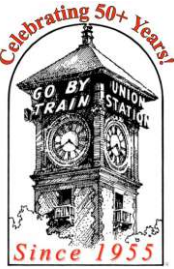


The *Celebrating 50+ Years!* Trainmaster

May 2014

ISSUE N^o 622



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



www.pnwc-nrhs.org

THE LAST WOOD BURNING STEAM LOCOMOTIVE

by Martin E. Hansen



The Lorane Valley Lumber Co. had a sawmill on the south edge of Cottage Grove. In 1942, J. H. Chambers & Son acquired the No. 3 when they purchased the Cottage Grove, Oregon lumber mill from the Woodard Company. Lorane Valley Lumber Company bought the Cottage Grove mill in 1946, and the No. 3 along with it. No. 3 was sold yet again in 1951 to The Robert Dollar Company of Glendale, Oregon.

LVL No. 3 – June 1949 R.W. Biermann Photo – Martin E. Hansen Collection

The Last Wood Burning Steam Locomotive Built for U.S.

Article and Photos Provided By Martin E. Hansen

As hard to believe as it is, the last wood-burning steam locomotive built for service in the United States was turned out by ALCO in November 1927! That's right, 1927.

While all other operators of railroads had been ordering only coal or oil fired engines for years by that time and wood burners were hard to find in operation in most of the U.S., there was one last order for a NEW wood-burning steam locomotive left to be filled.



Walter A. Woodard Lumber Company No. 3 Builders Photo
(Collection of Martin E. Hansen)

The operator who placed this order was the Walter A. Woodard Lumber Company of Cottage Grove, Oregon. This lumber hauling lines small roster of only wood-burning engines and when they needed additional power they decided to stick with what worked for them and ordered another wood-burner. Despite her out of date fuel choice she was ordered with modern superheaters to make her fuel and water consumption as economical as possible.

The specs for this engine show she had 20,900 lbs. of tractive power and 200 lbs. boiler pressure. She could carry 1 ½ cords of wood in her bunker and 1,500 gallons of water.

This fine engine served W.A. Woodard well for many years until they sold out to the Lorane Valley Lumber Co., also of Cottage Grove. She finally ended her time in Cottage Grove and was sold to the Robert Dollar Lumber Co., of Glendale, Oregon where she served until the late 1950's. By this time she had been converted to burn oil.

No. 3 was donated by the Robert Dollar Lumber Co. to the museum at Rio Vista, California who later transferred her to the Pacific Locomotive Association in Niles Canyon, California. The PLA restored her over several years to operation. While she is an oil burner today on the PLA line, she holds the unique distinction of being the very last wood-burning steam locomotive built for service in the United States!

[This article was originally a March 3, 2014 Martin E. Hansen Trainorders.com posting that Martin graciously agreed to have published in *The Trainmaster*.]

For more information on the locomotive, Robert Dollar Lumber Co. No. 3, see the website of the Niles Canyon Railway at www.ncry.org.

Technical data at right courtesy the Niles Canyon Railway website noted above.



No. 3 at Niles Canyon in March 2012
(Photo by Martin E. Hansen)

Technical Data

Builder	ALCO, Schenectady, NY
Number	67544
Date	November 1927
Type	2-6-2T
Cylinders	15 x 24 Inches
Drivers	44 Inches
Boiler Pressure	200 PSI
Gross Weight	65.5 Tons
Tractive Effort	20,900lbs

Mudslide on the Oregon Coast Scenic Railroad

by T. Trent Stetz

During the morning of Friday April 25th, the chapter was notified about a mudslide across the tracks of the Oregon Coast Scenic Railroad near Mohler. This was the day before our "Steam to the Salmonberry" trip. With much disappointment, we decided to postpone our trip on the Oregon Coast Scenic until another time.

Of course, we are reminded of the December 2007 storm, which carried with it 20 inches of rain over two days, which washed out much of the railroad in the Salmonberry Canyon. Major storms in 1990 and 1996 also caused major flooding and damage. The 1933 forest fire known as the Tillamook burn also heavily damaged the line. This branch has seen its share of disasters and subsequent renewal. The volunteers from the Oregon Coast Scenic Railroad have been working to put back into service the line all the way from Garibaldi to the Salmonberry River, since leasing that section from the Port of Tillamook Bay in 2012.



Tree and Mud across the Tracks on April 25th, 2014 (photo by Scott Wickert)

The "Tillamook branch" has a storied history. Work on what would become the Pacific, Rail and Navigation Railroad (PR&N), began when Elmer Lytle, a rail promoter and investor in Portland, incorporated the PR&N on October 13, 1905. The line was officially completed on October 12, 1911. The PR&N was also referred to as the "Punk, Rotten, and Nasty" in reference to the challenges of building and maintaining a rail line in some of the most rugged and geologically dynamic terrain anywhere in the western U.S. For further reading about the line's construction, see: *Punk Rotten and Nasty: The Saga of the Pacific Railway and Navigation Co.* by Paul M. Clock, Corbett Press, 2000.

National Train Day 2014

We are pleased to announce that Amtrak® is celebrating the 7th annual National Train Day at Portland Union Station on Saturday, May 10th from 10am to 4pm. Portland's event features over thirty information booths, live music, food vendors and fun family entertainment. Tour an Amtrak Cascades' trainset, as well as train equipment from the 1930's and 1940's including a Steam Locomotive, a Traveller's Rest Coach/Lounge car, a Union Pacific Caboose, and a Nickel Plate Diesel Locomotive. Little train fans can enjoy model train displays, Chuggington Kids Depot, facepainting and entertainment from the Rose Festival Character Clown Corps. Live music will be played throughout the day featuring local bands The Marvins, Cascadia Crescendo and the Mudtown Stompers.



NORTHBOUND, SOUTHBOUND, AND MY HOMETOWN.

PORTLAND, OREGON

The Story of the Hawaii Merci Box Car

Text by Bill Lynch

(This article is reprinted from the Jan/Feb. 2014 issue of the Akahale I Ke KA'AAHI, the Official Publication of the Hawaiian Railway Society with permission from Tom McCarthy, HRS Administrator.)

Published in honor of Earl Bennett, Sr. (July 10, 1932 – November 14, 2013).

Earl was a Merci Train historian and Merci Train website founder. Sadly, Mr. Bennett passed away in November 2013. In December, a group of his friends and fellow Merci Train enthusiasts gathered in the Ewa train yard to place a floral remembrance at the site of Hawaii's Merci car. As of December 8, 2013, Earl is the only known person to have visited all 43 of the remaining Merci Train boxcars.

The Merci Box Car

The Merci boxcar, which is on display in the Ewa train yard, was also known as a Forty & Eight. The numbers refer to the car's capacity: 40 horses or 8 men [40 men or 8 horses]. The Forty & Eights were built between 1872 and 1885 in France. They were used for general purpose freight haulers but were converted to troop and animal transport for wartime service. During WWI many American soldiers rode in those cars. As a result, a fraternity within the American Legion was formed. The story of how our Merci Boxcar and 48 more came to America is as follows: During WWII, much of the fighting took place in France and Italy. As a result, both countries were ruined. In 1947, a Washington newspaper columnist named Drew Pearson sparked the idea of the "Friendship Train" to help the starving people in the two countries.

The Friendship Train was a grass roots program. Its mission was to deliver over two hundred car loads of food, medicine, fuel and clothing to the people of France. The \$40,000,000 worth of goods was donated by the people of the United States. It was not a government project. The people collected money to buy the goods and some companies also donated goods.

In Hawaii, the Hawaii Sugar Planters Association donated one boxcar of sugar and the people collected the money to buy a second boxcar load. The railroads all moved the train free of charge. On December 8, 1947 the *SS American Leader* set sail from New York for LeHavre, France with all the boxcars and goods aboard.

The French people were so moved by the generosity of Americans that they mounted a similar campaign to collect items for a Merci or Gratitude Train. They collected delicate lace work, sparkling crystal, family heirlooms, books, a child's toy, works of art, and many more such items.

They loaded them into the Forty & Eight boxcars and loaded the boxcars on the *SS Magellan* that was bound for New York. The ship arrived in New York on February 1, 1949. There were 49 French boxcars, one for each state and one to be shared between Washington, D.C. and the Territory of Hawaii.

The gifts arrived in Hawaii in March, but the boxcar was delayed by a dock workers' strike and did not arrive until Wednesday, November 9, 1949.

Earl's Pilgrimage

Earl Bennett discovered his first Merci Train car in Idaho in the fall of 1994. After he researched the topic, Earl began searching out every boxcar that France had sent to America. His pursuit took him across the country. Those travels located many of the 43 remaining cars.

In 2012, Earl visited the Merci boxcar in Hawaii, the last one on his list. He had completed his challenge, but he also wrote a book about the Merci Train's history, and he founded a website: www.mercitrain.org – which he offers a great deal of additional information about the different cars and their whereabouts. There are photos and archival articles, as well. And, for anyone interested, you can buy Earl's book at the website.



Idaho's Merci Box Car
(Photo by Bill Chapman)

Earl's Passion

Earl Bennett was focused on how best to support the restoration of the Hawaii Merci Train car which is in dire need to restoration. His passion was motivated by the historic nature of the artifact and the way similar cars have been preserved around the country.



The Hawaiian Merci Boxcar (Photo by Arlen Sheldrake)

When Earl's friends met at the Ewa train yard in December, they discussed with Glen Houlton this challenge. Glen is the Society's Director of Restoration. As a result, both Glen and Earl's friends made generous donations to a fund for the restoration of the boxcar.

John and Sue Ann Irving and Bob and Sharon McElroy later wrote in a letter to HRS Administrator Tom McCarthy: "We are prepared to contribute an additional \$3,000 to match other individual local contributors to the project. *to be paid only after the individual local gifts have been received.* This could be from HRS board members or other local folks [including PNWC members] who might be encouraged to support this project."

project."

Currently, the restoration account contains \$6,280.00. As noted, if anyone makes a donation to the fund, John Irving and other Merci Car enthusiasts have offered to match the contribution.

Glen Houlton writes: "On the www.hawaiianrailway.org web site there are two pages that deal with the Merci car." Glen mentions that at that site you can also read about the United Airlines "Friendship Plane." Go to <http://goo.gl/CGiJO>. Glen goes on: "Under the picture on the first page, click on the link and it will take you to a newspaper clipping of the column that started it. Each page after that is a clipping or clippings from a different day. So far all are from the Star Bulletin. I am currently working on the Advertiser's clippings and will add them later." There is also a web page with the restoration plan for Hawaii's 40&8: <http://goo.gl/4F5H2X>.

Glen is currently at work on a project to map the wiring on locomotive 174. He is nearly done with that project and hopes to then begin developing a list of materials that will be needed to restore the Merci Car. "That," he writes, "and the route we take to restore it will determine the cost."

How You Can Help

Anyone with questions about the Merci car and its restoration can be addressed to Glen Houlton. Call the train yard (808-681-5461) and leave a message for him. Or write to him at PO Box 60369, EWA Station, Ewa Beach HI 96706; or email him at glen@hawaiianrailway.com.

If you can make a monetary donation, it would be greatly appreciated. Later HRS will need volunteers to help with the restoration. Mail donations to: Hawaiian Railway Society, Attn: Merci Car Restoration, PO Box 60369, Ewa Station, Ewa Beach HI 96706. HRS is a 501C3 tax exempt organization with donations tax deductible. More information about HRS: <http://www.hawaiianrailway.com>.

Maybe you can't visit all 43 but while traveling in the Pacific Northwest, stop by and check out these historical railroad, war time and people to people caring artifacts as they represent one heck of a story and, in my opinion, a very interesting and important piece of our history; they can be found in these locations:

- Oregon – North Bend, Simpson Park
- Washington – Yakima, Sarg Hubbard Park
- Idaho – Boise, Old Idaho Penitentiary (indoors)

And when visiting the island of Oahu, take a short trip out to Hawaiian Railway Society, check out their 40 & 8 boxcar and ride their train.

This article was developed by Arlen Sheldrake who is responsible for any induced errors and who is looking forward to a summer family trip to Paris. Thanks to Bill Chapman for his photo trip to prison and Tom McCarthy for permission to reprint this HRS article.

PNW SHORT LINES

by Arlen L. Sheldrake

Port of Portland Statement Regarding Crude Oil by Rail: Our interest will begin to grow once we have the confidence that transportation of crude oil by rail continues to meet all state, federal and local transportation rules and regulations and exhibits a sufficient accident-free record for a sustained period of time. [Excerpt from the full page statement.] <http://www.portofportland.com> 3/4/2014,



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The Supreme Court sided March 10th with a Wyoming landowner in a dispute with the federal government that raises legal doubts about “rail-to-trails” programs that turn abandoned railroad lines into recreational venues for the public. The court, on an 8 to 1 vote, threw out the government's claim that it retains control of a 200-foot-wide trail that crosses part of Marvin Brandt's 83 acres of land in Fox Park, Wyo. The rail line was abandoned in 2004. Brandt argued that the rail line was an easement, which becomes part of his property under an 1875 law. The government said the right of way reverts to the public. **The Washington Post 3/10/2014.**

The week of March 3rd TransLink and Canadian government officials marked the start of construction of the Evergreen Line's 1.2-mile tunnel. The tunnel will run east of Barnet Highway in Port Moody to south of Kemsley Avenue in Coquitlam, British Columbia. The machine will drill a single tunnel in one direction, instead of two, allowing for a shorter construction schedule. The Evergreen Line will link Burnaby, Port Moody and Coquitlam, and be fully integrated into TransLink's system, connecting directly onto the Millennium Line at Lougheed Town Centre Station. It will carry 70,000 passengers annually and remove 40,000 cars from the roads per day by 2012. The governments of Canada and British Columbia, and TransLink are funding the C\$1.43 billion project. **Progressive Railroading 3/10/2014.**



For those interested in the Salmonberry Corridor, the Port of Tillamook Bay Railroad and/or the Rails & Trails idea, take a look at the **Salmonberry Corridor Preliminary Feasibility Study** published **March 2013**, <http://salmonberrycorridor.wordpress.com/public-comments>, click on Master Plan-Materials. This 46-page document is full of interesting information about the corridor, the 2007 damage, ownership, and the three (Oahu/Australia, Japan and Alaska) inoperable WCI fiber optic cables. WCI says that 9 total miles of their cable were completely washed away.

Oregon Senate Bill 1516, Requires Development of plan for Salmonberry Trail, is awaiting the Governor's signature. It was introduced February 3rd, passed the Senate March 4th, and the House on March 5th and awaits the Governor's signature. The bill requires that the plan developed by Oregon Parks & Recreation and Oregon Forestry Departments be submitted to the Legislature by October 1, 2015.

On March 22, 1872, the Seattle Coal & Transportation Company begins operating Seattle's first railroad. Established by founders of the Seattle Coal Company, it is used to carry coal from a dock on the south end of Lake Union to coal bunkers at the foot of Pike Street, on Elliott Bay. Much more information: <http://www.historylink.org> **Essay 5412**

Railway Age magazine has named Coos Bay Rail Link the 2014 Short Line Railroad of the Year. Headquartered in its namesake town on the Oregon Coast, Coos Bay Rail Link has rebounded from a moribund property, shut down in the late 2007 and idle for four years, to a resurgent short line moving 4,845 revenue carloads in 2013, up 95% from 2012. “Backed by new owner Oregon International Port of Coos Bay, Coos Bay Rail Link has overcome negative media coverage and a skeptical public to show it means business – literally,” says *Railway Age* Managing Editor Douglas John Bowen. The award will be presented at the American Short Line and Regional Railroad Association's annual meeting in San Diego, California April 25, 2014. *Railway Age* is the transportation industry's oldest trade magazine, and celebrated its 150th anniversary in 2006. **Railway Age 3/13/2014.**

In March and April Sound Transit is holding neighborhood drop-in sessions for the public to hear about the several alignment, station and grade alternatives for extending light rail from the future Angle Lake Station at South 200th Street, which opens in 2016, to the Federal Way Transit Center near South 320th Street, a distance of about 7.6 miles. Forecasted voter-approved funding is sufficient to cover the extension of service to the Kent-Des Moines area by 2023, with extensions further southward subject to identifying additional funding sources. **Sound Transit press release 3/14/2014.**

“Due to the generous support from a Transportation Enhancement Grant and a BNSF Foundation Grant, the Clark County Historical Museum is currently working on a permanent interpretive exhibit on the SP&S Railway that will be

installed at Vancouver's 1909 Train Depot (Amtrak Station). Stay tuned for the opening celebration details."

<http://www.cchmuseum.org>, 3/16/2014. [Expect to hear about the opening this spring.]

Richard Roth's new book, "The Central Railroad of Oregon, Oregon's Blue Mountain Route," focuses on the story of a short line railroad that provided passenger and produce shipping service between Union and Cove for about 20 years through 1927. It was linked to the transcontinental railroad running through the Grande Ronde Valley and had a profound influence of the lives of people living in the Union and Cove area of north eastern Oregon. The book has 170 color and black and white photographs. **La Grande Observer 3/17/2014**. [This book may be ordered directly from the author by sending a check to: Richard R. Roth, 15125 197th Street E, Orting WA 98360-8407. \$49.95 for hard cover, \$39.95 for soft cover spiral bound, plus \$7.50 for shipping and handling.]

An effort in underway to raise funds to move the historic 1910 Northern Pacific Railroad dining car #1663 stored in Tacoma. The car has been donated to the LeMay Family Collection, a 501c3 non-profit organization, but \$17,000 was needed by a move deadline of March 30th to preserve the car. The car built by Barney and Smith Car Company served many years on the North Coast Limited, then spent some years as a diner in Easton, Washington before being moved to Tacoma. More information:



<https://www.kickstarter.com/projects/63253740/save-tacomas-1910-northern-pacific-railroad>.

Watco Transportation Services named Garrett Bolyard general manager of the Eastern Idaho Railroad (EIRR). Bolyard has been with Watco since July 2008 when he began working as the director of property management for the West Region. He most recently served as assistant general manager for EIRR. **RT&S 3/19/2014**. EIRR operates two separate clusters of track in south central and southeastern Idaho. The southeastern cluster contains 116 miles and runs from a UP connection at Idaho Falls to Aston (51 miles). Connecting branch lines run from Orvin to Lincoln and Newdale (39 miles), and from Lincoln to Ammon; Ucon to Menan; and St. Anthony to Edmonds. The south central cluster includes 154 miles and runs from a connection with UP at Minidoka to Buhl (75 miles). Branch lines run from Rupert to Wendell (58 miles) and from Martin to burley and Delco (21 miles). Traffic includes gran and agricultural products, food products, coal, limestone, aggregates and chemicals. <http://www.uprr.com>.

Western Washington Railroad, which operates the 20-mile railway from Maytown to Chehalis currently being considered for purchase from Tacoma Rail by local partners (Lewis County and city of Chehalis), is now offering grain transloading services to Lewis County farmers. This is an alternative income source to railcar storage according to president and owner Toby Van Altvorst. **The Chronicle 3/20/2014**.

In eastern Washington near Lind BNSF is building a three-mile long siding that is expected to be completed this summer. The project included demolition of pillars from a former Milwaukee Road overpass. **iFiber One 3/20/2014**.

On March 24 and 25 Amtrak train service between Eugene and Portland was replaced with bus service as Union Pacific's bridge contractor replaces a portion of the railroad's Willamette River bridge south of Harrisburg. Reports indicated that an on-site fabricated section of the replacement bridge will be slipped into place after an old section is slipped out. The new section comes with pre-installed ballast. **Amtrak Service Alert**, Brock Nelson & George Landrock, 3/21-22/2014.



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

MAY 1989

Railfan Notes
4449 TO LA
By the time you read this, the 4449 will be in Los Angeles to take part in the 50th anniversary celebration for the Los Angeles Union Passenger Terminal. Departure from Portland is scheduled April 30, 7:30am. The return trip through Oregon is scheduled May 30-31, with the Oakland-Klamath Falls leg on the first day, Klamath Falls to Portland the second. Departure from Klamath Falls will be 7:30am, arrival in PDX approximately 5:00pm.

CHAPTER TIMETABLE NO. 320

REGULAR RUNS

EXTRA BOARD

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25 YEARS AGO IN THE MAY 1989 TRAINMASTER

Railfan Notes
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NOTE: This year, Los Angeles Union Station is celebrating its 75th Anniversary on May 3rd, as part of Amtrak's 2014 National Train Day

AN AUTHOR'S APPRECIATION

by Arlen Shel Drake

The following letter was received in late April from Tom Zoellner, author of the new 2014 book TRAIN – Riding the Rails that Created the Modern World:

“Dear Arlen,

This is a too-late note of thanks for your hospitality in Portland this past February. It was a pleasure to dine with you in the restaurant adjacent to PDX [Wilf's at Union Station] and I was only sorry that the late arrival of the Coast Starlight (which was perhaps no surprise) precluded a visit to the ORHS museum.

But in some sense, maybe it was for the best, because it gives me a great excuse to come back. Portland is a terrific city and it makes me happy to be there. Thanks, too, for the co-sponsorship of the society [Pacific Northwest Chapter, NRHS] of the event at Powell's.

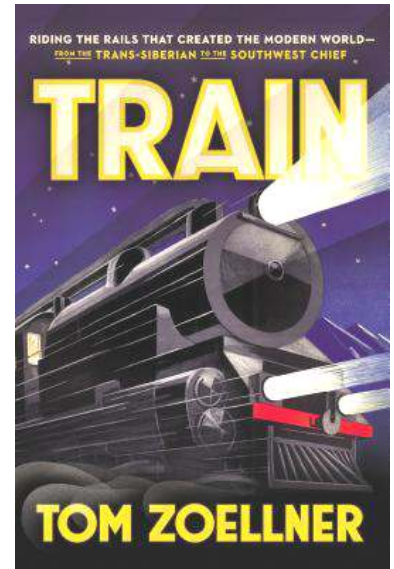
I am just now settling back into a research mode and will be reading some of the material you'd lent to me, especially the piece from The Trainmaster about the Mt. Hood Railway.

With warm thanks again for your welcome in Portland and the support of the society.
My best,

Tom (signature)”

At the invitation of Powell's City of Books, the Pacific Northwest Chapter, NRHS sponsored a February 19, 2014 evening author reading at Portland's world famous Powell's 100 S.W. Burnside store. Of note is that the author is a professor at Chapman University in Orange, California and traveled to and from Portland via train. Discussions with the Powell's staff following the presentation indicated that they were pleased with the PNWC sponsorship and would do it again when having an author book presentation of interest to us. Powell's continues to stock and sell the PNWC produced book Steel Over the Willamette. The PNWC Board of Directors is to be thanked for agreeing to sponsor this public event.

This article developed by Arlen Shel Drake.



Centennial of the Eugene Oregon Electric Station



(Photo by T. Trent Stetz in April 2014)

Eugene's Oregon Electric Station opened its doors to their passengers on May 4, 1914. A temporary station had served the city since October 1912. The building was designed by A.E. Doyle, of the Portland firm Doyle, Patterson and Beach. The building is currently undergoing a remodel by its new owners and will reopen in the Summer of 2014.

New Clarnie Siding Nearing Completion

by Arlen Sheldrake

Union Pacific Railroad is constructing a new siding on the Graham Line between NE 122nd Avenue and NE 162nd Avenue along the north side of the I-84 freeway in NE Portland.

This nearly \$8.6 million project includes 5,000 ties, more than 500 tons of rock ballast and two new power-operated switches. The siding will be in Centralized Traffic Control (CTC) territory handled by a dispatcher in Omaha who will remotely control the switches and signals for trains using the siding. The project is now nearing completion. Automobile drivers can soon expect to see trains sitting on the siding instead of the adjacent sound wall.



Union Pacific chose the historic name Clarnie for the siding and according to Bob Melbo, rail historian, this name first appeared in Oregon Railway & Navigation Company Timetable No. 12 issued November 19, 1882.

A 1952 track profile shows a siding of approximately a half-mile in length at Clarnie. Clarnie was at MP 7.7 just over the crest of the grade out of Portland. Portland was elevation 30 feet; the top of the grade was near Quarry (MP 6.74), elevation 222 feet. Clarnie was at elevation 212 feet with a descending grade to Troutdale and then pretty much level after that heading up the

Columbia River Gorge. So if a train needed a helper out of Portland, cutting it out at Clarnie would be the logical place. The 1952 track profile shows a short single-ended spur at Quarry, but it was right at the apex. For sensible train handling, it would have been better to pull over the crest before cutting the helper, and Clarnie must have been useful for that purpose whenever helpers were needed for eastward movements. When asked March 6th what the name of this new siding was, a Union Pacific source stated: "Clarnie, old helper pocket in the day."



(Photo by Arlen Sheldrake)

From Oregon Geographic Names, Seventh Edition: "The origin of the name Clarnie is obscure, but the following explanation is derived from trustworthy sources. Two locators of the Oregon Railway & Navigation Company decided to name the railroad station after their daughters the name of one being Clara and that of the other being Jennie. They combined syllables of the two names to make Clarnie. This station is five miles west

of Fairview. There was a short-lived post office that ran from 1890 to 1892." [Does this remind you of how Viento got its name? December 2013 *Trainmaster*.]

A portion of this article came from a June 21, 2013 Union Pacific press release that included the caption: "Project funded by private investment, not taxpayer dollars." The March 6th photo and this article developed by Arlen Sheldrake with historical information from Bob Melbo.

BNSF Prepares to Replace Washougal River Bridge

Originally built in 1908, the 550 foot long BNSF Railway railroad bridge that crosses the Washougal River and parallels Southeast Sixth Avenue is scheduled for replacement. The estimated \$10 million project is scheduled to start this summer with the bulk of the construction during 2015 and completion set for 2016. The main span of the bridge will be replaced with a new steel structure that has a wider clearance. New piers will be installed and the bridge's foundation will be set deeper than it is now.

Crews will work around the railroad's regular schedule with up to 35 trains operating per day. Most of the preparation work will be done adjacent to the bridge on platforms. There will, however, be one shutdown lasting 36 to 48 hours when the new bridge is moved into place.

This information extracted by Arlen Sheldrake from a January 14, 2014 Camas-Washougal Post-Record newspaper article and he also provided this March 6th picture.



(Photo by Arlen Sheldrake)

April Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on April 18, 2014

The meeting was called to order at 7:30pm by President Keith Fleschner.

The March meeting minutes were presented. Dave Larsen made a motion to approve the minutes and Bruce Strange seconded. The membership voted to approve the minutes.

George Hickok gave the monthly Treasurers report. He said all accounts balanced at the end of the month. He reported that we have sold five hundred ninety four copies of the Steel Bridge book. He said the S-2 account and the poster project account remains unchanged. He reported that we have sold eighteen of the Brix Logging books. He also reported that the Salmonberry Excursion has sold out, but there were a couple last minute cancellations so a few seats are available. He next reported that the sound tower building at Antique Powerland is being replaced and the new building is to be named after deceased PNWC member Randy Rock who did a lot of work there to keep the sound system operational. The PNWC board has recommended that the budget be amended for two thousand five hundred dollars to be used for the building and sound system. Rick Banton made a motion for the amendment and Doug Auburg seconded. The membership voted to approve the proposal. Rick Banton moved to accept the Treasurers report and Doug Auburg seconded. The membership voted to accept the report.

President Fleschner announced that Charlie Philpot, President of Antique Powerland has received an Oregon Heritage Excellence Award. There will be a reception to honor him at APMA on May 3, 2014 at 10:00am.

President Fleschner reported he is continuing work on the S-2 at Powerland and has installed a storage area under the engine hood and has removed much of the diamond plate flooring.

Trent Stetz reported that National Train Day is May 10 at Union Station and is supported by Amtrak. Volunteers are always welcome and a large turnout is expected.

Ken Vannice said he has brought Library books this evening that show railcar schematics.

Ron McCoy made the monthly Unsung Hero award to Christopher Bowers for his many volunteer hours especially the five years involved in digitizing all copies of the Trainmaster. He reported that the missing Trainmaster copies have been found and have been entered into the system for all to enjoy.

Trent Stetz announced that the meeting location for the Salmonberry Excursion has been changed to the Presbyterian Church parking lot off Exit 65 of the Sunset Highway. He also announced that on April 30, there is the opening of the Brooklyn Rail Yard Exhibit at ORHC at 6:30pm.

Jean Hickok announced that she has the new chapter vests with her and they may be picked up if you ordered one.

The meeting was adjourned at 7:55pm.

Snack time was presented by Jean Hickok. Thank you Jean.

The program for the evening was presented by Kevin Novak on *A brief history of motorcars and an introduction to the North American Rail Car operators.*



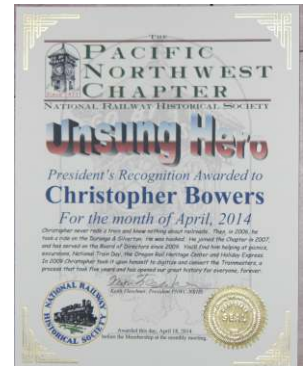
Kevin Novak provides the Presentation

Respectfully submitted by Jim Hokinson, Secretary.

Photos by Jim Hokinson



Kevin's Speeder at the Oregon Rail Heritage Center



Christopher Bowers Receives the Unsung Hero Award for April 2014



Jean providing Snacks at the Meeting

AT THE OREGON RAIL HERITAGE CENTER

Brooklyn Rail Yard: Linking Oregon's Railroad Past to the Future



May 1 through Dec 31, 2014

Pacific Northwest Chapter Lending Library

Visit Us!

OPEN Mondays and May 17th

May 17th (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

Bill of Lading

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PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 622

Special Chapter Event:

Postponed: Steam to the Salmonberry: Steam Excursion, Oregon Coast Scenic Railroad, See www.pnwc-nrhs.org for latest schedule information.



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

- 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. Once called the "step child utility", today Tacoma Rail moves more than 82,000 rail shipments on 204 miles of track annually and contributes more than \$1.6 million in tax revenues to the city of Tacoma.
- July 18:** *The History of the OMSI/Water Street MAX Station Area*, by Nick Stewart. Real Property Specialist, Capital Projects & Facilities Division, Tri-Met

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

Board of Director's Meetings: May 15, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm
June 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.)

NOTABLE NON-CHAPTER EVENTS:

Apr 12-July 27 *All Aboard! Railroads in the High Desert*, High Desert Museum, Bend, OR, www.highdesertmuseum.org
May 1 *Brooklyn Rail Yard Exhibit* opens, Oregon Rail Heritage Center, www.orhf.org
May 3 *Historic Train Town Museum*, Grand Opening, Dunsmuir, CA, dunsmuirdepot.com
May 9-10 *Depot Days Classic Car & Motorcycle Show*, NP RR Museum, Wallace ID, www.npdepot.org
May 9- June 29 *The Rolling Stock used on the local IR&N Railroad*, www.columbiapacificheritagemuseum.com
May 10 *Amtrak National Train Day*, Portland Union Station, 10am to 4pm, www.nationaltrainday.com
May 10 *Amtrak National Train Day*, Seattle King Street Station, www.nationaltrainday.com
May 11 *Mother's Day Brunch*, Eagle Cap Excursion Train, Elgin OR, eaglecaptrainrides.com
June 10-14 *2014 Annual NRHS Convention*, Northern Arkansas, www.nrhs.com
June 13-15 *Dunsmuir Railroad Days*, Dunsmuir CA, visitsiskiyou.org
June 18-21 *Friends of Burlington Northern Railroad*, Tulsa OK, www.forbnr.org
June 21 *Elgin Stampeders' Train Robbery*, Eagle Cap Excursion Train, Elgin OR, eaglecaptrainrides.com
June 26-29 *Milwaukee Road Historical Assn. 2014 Convention*, Rock Island, IL, www.mrha.com
July 4 *Fireworks Train*, Oregon Coast Scenic Railroad, Garibaldi, www.oregoncoastscenic.org
July 12-16 *Great Northern Railroad Historical Society* convention, Helena MT, www.gnrhs.org
July 19-20 *Clamshell Railroad Days*, Ilwaco WA, www.columbiapacificheritagemuseum.com
July 19 Rescheduled Railfan Event (was *SteamFest*) Mount Rainier Scenic Railroad, www.mrsr.com
July 26-27 *Down River Days*, North Pend Oreille Lions, Ione, WA, www.liontrainrides.com
July 26-27 *Great Oregon Steam-Up*, Antique Powerland, Brooks, OR, www.antiquepowerland.com
July 27-Aug 3, 2014 *RailCamp Northwest*, Tacoma, www.nrhs.com
July 30-Aug 2 *UP Historical Society* convention, Ogden, UT, uphs.org
Aug 2-3 *Great Oregon Steam-Up*, Antique Powerland, Brooks, OR, www.antiquepowerland.com
Aug 21-23 *SP&S Historical Society Convention*, Vancouver Red Lion Hotel at the Quay, www.spsrhs.org

PNWC – NRHS MISSION

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