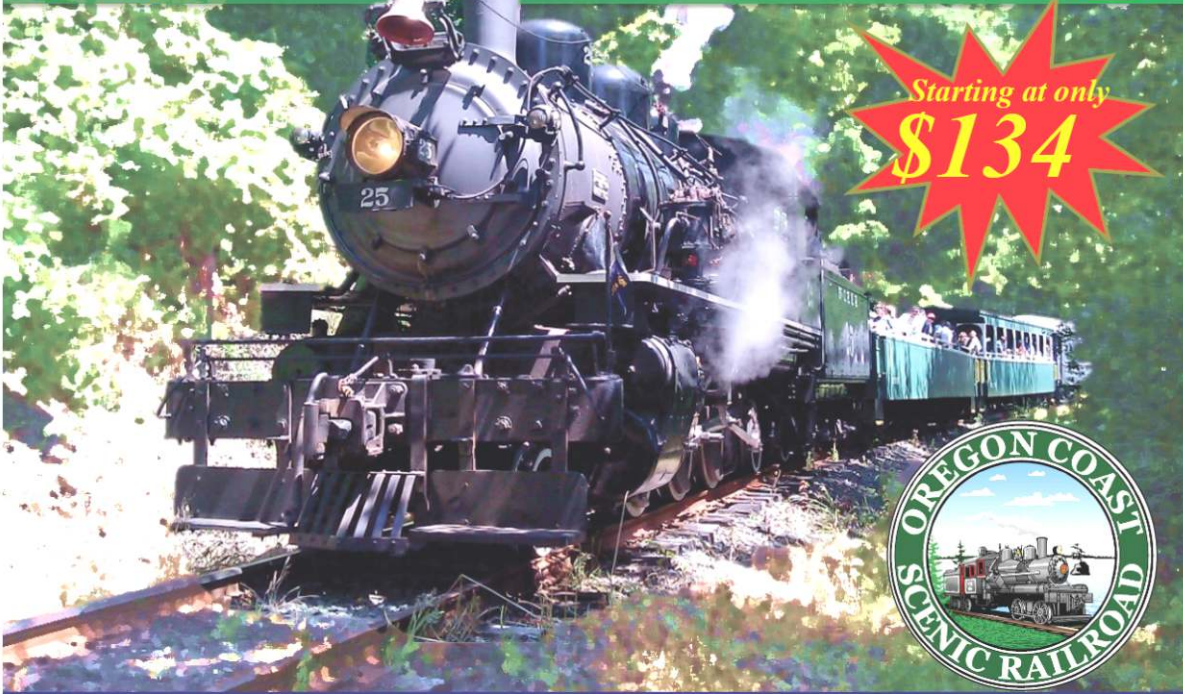
The Columbia Pacific Heritage Museum, in Ilwaco Washington ([columbiapacificheritagemuseum.org](http://columbiapacificheritagemuseum.org)) is applying for a grant from the National Railway Historical Society (NRHS) for the structural analysis of the undercarriage of the 1889 narrow gauge wooden passenger coach *Nahcotta*. Richard Anderson, Executive director of the Northwest Railway Museum, has agreed to be the consultant for this project. The members of the *Nahcotta* Preservation Committee will contribute approximately \$3,000 of in-kind labor to photo documentation of the existing condition of the undercarriage, remove the undercarriage ceiling and deadening material, and photo document the exposed condition, and repairs or alterations recommended in the consultant's report.



Undercarriage of the *Nahcotta* Passenger Coach (Photo by Trent Stetz)



# Steam to the Salmonberry



**Saturday, April 26, 2014**

30 railroad miles of coastline,  
bayside and river canyon,  
all behind steam!

*Deluxe Motorcoach from  
Portland area, lunch, and  
refreshments all included!*



**This trip will journey to the end of the rail far beyond  
the normal route of the Oregon Coast Scenic**

**Reserve your seat today**  
[www.pnwc-nrhs.org](http://www.pnwc-nrhs.org)

Scan this QR  
code with  
your smart  
device to go  
directly to our  
website



Offered by the

**PACIFIC NORTHWEST CHAPTER**  
of the NATIONAL RAILWAY HISTORICAL SOCIETY

*Presenting public excursions for over 50 years.*



# March Membership Meeting Minutes

## Pacific Northwest Chapter - National Railway Historical Society

### Held on March 21, 2014

The meeting was called to order at 7:33pm by President Keith Fleschner.

One guest, Jerry Smith, was recognized.

The minutes of the February meeting were called. Arlen Sheldrake made a motion to approve the minutes and Rick Banton seconded. The membership voted to approve the minutes.

The monthly Treasurers report was given by George Hickok. He reported that all accounts balanced. He said the Brix Logging book is selling well and the Steel Bridge book has sold now over five hundred copies. He reminded everyone that the Chapter Banquet is tomorrow night at 5:00pm. Doug Auberg made a motion to accept the report and Arlen Sheldrake seconded. The membership voted to accept the report.

Ron McCoy announced that there is Salmonberry excursion posters available for members to take and post to promote the event. Mr. McCoy the presented the Unsung Hero Award of the month to Jerry Tanquist. Mr. Tanquist was not present and the certificate will be mailed to him.

Trent Stetz announced that the sales for the Salmonberry excursion are going well. There are three coaches and an open air car available for the passengers. The excursion will be pulled by a 2-6-2 steam engine.

Al Baker said he would like to hear from anyone who wishes to volunteer to help at National Train Day.

National Representative Al Baker presented a twenty five year membership pin and certificate to Arlen Sheldrake and Dennis Seacat, Mr. Baker also had twenty five year pins and certificates for Linda Seacat and also for Sara and Ed Ackerman. Mr. Baker then announced a fifty year pin and certificate for Glenn Eades.

Al Baker announced that the meeting program schedule is; April – History of motors cars, May – PRPA and the 700, June – Tacoma Rail, July – History of the OMSI/Water Street area. The program this evening is the restoration of the Doyle McCormick Alco PA No. 190.

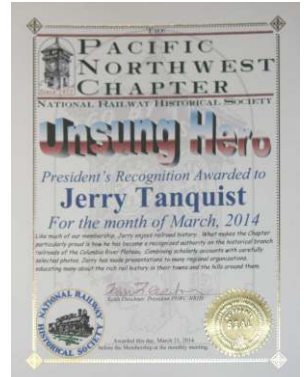
Al Hall announced that Charlie Philpot was awarded the Oregon Heritage Excellence award.

Trent Stetz announced the next Chapter concession event is the two-day train show in Eugene, April 5 and 6.

Ron McCoy announced that there is now three issues of the Trainmaster missing from the digital files. They are February, October and November of 1993. If anyone has a copy of any of these please let them be copied. All other issues have been scanned into the digital file available through the web site.

The meeting was adjourned at 8:05pm.

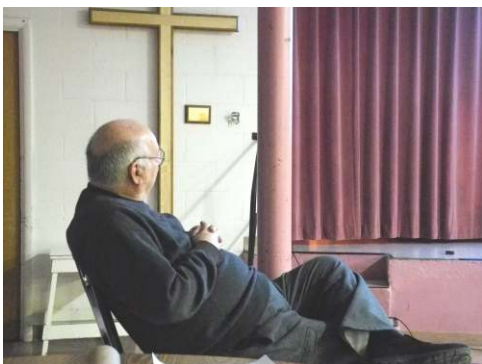
Snack time was provided by Jean Hickok.



Al Baker Provides 25 Year Pin and Certificate to Arlen Sheldrake



Al Baker Provides 25 Year Pin and Certificate to Dennis Seacat



Doyle McCormick Comments on the Video

Doyle McCormick narrated the video, *Restoring an Alco PA-1*, which was presented at the 2011 NRHS Convention in Tacoma, WA. The program was enjoyed by all in attendance.

Respectfully submitted by Jim Hokinson, Secretary.

Photos by Jim Hokinson and Trent Stetz

# NATIONAL TRAIN DAY

## MAY 10<sup>TH</sup>

### PORTLAND

### UNION STATION

### 10AM TO 4PM



### 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.	Al Baker	503.645.9079

### 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	2014-2016	503.649.5762
Trent Stetz	2014-2016	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	Phil Barney	503.706.0498
Library	Ken Vannice	503.244.8732
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

Printed in the USA

**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. Articles which appear in *The Trainmaster* do not express the official position of the organization on any subject unless specifically noted as such.



Material from *The Trainmaster* may be reprinted in other publications provided credit is given as to the source, except in cases where the article originated in a third party publication and special permission was given to *The Trainmaster* to print the article here. Please address contributions and correspondence to:

Attn: *The Trainmaster* Editor  
 PNWC-NRHS, Union Station, 800 NW 6<sup>th</sup> Ave Rm 1  
 Portland OR 97209-3794  
 Voice: 503.226.6747 Fax: 503.230.0572  
 Chapter email: pnwc@pnwc-nrhs.org  
*The Trainmaster* email: trainmaster@pnwc-nrhs.org  
 Website: <http://www.pnwc-nrhs.org>  
 ISSN: 0041-0926



Editor	Trent Stetz	503.643.1494
Circulation	George Hickok	503.649.5762
Mailing/Distribution	Jean Hickok	503.649.5762
	George Hickok	503.649.5762
TM Liaison/Reporter	Arlen Sheldrake	503.351.9881

## Brooklyn Rail Yard Exhibit

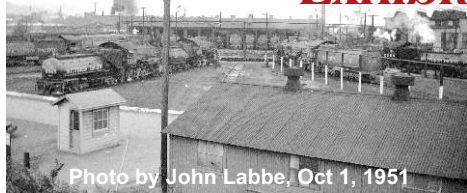


Photo by John Labbe, Oct 1, 1951

Opens  
 May 1<sup>st</sup> at  
 the Oregon  
 Rail  
 Heritage  
 Center

## Pacific Northwest Chapter Lending Library

### Visit Us!

**OPEN Mondays and Apr. 19<sup>th</sup>**

April 19<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](mailto:library@pnwc-nrhs.org) 503-226-NRHS

## Bill of Lading

A Shay Among Ships.....	Page 1
Osborn Bay Wharf No. 1.....	Page 2
Portland Traction Bridge Disappears.....	Page 3
The Bridges that Never Budge.....	Page 4
President's Dispatch.....	Page 5
PNW Short Lines .....	Page 6
Defect Detector .....	Page 7
Annual Chapter Banquet.....	Page 8
Historic Coach <i>Nahcotta</i> .....	Page 8
Steaming to Salmonberry Excursion.....	Page 9
Chapter Meeting Minutes .....	Page 10
National Train Day 2014.....	Page 11
Chapter Lending Library .....	Page 11
Officers, Committees & Contacts.....	Page 11
Calendar .....	Page 12
Mission Statement.....	Page 12

# **PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 621**

## *Special Chapter Event:*



**April 26:**            *Steaming to Salmonberry: Steam Excursion*, Oregon Coast Scenic Railroad, 8am to 6pm, see [www.pnwc-nrhs.org](http://www.pnwc-nrhs.org) and enclosed flyer

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

**April 18:**        *A brief history of motorcars and an introduction to the North American Rail Car Operators Association (NARCOA)*, by Kevin Novak. How unwanted, surplus railroad equipment created a nationwide hobby. Kevin is an 11-year member of NARCOA and is an Event Coordinator in training.

**May 16:**        *PRPA and the SP&S 700: 2013 was a Good Year!* By Steve Sedaker, Vice President, PRPA. A recap of Pacific Railroad Preservation Association activities with the 700 during the year 2013. The 700 was the go to locomotive for ORHF activities last year, with an appearance at National Train Day and 4 weekends of operation in December for Holiday Express and the BNSF Santa Train. 2014 promises to be even better with a planned mainline excursion in the Early Fall!

**June 20:**        *Tacoma Rail*, By David Cantlin, Author

**July 18:**        *The History of the OMSI/Water Street MAX Station Area*, by Nick Stewart

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

**Board of Director's Meetings:** April 10, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm  
May 8, 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.)

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

- April 4 *Snow Removal on Stampede*, White River Valley Museum, Auburn WA, [www.wrvmuseum.org](http://www.wrvmuseum.org)  
April 5 *Train Season Opens*, Northwest Railway Museum, Snoqualmie Depot, [www.trainmuseum.org](http://www.trainmuseum.org)  
April 5 *Why has high-speed rail moved so slowly in the US?*, NARP NW Div. luncheon, [www.aortarail.org](http://www.aortarail.org)  
Apr 5-6 *26th Annual Willamette Cascade Model Railroad Club Swap Meet & Train Show*, [PNWC Concessions Event]  
Eugene, OR., Lane County Events Center  
April 19 *Season Begins*, Mount Hood Railroad, Hood River OR, [www.mthoodrr.com](http://www.mthoodrr.com)  
April 19 *Bunny Express*, Mount Rainier Scenic Railroad, [www.mrsr.com](http://www.mrsr.com)  
May 1 *Brooklyn Rail Yard Exhibit* opens, Oregon Rail Heritage Center, [www.orhf.org](http://www.orhf.org)  
May 3 *Historic Train Town Museum*, Grand Opening, Dunsmuir, CA, [dunsmuirdepot.com](http://dunsmuirdepot.com)  
May 9-10 *Depot Days Classic Car & Motorcycle Show*, NP RR Museum, Wallace ID, [www.npdepot.org](http://www.npdepot.org)  
May 10 *Amtrak National Train Day*, Portland Union Station, 10am to 4pm, [www.nationaltrainday.com](http://www.nationaltrainday.com)  
May 10 *Amtrak National Train Day*, Seattle King Street Station, [www.nationaltrainday.com](http://www.nationaltrainday.com)  
May 11 *Mother's Day Brunch*, Eagle Cap Excursion Train, Elgin OR, [eaglecaptrainrides.com](http://eaglecaptrainrides.com)  
May 17 *SteamFest*, Six (6) steamers!, Mount Rainier Scenic Railroad, [www.mrsr.com](http://www.mrsr.com)  
June 10-14 *2014 Annual NRHS Convention*, Northern Arkansas, [www.nrhs.com](http://www.nrhs.com)  
June 13-15 *Dunsmuir Railroad Days*, Dunsmuir CA, [visitsiskiyou.org](http://visitsiskiyou.org)  
June 18-21 *Friends of Burlington Northern Railroad*, Tulsa OK, [www.forbnr.org](http://www.forbnr.org)  
June 21 *Elgin Stampeders' Train Robbery*, Eagle Cap Excursion Train, Elgin OR, [eaglecaptrainrides.com](http://eaglecaptrainrides.com)  
June 26-29 *Milwaukee Road Historical Assn. 2014 Convention*, Rock Island, IL, [www.mrha.com](http://www.mrha.com)  
July 4 *Fireworks Train*, Oregon Coast Scenic Railroad, Garibaldi, [www.oregoncoastscenic.org](http://www.oregoncoastscenic.org)  
July 12-16 *Great Northern Railroad Historical Society* convention, Helena MT, [www.gnrhs.org](http://www.gnrhs.org)  
July 19-20 *Clamshell Railroad Days*, Ilwaco WA, [www.columbiapacificheritagemuseum.com](http://www.columbiapacificheritagemuseum.com)  
July 26-27 *Down River Days*, North Pend Oreille Lions, Ione, WA, [www.liontrainrides.com](http://www.liontrainrides.com)  
July 26-27 *Great Oregon Steam-Up*, Antique Powerland, Brooks, OR, [www.antiquepowerland.com](http://www.antiquepowerland.com)

### **PNWC – NRHS MISSION**

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