

The Trainmaster

May 2013



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



www.pnwc-nrhs.org

President Harding Visits the Pacific Northwest

By Martin E. Hansen

Andrew Ruddiman
Yard Foreman
(on right) with Harding
Presidential Special
SP 2384 in 1923
at Springfield, Oregon

(Photo from
Collection of
Ronald Alexander
- Grandson of Andrew
photographer unknown)

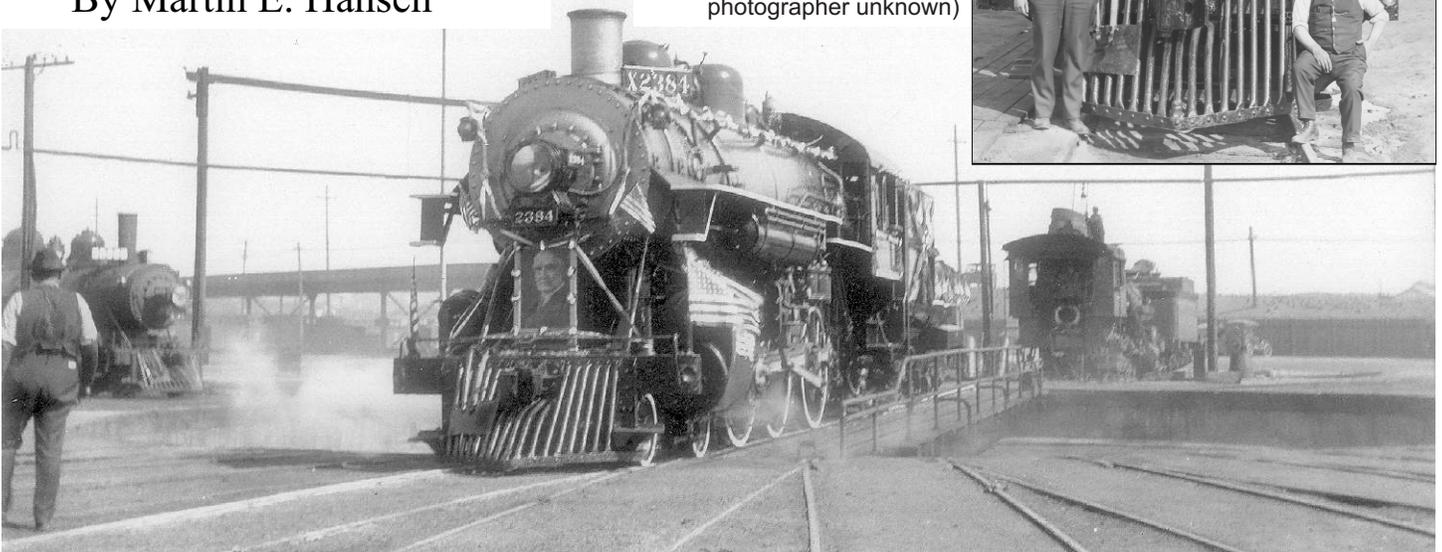


Photo from the Martin E. Hansen collection; photographer unknown

The date is late July, 1923. U.S. President Warren G. Harding is on a West Coast trip by rail. He has just returned from Alaska and has taken the train from Seattle to Portland, Oregon. The plan is for him to make a speech at Portland before taking a special train south to San Francisco, CA.

Chosen as the power for the President's southbound (westbound on the SP) trip is SP #2384. This beautiful 4-6-0 was built by SP in their Sacramento, CA shops in August 1920. She has been freshly painted and polished for this Presidential Special. Notice the photo of President Harding on the pilot along with the typical flags and bunting.

This photo was taken at SP's Brooklyn Oregon roundhouse as the crews readied #2384 for her historic trip. At the time, the crew could not have known how history would be changed by this rail trip. President Harding had to cancel his speech in Portland as he was not feeling well. He was rushed onto the short special pulled by #2384 and the train told to make all possible speed to San Francisco. There just 2 days later President Harding suddenly died on August 2, 1923. To this day, no one knows what caused President Harding's sudden and unexpected death.

What we do know, is that his last train ride would be behind the pride of the SP Sacramento Shops and #2384 would never look better than on that day at the Brooklyn roundhouse. She would later go back into regular service pulling her trains in a nation stunned by the loss of President Harding. She would finally be vacated off the SP roster in November, 1957 and then scrapped in Los Angeles, CA in August 1958 some 25 years after the passing of her most famous passenger.

The Story Behind the “Coal Burning” SP&S 700

By Terry Kimzey

Actually, the 700 never did burn coal, but it could have. As the story goes, the SP&S had been requesting new power for some time, as the trains had become heavier, and the engines they had couldn't pull the loads without help, plus they were all “second hand” power.

Finally, the parent companies Great Northern (GN) and Northern Pacific (NP) approved 3 new locomotives for the SP&S. They were to be the 700, and her sisters the 701 and 702.

However, the “parents” said that it had to be done as economically as possible. Since Baldwin was already producing coal burning 4-8-4's (the A-3 class) it was decided to use that model, and convert it to be an oil burner, as required by SP&S.

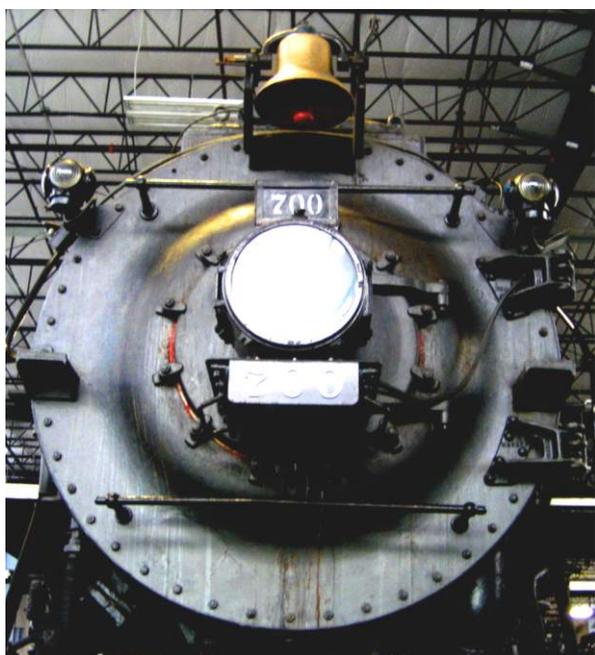


Photo by Stuart Adams

The firebox is the same one that is used on the coal fired engines. It is HUGE inside. The grate for coal was simply bricked over, and some other minor changes to brickwork were done. The tender was modified in that the coal bunker now received an oil tank that was designed to fit in that area. An oil line was run from the tank through a firing control valve and into the firebox, instead of the normal coal auger. In fact, in the tender pocket on the fireman's side is the base that would have been used for the motor that would have driven the coal auger.

So, the 700 is basically a “converted” coal burning locomotive. However, it never once burned coal; it's always been an oil burner, right from the factory.

You probably ask why is this the case? The main reason is that the west coast was big in shipping, and there were a lot of refineries. Coal was not very readily available, but oil was, and it was cheap. That was the main reason. Another rumor is

that the forest industry did not want coal burners running near any forest, with the chance that cinders or embers from the coal would start a forest fire.



Do you know what the numbers below the cab window refer to?

(Photo by Trent Stetz)

**See the SP&S 700 at Portland Union Station
at National Train Day on May 11th!**



Diagram Courtesy of:
First Lady of the Northwest
by Randal O'Toole
Copyright 2001 by the
Pacific Railroad Preservation Association

Available at the ORHC Gift Shop
and PRPA Concessions

Steel Over the Willamette - an Update

by Arlen Sheldrake

Last year, the Pacific Northwest Chapter published this 57-page book to record the history of this world unique bridge and celebrate its 100th anniversary. This labor of love was accomplished by five volunteers who spent 100s of hours researching, photographing, on-site touring, and promoting. At the April 11th PNWC Board of Directors meeting, Treasurer George Hickok reported that this bridge book is now showing a profit of \$33.46 with sales continuing.

Congratulations to the authors: Steve Hauff, editor, Richard Thompson, Trent Stetz, Bob Weaver and Arlen Sheldrake. The book may be ordered on-line at www.pnwc-nrhs.org, or purchased at the PNWC Portland National Train Day Booth May 11th, Oregon Rail Heritage Center or Union Station's Trackside Café.



Arlen watches over the *Steel over the Willamette* Display at the Broadway Bridge's 100th Birthday Party on April 21st (Photo by Trent Stetz)

National Train Day 2013: Trains Matter

by Floyd Smith



SP&S 700 being Steamed-Up

Portland, Ore. – Bring family and friends to enjoy the fun, excitement and good news generated by National Train Day. Entry is free. The Portland event will be held at Union Station, Saturday, May 11, from 10 a.m. to 4 p.m., because “trains matter” to travelers, shippers and the economy, communities and passengers alike.

The proof is in the numbers, said Scott Hurd, Amtrak's lead agent at Portland, who spoke of the growing enthusiasm for trains.

Amtrak ridership in Oregon has risen every year, according to data commencing in 2006. Boardings and alightings in the state totaled almost 915,000 persons in 2012. Trains between Portland and Seattle are often sold out.

(<http://narprail.org/resources/ridership-statistics>)

Portland is No. 16 among American cities in Amtrak ridership, according to the heralded 2013 study by the esteemed Brookings Institution.

(http://blog.oregonlive.com/commuting/2013/03/study_passenger_trains_making.html)

Ridership growth is greater, said Brookings, on routes supported by states (such as Oregon and Washington). State support adds to service capacity.

(<http://www.brookings.edu/research/reports/2013/03/01-passenger-rail-puentes-tomer>)

Travelers across the country are taking trains in greater numbers. Nationally, according to Brookings, Amtrak ridership grew 55 percent to more than 31 million annually during the 16 years through 2012.

Shippers are increasingly moving goods by rail. Seventy-six percent of Oregon's rail system is operated by three major rail operators, Union Pacific, shortline conglomerate Genesee & Wyoming, and BNSF. The railroads are vital to the economy and provide family-wage jobs.

Hurd reminded fun-seekers that Train Day at Portland means good times for families, complete with music, clowns and surprises—really cool surprises. For more fun, stroll next to one of Oregon's new Talgo trains and see up close the classic steam locomotive SP&S 700, lovingly restored by volunteers at Portland. Plug your ears: The whistle's an attention-getter.

Other special National Train Day events will take place in Eugene, Salem and Klamath Falls. For details, go to www.nationaltrainday.com and click on the map of Oregon. And remember: “really cool surprises.”



NATIONALTRAINDAY.COM



Photo of New Oregon Talgo Train
Courtesy of ODOT



Railroads in Oregon

by Bob Melbo and Trent Stetz

Genesee & Wyoming owns Willamette & Pacific, Portland & Western and recently purchased the Central Oregon & Pacific Railroads. The Central Oregon & Pacific Railroad (CORP) is a Class II railroad operating between Northern California and Eugene, Oregon. The CORP has a total of 389 miles of mainline in this corridor.

Website: www.gwrr.com/operations/railroads/north_america/central_oregon_pacific_railroad.be

Traffic on the CORP is approximately 17,000 cars featuring the following commodities of lumber, logs, and plywood. Being located in Oregon and California, the CORP serves national account lumber companies and provides transportation through interchanges with CBRL, UP, WCTR, and YW. Lumber and related products are the mainstay for the CORP.



Photo by Fred Harrison

Of track miles in this state, Union Pacific operates 37%, Genesee & Wyoming collectively controls 29% and BNSF operates 10%, for a total of 76%. Consequently, three-quarters of the rail system in Oregon is operated by three big railroads And 18 other entities operate the remaining 24%.

New Additions at Antique Powerland

The Pacific Northwest Logging Museum (PNLM) was formed in 2008 by a group of loggers, retired loggers, logging enthusiasts and business owners, this corporation was organized to promote public interest and education through the preservation, collection, display and interpretation of historic operational logging equipment, tools, memorabilia and other pertinent materials. A further purpose is to recognize the role of the logging industry in the social and economic development of the Pacific Northwest and to illustrate the evolution of logging technologies from the past and into the future. Website: www.pnwloggingmuseum.org. Shown below are the recent additions to Antique Powerland (www.antiquepowerland.com) undertaken by the PNLM.



Their first major project, a shop building, is under construction. A caboose was brought in via flat bed and installed on the siding of the Oregon Electric Historical Society, which is also home to the PNWC vintage S2, Flanger and Jordan Spreader.



The Alco S-2 is undergoing cosmetic restoration this spring and summer. Look for future updates!



Photos by Judy Hall

PNW SHORT LINES

by Arlen L. Sheldrake

On March 5th the Kirkland City Council authorized the City Manager to move forward to get bids and have removed the 5.7 miles of form BNSF Railway track through the city to allow a new trail to be built. Officials from the cities of Woodinville and Snohomish had asked Kirkland to reconsider the plan, saying that it will take away an opportunity for the line to be used for future commuter and/or tourist trains. The line was used for 15 years by the Spirit of Washington Dinner Train operating out of Renton. The train stopped running in 2007 when the I-405 freeway widening project resulted in part of the route being abandoned near Bellevue. **TRAINS News Wire 3/11/2013 and Kirkland City Council minutes 3/5/2013.**

The City of Kirkland was served a federal lawsuit on April 1st which seeks to stop rail track removal along the Cross Kirkland Corridor (5.75 miles). The Ballard Terminal Railroad Company filed the lawsuit at the Federal District Court in the Western District of Washington. In addition to the injunction, Ballard filed a petition with the federal Surface Transportation Board which seeks to reactivate the Eastside Rail Corridor (44-plus miles) for freight service from Woodinville to Bellevue. The Cross Kirkland Corridor webpage: www.kirklandwa.gov/crosskirklandcorridor. **Kirkland Reporter 4/3/2013.**

TriMet reports the December-February MAX light rail ridership was down 12.1 percent for the quarter with Westside Express Service (WES) heavy rail weekday ridership up 3.8% to 1,630. The MAX ridership drop is attributed to the elimination of the Free Rail Zone and an increase in fare enforcement. **Progressive Railroading 3/18/2013.**

White Pass & Yukon named John Finlayson as the new president replacing Eugene Hretzay who will continue as vice president, general counsel and secretary of railroad parent ClubLink. ClubLink is a publically traded Canadian company specializing in golf course operations. The White Pass & Yukon Route Railroad is its only non-sporting operation. **TRAINS News Wire 3/14/2013.**

Union Pacific Railroad will begin its 2013 vegetation control spray program in Eugene on March 25th. The spray pattern will be 24' wide, 12' on each side from the center of the tracks using the following herbicides: Alecto 41S (EPA #9468-33), Esplanade 200SC (EPA #432-1516), Chemsurf 90, Alligare Picloram 22K (EPA #81927-18) and SFM Extra (EPA #81927-5). **Lane Today 3/21/2013.**

The Friends of Historic Forest Grove (OR) are opening their history museum and library in the former Forest Grove Station. The museum is open on Wednesdays from 9:30 a.m. to noon and is located at 1936 19th Avenue. The station was closed in 1929. **Oregon Live.com** via Trent Stetz.

An original 1914 log Milwaukee Road train depot is home to the Joyce Museum housing historical memorabilia from the towns of Joyce, Lake Crescent, Twin Rivers and the former town of Port Crescent. The museum is located at 50883 Highway 112, Port Angeles, WA. Summer hours = Thursday thru Monday, 10 to 4; Winter hours = Friday thru Sunday, 10 to 4. **Altamont Press Discussion Board posting 3/25/2013.**

Congratulations to David Bragdon who has been named executive director of the Transit Center, Inc. This organization was founded in the mid-1980s by the Port Authority of New York & New Jersey as an incubator and provider of pre-tax commuter benefits. Bragdon served two terms as the President of Metro (Metropolitan Service District), 2003-2010, and was a strong supporter of the Washington Park & Zoo Railway at the Oregon Zoo operated by Metro. Bragdon's most recent job was as Director of Mayor Michael Bloomberg's Office of Long-term Planning and Sustainability in New York City. **Railway Age, 3/27/2013.**

On March 26th one of Portland's Council Crest replica street cars #514 was delivered by truck to Lake Oswego for operation on a shorten version of the Willamette Shore Trolley run between Lake Oswego and just south of the Sellwood Bridge. After nearly a three-year hiatus, the Willamette Shore Trolley hopes to begin operation with #514 on Memorial



Recent WES Photo by Dave Larsen

Day weekend. The Sellwood Bridge construction has temporarily closed the line further north to Portland's south waterfront. **OregonLive.com 3/27/2013.**

The WCTU Railway Company, formerly the White City Terminal & Utility Company, was acquired by Scott B. DeVries and began operations April 1, 2013 as Rogue Valley Terminal Railroad Corporation reporting mark RVT. RVT operates 14.02 miles of track located in White City, Oregon (near Medford) and interchanges with CORP. **Mail Tribune 3/26/2013 & Association of American Railroads 3/28/2013 letter to DeVries.**

After a four year "vacation", on May 11th steam returns to the Chelatchie Prairie Railroad with the return to operation of the 1929 built 2-8-2T Crossett Western Lumber Company locomotive. The steam locomotive will run May 11-12, June 15-16, July 6-7, August 3-4, August 31-September 2, October 12-13 and December 21-22. Other dates will feature diesel-electric operation. More information: www.byex.com. **The Reflector 4/3/2013.**



The Crossett Western Locomotive in 2007
(Photo by Trent Stetz)

Work has begun on \$88 million in construction projects for three segments of the Port MacKenzie Rail Extension in Alaska. Contracts were recently awarded to three companies. Bristol Construction will continue its work on Segment 1, the first five miles of the rail embankment. Granite

Construction was awarded the contract for Segment 6 near Houston; this segment 6 is 1.8 miles long. QAP was awarded the contract for Segment 3; this segment is 6.5 miles long. The 32-miles project will connect the mainline of the Alaska

Railroad near Houston to the deep draft dock at Port MacKenzie. The project is expected to be completed by 2016. **RT & S 3/27/2013.**

The Kamloops Heritage Railway has suspended its 2013 season due to the 2141 Spirit of Kamloops steam locomotive needing a Transport Canada ordered mechanical inspection. The KHR 2141 is classified as a "light consolidated" with a 2-8-0 wheel arrangement and was built in 1912 by Canadian Locomotive Company in Kingston, Ontario for the Canadian Northern Railway. The 2141 spent its last working years on Vancouver Island. The 2141 was converted to burn oil in 1948. **Kamloops This Week 4/1/2013 and www.kamrail.com/trainequipment.**

The Washington State Department of Ecology has hired ICF International, an environmental consulting company, to help manage the scoping process for the proposed Millennium Bulk Terminal in Longview, Washington. Both Ambre Energy and Arch Coal back the proposed terminal, which is sited along the Columbia River. When fully built, it would have annual capacity of 44 million short tons and would be served by both Union Pacific and BNSF Railway. The Department also released a summary of the roughly 125,000 coping comments it collected recently for the proposed Gateway Pacific Terminal. Gateway Pacific, which SSA Marine and Peabody Coal both back, would be located at Cherry Point, near Bellingham, Washington, and would have an annual capacity of 54 million short tons. It would be served by BNSF. **www.platts.com 4/1/2013.**

When you head to Tillamook to ride the Oregon Coast Scenic Railroad, stop by the Tillamook Air Museum: Erickson Aero Tanker, a related entity to Erickson Group, Ltd, who owns the Tillamook Air Museum, recently purchased an air-tanker operation based in Madras, Oregon. As a result, Erickson announced April 3rd that it does not intend to renew its lease with the Port of Tillamook Bay at the expiration of the parties lease in January 2016. The World War II blimp hangar currently houses both the Erickson vintage aircraft collection and aircraft on loan to the Port of Tillamook from the US Navy. Museum General Manager, Michael Oliver commented; "It will be business as usual for us this year, though we do expect some changes as we work with the Port during this transitional period." **Tillamook Air Museum 4/3/2012 press release.** [While this isn't very rail related, although the hangar has a rail line in it that is connected to the POTB Railroad, this is a really unique building that needs a LOT of maintenance so this would be a very good year to visit it.]

On April 1st the Port of Coos Bay said that it has ended its exclusive negotiating agreement with Metro Ports of California, which had been exploring a coal export terminal in Coos Bay. The deadline for Metro Ports exclusive option ended on Sunday, after 1 ½ years of work and several extensions. Earlier this year, two other players in the deal dropped out: Mitsui and Korean Electric Power Corporation. **Oregon Live.com 4/1/2013.**

The Spring 2013 Oregon Historical Quarterly published by the Oregon Historical Society has on page 136 and interesting picture of a 21 member (20 men, one [good looking] woman) Soviet commission who spent three months in

1930 traveling around the United States studying railroads as part of the Soviet Union's railroad modernization project – a project that relied on American building techniques, equipment, and labor. The picture is posed on the pilot of an electric locomotive at the west portal of the Cascade Tunnel in Stevens Pass, Washington, March 11, 1930. Read the whole article: www.org/research/quarterly/oregonscape.cfm.

Western Washington is seeing one of the worst slide seasons in nearly 100 years. This season, there have been 200 landslides on railroad property; 100 of those were significant slides. Fifty-six were blocking slides that suspended train service, compared to only four blocking slides the year before. At KING 5's request, geologists at the Department of Natural Resources put a map of rain totals of the region. The Everett and Mukilteo areas received 130 percent above normal. **KING5 News 4/10/2013.**

A rock slide has damaged a trestle along the historic Kettle Valley Railway, closing the popular Myra Canyon Trail south of Kelowna, British Columbia. Officials with the BC Parks are assessing the damage and it's not known when the popular hiking and biking trail, Kettle Valley Rail Trail, will reopen. **Vancouver Sun 4/10/2013.**

With the installation of a new ship loader, removal of an outmoded structure and dredging alongside the docks, Kinder Morgan's soda ash export facility at the Port of Portland's Terminal 4 will boost efficiency and set the stage for growth. The work is now underway, and slated to be complete in September. Soda ash, also known as trona, is used in the manufacture of glass and detergents, and it is exported through Portland to countries around the world. It is mined in Green River, Wyoming – home of the largest known naturally occurring deposits in the world. The high quality product arrives in Portland loaded on [Union Pacific] unit trains of over 100 cars in length, where it is then stored in a covered structure until it is loaded onto bulk cargo ships via a ship loader conveyer system. Kinder Morgan has managed soda ash export operations at Terminal 4 since 1998 – and under a different name when the mineral bulk facility was originally constructed in 1987. The product is exported by ANSAC, which stands for the American Natural Soda Ash Corporation. ANSAC is the largest soda ash exporter in the world, operating as the sales, marketing and logistics arm for three leading producers of natural soda ash in the United States. **Port of Portland Marine New Release 4/12/2013.**

Kettle Falls International Railway, LLC (KFR) operates over 160 miles of former BNSF trackage in Northeastern Washington State and Southeastern British Columbia. KFR operates from the BNSF interchange at Chewelah, Washington to Columbia Gardens, British Columbia. A second line operates from Kettle Falls, Washington to Grand Forks, British Columbia. **www.omnitrax.com**

Brock Nelson, Director Public Affairs, Union Pacific Railroad, who has been housed in temporary quarters since his former office building (5424 SE McLoughlin Blvd.) at the Brooklyn Yard was demolished making room for the Portland-Milwaukie Light Rail Line, says that he is moving into a newly rebuilt, former Grand + Benedicts building, the week of April 22nd. This building at the convergence of the Graham Line and the north/south line (also the I-5/I-84 interchange) has recently been rebuilt to accommodate the addition of a southbound Graham line rail connection. Historically the Union Pacific Railroad never had any reason to go south from the Graham (east/west) line but since acquisition of the Southern Pacific, this connection now makes sense especially for container loads.

On April 15th the Pasco City Council approved a \$2.91 million contract with Premier Excavation Inc. to build a 11,200-foot rail spur to serve the planned Heritage Industrial Center as well as the existing Big Pasco Industrial Center. The rail access will allow the complex to attract heavy industrial development. Funding is from a state of Washington grant. **Tri-City Herald 4/15/2013.**

British Columbia forest companies say they can no longer get enough rail cars to move their products to market at a time when the U.S. housing market is going through a major recovery. Most mills are back on a two-shift capacity which would be equivalent to normal production levels. But it's being buffered by transportation issues – not just railcars – where plants are not able to get rid of finished inventory. Products affected include lumber, oriented strand board, plywood and pulp. **Vancouver Sun 4/16/2013.**

Interurban rail service between Everett and Seattle begins on April 30, 1910. The Seattle-Everett Traction Company continued service until February 20, 1939, when the region's last interurban line is abandoned. **HistoryLink.org, Washington State History.**

In the Library and Archives...

by Dave Willworth

The Railroads of Alaska

The 2013 NRHS convention will be held in Anchorage, Alaska and you can brush up on your knowledge of Alaskan railroad history from books in the PNWC Library. The discovery of the vast mineral wealth of gold, copper, coal, and oil in the Territory of Alaska led to the beginning of railroad construction by many developers. The most economical transportation was by rail. These developers discovered, however, that building through the Alaska wilderness presented great difficulties. Its remoteness, extreme weather, permafrost, moving glaciers, freezing and thawing rivers would cause such an economic burden that the only way this could be financed by government assistance. Time restrictions on the completion of the rail routes put on by the federal government were not able to be met and the uncompleted railroads would be heavily taxed. The federal government also put severe restrictions on the mining of coal that the railroads had anticipated to use for fuel in the locomotives and haul for revenue.

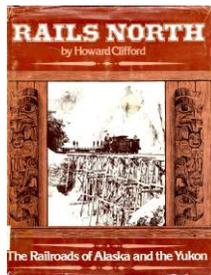
In 1912 the Alaska Railroad Commission was created by Congress to examine the purchase of Alaska rail routes. The Commission submitted a report of the various routes in January 1913. In 1914 Congress authorized the President to "locate, construct, and operate a railroad in the Territory of Alaska". The routes were examined and surveys taken and on April 10, 1915 President Wilson issued an executive order selecting the Western or Susitna route and authorizing the purchase of the Alaska Northern. This line ran from Seward to Fairbanks consisting of approximately 467 miles and a branch line of 40 miles to the Matanuska coal fields.

Today the ARR mainline route extends from Seward through Anchorage to Fairbanks with a few side branches.

**Pacific Northwest Chapter
Lending Library**
OPEN Mondays and May 18th
May 18th (Saturday) 1pm to 4pm
and open every Monday 10 am to Noon

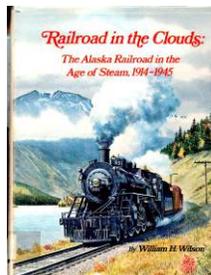
The Library is normally open the Saturday following the membership meeting.
The Library is located at:
Union Station Annex, 503 NW Irving, Portland
(The Annex is the brick building just south of Union Station.)

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



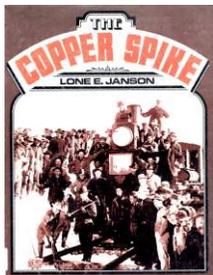
Rails North (The Railroads of Alaska and the Yukon) by Howard Clifford (1981)

Like the title says, "This is the story of railroads in Alaska and the Yukon". A very good coverage of the small rail lines, their construction and the people who built them. Many pictures of the lines and Locomotive rosters are included.



Railroad in the Clouds (The Alaska Railroad in the Age of Steam) by William Wilson (1977)

The Alaska Railroad (ARR) from 1914 through the Second World War. The history and operation of the ARR is well told with much detail as to how the railroad was developed and descriptions of the hardships to build a rail route through such a harsh, remote landscape. There are many good pictures but also plenty of text to tell this story. Operations in winter environments is told including moose using the plowed tracks for walkways.



The Copper Spike by Lone E. Janson (1975)

This is an adventure story, the true story of the building of the Copper River & Northwestern Railway from Prince William Sound across the Copper River for coal and to the Kennecott copper mining operation. The railway had "extensive financial backing and the incentive of private ownership" which were greatly needed to build a railroad in Alaska. They also had Mike Heney who had built the White Pass & Yukon. Mike had the confidence to say "Give me enough snooze and I'll build a railroad to Hell!" The railroad's routing included the Miles Glacier Bridge which was called the "Million Dollar Bridge" due to the cost at that time period of building a bridge strong enough to withstand ice flows and 1000# icebergs.

April Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on April 19, 2013

The April meeting started with the evening program presented by David Haij and Art Greisser. The presentation was a forty minute collection of films made by Al Haij, father of David. The films chronicled the early Portland interurban cars and their final demise, and the rebirth featuring the MAX trains. It was an excellent program and well received.



Following the program was the refreshment time again provided by Lila Stephens. As a reminder, due to the increased cost of everything, we are requested to give a snack donation of three dollars.

The general meeting was called to order at 8:43pm by President Keith Fleschner.

The March minutes were called for review. Arlen Sheldrake made a motion to approve the minutes and Trent Stetz seconded. The membership voted to approve the minutes.

Trent Stetz announced that National Train Day is becoming a big event, including the SP&S 700, the Travellers Rest car, a caboose to tour, the new Talgo train, and many vendors and booths. The celebration will be at Union Station on May 11, 2013 from 10:00am to 4:00pm.

On May 9 and 10 the SP&S 700 will be steaming up at the Oregon Rail Heritage Center for National Train Day.

Keith Fleschner and George Hickok reported that work has started on the S2 at Antique Powerland. Scaffolding has been built and a roof is going up over the engine. Keith outlined his plans for the work to be performed.

George Hickok gave the monthly Treasurers report and showed that all accounts balance. He then reported that the sales of the Steel Bridge book are now showing in the profit column. He also reported that the second poster of the poster project has been printed. We now have three thousand copies of each and they should go on sale soon. Mr. Hickok then reported that due to his and several other employees volunteer work, his employer, Intel, has donated to the PNWC ten thousand dollars (\$10,000). Arlen Sheldrake made a motion to accept the report and Ken Vannice seconded. The membership voted to accept the report.



George Reviews the Treasurer's Report

Trent Stetz reported that the banquet is scheduled for May 4, 2013 and some people have already signed up. The rest need to sign up soon. The guest speaker will be Bob Melbo.

Trent Stetz then reminded everyone that on April 21, 2013 it is the hundred year anniversary of the Broadway Bridge.

George Hickok reported that the new large format printer was tuned up and now makes full color large prints and posters.

Al Baker announced that April is volunteer appreciation month and organization volunteers may visit up to twenty eight museums and sites for free. He then reported that the program for May is a George Hickok presentation on the control systems for passenger cars.

John Willworth, representing the library, tonight has a display of chapter books on Alaska.



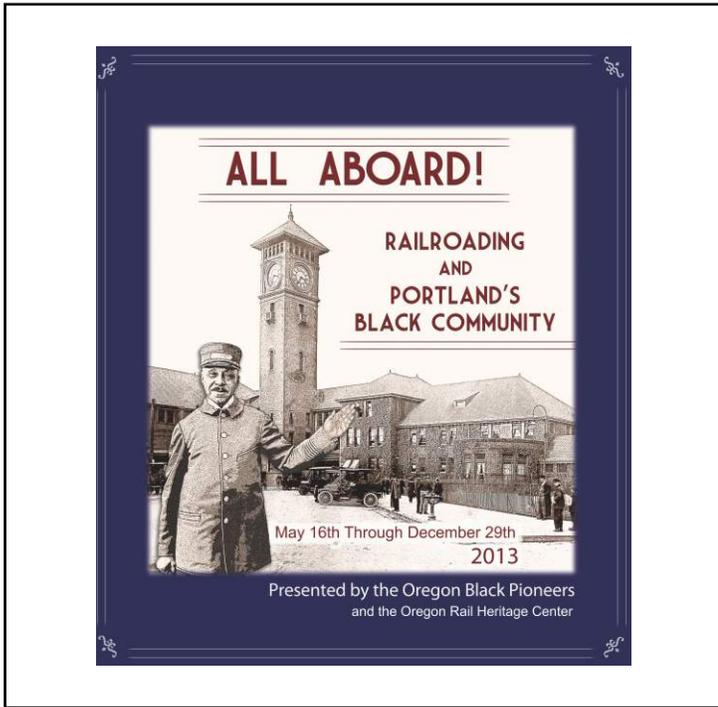
Bill and John Review Library Books

Bruce Strange is showing a number of large scale photographs mostly of the SP&S 700.

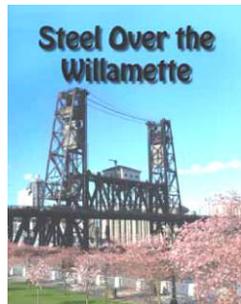
The meeting was adjourned at 9:27pm.

Respectfully submitted by Jim Hokinson, Secretary.

Photos by Jim Hokinson



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

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

Bill of Lading

President Harding Visits the Pacific Northwest..Page 1
 SP&S 700 a Coal Burner?.....Page 2
 Steel Over Willamette - An Update.....Page 3
 National Train Day 2013.....Page 3
 Railroads in Oregon.....Page 4
 New Additions at Antique Powerland.....Page 4
 PNW Shortlines.....Page 5
 May Membership Meeting Program.....Page 8
 At The Oregon Rail Heritage Center.....Page 8
 50 Years Ago in the *Trainmaster*.....Page 8
 In the Library and Archives.....Page 9
 Lending Library.....Page 9
 Chapter Meeting Minutes.....Page 10
 All Aboard comes to the ORHC.....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

Randy Rock	2013-2015	503.730.9549
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.

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 6th 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	503.223.7006

PACIFIC NORTHWEST CHAPTER TIMETABLE Nº. 610

Board of Director's Meetings: May 9, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm
June 6, 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

May 17: *Railcar Heat Technology, Pre-1950* by George Hickok

June 21: *SP 4449's 15 Year FRA Inspection*, Mark Kramer, President, Friends of SP 4449

July 19: *End of Steam in South Africa*, newly acquired photos by Alfred Mullett

August 16: *Railroads in Finland, Russia, Germany and Austria*, videos from an October 2012 trip by Ed Immel

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

NOTABLE NON-CHAPTER EVENTS:

Now - June 30 *Streetcars Build a City*, Exhibit, Architectural Heritage Center, Portland, www.visitahc.org

May 4 *Olympia/Lacey Depot 20th Anniversary*, 10 to 2, 6600 Yelm Highway SE,

May 11 *National Train Day*, Eugene OR & Salem OR and Klamath Falls OR, 11am to 4pm, www.nationaltrainday.com

May 11 *National Train Day* with SP&S 700, Portland Union Station, 10am - 4pm, www.nationaltrainday.com [a PNWC Concessions Event]

May 11 *Washington Railroad History Symposium*, 10 to 5, Washington State History Museum, Tacoma WA

May 11-12 *Steam Mother's Day Special*, Chelatchie Prairie Railroad, Yacolt WA, www.bycx.com

May 16 - Dec 29 *All Aboard: Railroading & Portland's Black Community*, Oregon Rail Heritage Center, www.orhf.org

May 17-19 *Western Pacific Railroad Historical Convention*, Calif. State Railroad Museum, www.wprrhs.org

May 18 *GorgeRail 2013*, Columbia Gorge Discovery Center, The Dalles OR, www.gorgerail.com

May 25 *Wine Run Special*, Chelatchie Prairie Railroad, Yacolt WA, www.bycx.com

May 26-27 *Memorial Day Special*, Chelatchie Prairie Railroad, Yacolt WA, www.bycx.com

May 31 - 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

June 1 *Encore Presentation: Railroad Architecture and the Northwest: Economics, Ethos, and Culture*; by Alexander Craghead, 10am to 11:30am, Architectural History Center, Portland, www.visitahc.org,

June 7-8 *Dunsmuir Railroad Days*, Dunsmuir CA, www.dunsmuirrailroaddays.org

June 16 *Father's Day Special*, Garibaldi – Rockaway, Oregon Coast Scenic Railroad, www.ocsr.net

June 29 *2nd Annual Double Header (Steam!)*, Oregon Coast Scenic Railroad, www.ocsr.net

July 4 *Fireworks Spectacular*, Garibaldi – Rockaway, Oregon Coast Scenic Railroad, www.ocsr.net

July 12-14 *Go Go Thomas Tour 2013*, Northwest Railway Museum, www.trainmuseum.org

July 19-21 *Go Go Thomas Tour 2013*, Northwest Railway Museum, www.trainmuseum.org

July 17-20 *NP Railway Historical Society Convention*, Butte MT, www.nprha.org

July 20-21 *Clamshell Railroad Days*, Ilwaco, WA, www.columbiapacificheritagemuseum.org

July 23-27 *UP Historical Society Convention*, Topeka KS, www.uphs.org

July 27-28 *Down River Days Train Ride*, North Pend Oreille Valley Lions Club, www.lionstrainrides.com

July 27-28 *The Great Oregon Steam-Up* at Antique Powerland, Brooks, OR, 7am to 6pm, www.antiquepowerland.com

August 3-4 *The Great Oregon Steam-Up* at Antique Powerland, Brooks, OR, 7am to 6pm, www.antiquepowerland.com

July 27-31 *GN Railway Historical Society Convention*, Naperville IL, www.gnrhs.org

August 16-18 *Snoqualmie Railroad Days*, www.railroaddays.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.