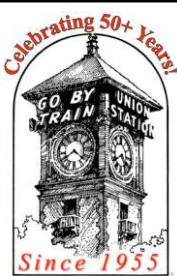


The Trainmaster

August 2014

ISSUE NO 625



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

www.pnwc-nrhs.org



SCHAFFER BROS. LOGGING Co.



Clark Kinsey photo from the Martin E. Hansen collection

From a Martin E. Hansen Trainorders.com May 25, 2014 posting: By the late 1930's Schafer Brothers Logging had completed their new shop facility in Bardy, Washington. From this point Schafer had over 125 miles of logging railroad that they operated. While this was quite a task, it did not prevent the Schafer Brothers from stopping to have this scene recorded.

Famed Northwest logging photographer Clark Kinsey has stopped in Bardy to preserve some of the Schafer Brothers operations on film this scene he has posed brothers Carl and John Schafer on the pilots of two of their locomotives at the head end of long loaded log trains.

On the left is Schafer Bros. #6 a Baldwin built 2-6-2. In the middle is #10 a Baldwin 2-6-2T. On the right is #24, one of only 8 Porter built for logging service. #24 was formerly #4 on Schafer's operations. However, when Schafer bought their Olympic Forest holding they began running on Simpson Timber Co. trackage and some of Schafer's engines had to be re-numbered so as not to conflict with Simpson engine numbers. (Note – on the far right is one of Schafer's 2-truck Shays.)

From the University of Washington, University Libraries, Digital Collections: Schafer Brothers Logging Company got its start in 1893 when brothers Peter, Albert and Hubert Schafer began logging on the family homestead 6 miles upstream from the mouth of the Satsop River. They logged with oxen and horses for 20 years. The company's first donkey engine was purchased from Washington Iron Works. Hubert went to work at the factory to learn how donkey engines were made and also to have all of his wages, except for living expenses, applied toward the cost of that first donkey engine. In 1913, they bought a 45-ton Heisler locomotive and laid tracks into the woods from Bardy to begin their railroad logging operation.



Old Schafer Brothers Shops in Brady (Photo by Martin E. Hansen)

A shingle mill was purchased in Montesano in 1919, the first of many manufacturing plants the company would own throughout Grays Harbor County. At the peak of operation, the Schafers were running one of the largest logging, milling and shipping concerns in the lumber industry of the Pacific Northwest. Their properties and equipment at that time, not counting ships and tugs, included five sawmills in operation, served by six camps sending logs over 100 miles of rail. This required 18 locomotives, both geared and mainline types, and a total of 70 donkeys and 325 logging cars. To operate all of this equipment called for approximately 3,000 employees. Simpson Timber Company purchased Schafer Brothers Logging Company in 1955.

Look for more information on the Schafer Brothers operations in an up-coming book by Pete Replinger entitled "Pioneer Loggers of the Stasop River, Shafer Brothers Logging Company."

The old Schafer Brothers shops survive to this day in Brady, Washington, and they still have rail leading into them! Recent photo by Martin E. Hansen

Banks Rail Connection

Text developed from the noted sources and photos by Arlen L. Sheldrake.

The following project description is extracted from the ConnectOregon III project proposal submitted by Portland & Western Railroad. This project was funded and began construction in early November 2013.

Summary: Purchase land and build a two-thirds-mile rail connection between two of Portland & Western's (P&W) branch lines to expedite trains between P&W's Astoria Line to the Willamette Valley. In addition, acquire 3.5 miles of leased railroad right of way from Port of Tillamook Bay (POTB) as part of the connection.



Photo along Existing P&W Tracks

Project purpose and description:

Portland & Western Railroad (P&W) operates two rail lines that intersect at Banks, Ore. One of these lines, known as the United Railways District, extends 17.5 miles from Linnton, Ore., to Banks, Ore., via Cornelius Pass. The other line, known as the Tillamook District, extends 22.3 miles from near Beaverton, Ore., to Banks. The Tillamook District was once part of a through line that extended from Portland, Ore., to Tillamook, Ore. The western two-thirds of this line is owned by the Port of Tillamook Bay Railroad (POTB) and currently out of service.



With the assistance of the *ConnectOregon III* grant, P&W would purchase land sufficient to build a connection between the two rail lines. In addition, P&W would acquire 3.5 miles of railroad right of way between Schfillin, Ore., and Banks on the Tillamook District from POTB to facilitate the connection. Currently, P&W is leasing the track from POTB. This connection would greatly increase the efficiency of train operating in a “downtown Portland” bypass route.

Currently, P&W trains moving goods between Portland, Columbia and Clatsop Counties to and from the Willamette Valley must go through a cumbersome “run-around” process in Banks. Half-mile to mile-long trains from Portland (“Linnton” and the Astoria Line) bound for the Willamette Valley pull into Banks (between Banks Road on the west end and Wilkesboro Road on the east end), remove their locomotives and transfer them to the other end of the train to proceed south. This process can take one-to four-hours each way depending on train length. Building a connection track between the two lines would expedite train movements, reducing the one- to four-hour train movements to a matter of a few minutes.

An improved connection between P&W lines at Banks would also allow more opportunity to route trains through Banks rather than via a congested downtown Portland rail corridor, a considerable public benefit. The Portland rail corridor is already crowded with UP, BNSF and Amtrak trains, with

little room for growth. With P&W's alternate Banks route, trains could avoid this busy corridor and expedite [expedite] the movements of goods for Oregon rail customers. Shippers will benefit from this investment in a state rail transportation network that will be sustainable in the long run and will reduce transit time for their inbound and outbound freight.

A portion of the project requires the building approximately 3,100 feet of connecting track requiring purchase of 3 +/- acres of farm land. The balance of the land required for the project is controlled by P&W and POTB. POTB supports the project.

The total project cost is \$3,081,075 with \$2,381,785

coming from the *ConnectOregon III* grant and the rest from P&W.

Portland Tribune, 11/20/2013: As part of the project, a railroad crossing with gates and flashing lights will be placed near the intersection of Northwest Wilkesboro Road and Northwest Mountaintale Road, where the rails cross the roadway. While the track construction project is relatively small, it represents a milestone in Washington County history. According to Bob Melbo, rail planner for the Oregon Department of Transportation, not counting light rail transit routes, the Wilkesboro project [Banks Rail Connection] is the first new rail construction in the county in 30 years. In 1983, Burlington Northern Railroad build about a mile of new track in the Beaverton area after construction of a TriMet MAX line forced BN to abandon some of its trackage to make way for MAX trains. Before 1983, Melbo believes the last railroad construction in the county was in 1922, when the Portland, Astoria & Pacific Railroad built a line from Wilkesboro to Vernonia and Keasey via Banks, Manning and Buxton. Work on the connection is expected to be completed in 2014.

The Wilkesboro road crossing was completed in June and the switches have been installed. Unofficial reports are that depending on contractor schedules, the track work connecting the switches should be completed later this summer. Rotschy, Inc. based in Vancouver, Washington with equipment and maintenance shop based out of Yacolt is the general contractor.



Photo showing Construction



Photo Along the New Right-of-Way

coming from the *ConnectOregon III* grant and the rest from P&W.

Portland Tribune, 11/20/2013: As part of the project, a railroad crossing with gates and flashing lights will be placed near the intersection of Northwest Wilkesboro Road and Northwest Mountaintale Road, where the rails cross the roadway. While the track construction project is relatively small, it represents a milestone in Washington County history. According to Bob Melbo, rail planner for the Oregon Department of Transportation, not counting light rail transit routes, the Wilkesboro project [Banks Rail Connection] is the first new rail construction in the county in 30 years. In 1983, Burlington Northern Railroad build about a mile of new track in the Beaverton area after construction of a TriMet MAX line forced BN to abandon some of its trackage to make way for MAX trains. Before 1983, Melbo believes the last railroad construction in the county was in 1922, when the Portland, Astoria & Pacific Railroad built a line from Wilkesboro to Vernonia and Keasey via Banks, Manning and Buxton. Work on the connection is expected to be completed in 2014.

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Tacoma Link Expansion: Streetcar Renaissance in the City of Destiny

By Mike Bergman



Tacoma Link near Tacoma's Historic Union Station
(Photo Courtesy Sound Transit)

At the April 19th Tacoma Chapter, NRHS meeting, Sound Transit representative Chelsea Levy provided an in-depth look at plans to more than double the length of Tacoma Link. The current 1.6-mile line, opened for service in August 2003, runs from the Tacoma Dome to the Theater District Station in the heart of downtown Tacoma. Running with just two cars during most hours, the line carries over 3,000 passengers on an average weekday. Plans for expansion were included in the Sound Transit 2 measure approved by voters in 2008.

Unlike its Seattle counterpart, Tacoma Link uses streetcar technology, with vehicles designed to make sharp curves and operate on city streets sharing space with mixed traffic. Tacoma Link cars run on 750 volts, while the larger Seattle cars are powered by 1500 volts, have a 55 MPH cruising speed, and can be coupled together in trains of up to four cars.

Sound Transit long-range plans, as yet unfunded, envision the Seattle line eventually extending south to Tacoma Dome Station, where cross-platform connections would be made with Tacoma Link.

Starting with 24 different routing alternatives, Sound Transit staff and consultants screened down the number of Tacoma Link extension proposals to six potential corridors that were taken to the public and stakeholder groups for comment. They included extensions east towards Fife, the Emerald Queen Casino and Portland Avenue; north towards the Stadium District and west along 6th Avenue; and a loop route that would have extended north on Stadium Way to Division, south on M.L. King Way and down South 21st Street where it would rejoin the existing line on Pacific Avenue. The last option was quickly dropped when it was realized that streetcars would have a difficult time negotiating the steep grade on South 21st.

The preferred alternative selected by Sound Transit and the Tacoma City Council for environmental review starts at the existing Theater District Station at 9th and Commerce, heads north on Commerce and Stadium Way to Stadium High School, then turns southwest on 1st Street and Division Avenue to M.L. King Way. The line then runs straight south on M.L.King to South 19th Street, the end of the line. The extension would be all double-track, and the existing operations and maintenance facility near the Tacoma Dome would be expanded to accommodate a fleet of up to eight streetcars. Pending award of a Federal "Small Starts" grant, construction could start in 2016 and be complete by 2018.

The expansion of Tacoma Link has historical antecedents in the Tacoma Railway & Power Company (TR&P), the firm that operated the city's once-extensive network of streetcar and cable car lines. Tacoma Chapter Historian Robert E. Paine put together a line history of TR&P's network in an April 1980 *TrainSheet* article. In 1928, the peak year of TR&P's operation, the company had 12 electric streetcar lines and one cable car line.

Cable cars provided service on a steep route where operation of conventional electric streetcars was clearly out of the question. Starting on A Street in downtown Tacoma, the line ascended 11th Street, turned south on K Street at the top of the hill, then returned downtown by descending 13th Street. At K Street (now M.L. King Way), the cable cars connected with electric streetcar routes operating north, south and west. Grades on the cable route ranged up to 14 percent, well beyond the hill-climbing ability of an electric streetcar. George Hilton, writing in *The Cable Car in America*, put it well: "If one were to choose the single cable line which was most justified by geographic and economic considerations, the Tacoma installation would be the probable choice." The Tacoma line outlasted every

other cable operations outside of San Francisco and Seattle, running until 1938 when the entire rail operation was replaced with buses.

Tacoma's streetcar system was also unique in having the main carbarn (what today would be called an "Operations and Maintenance Facility") located in the heart of downtown area at 13th and A Streets. In other cities, carbarns were more typically sited in industrial areas with lower land values and railroad access. (Tacoma Chapter members preserved numerous TR&P files and drawings when the carbarn was demolished in 1966.)

Today's streetcars are a far cry from the ones that were scrapped in 1938. Major advances in truck design and electric traction have resulted in smooth-riding, quiet vehicles that one elected official referred to as "horizontal elevators." But basically the technology is the same. They are indeed a "Link to the Past."

[This article was originally published in the May 2014 issue of *The Train Sheet*, A Newsletter of Tacoma Chapter NRHS. Mike Bergman, who graciously agreed to reprinting this article, is Vice President of the Tacoma Chapter, NRHS and works for Sound Transit.]

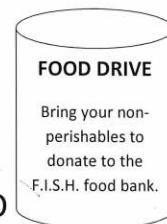
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PNW SHORT LINES

by Arlen L. Sheldrake

Due to traveling, here is a *short* Short Lines. It was a great family trip....among many other special times it just doesn't get much better than taking our two granddaughters, ages 11 & 14, to the Harry Potter complex outside of London.....and, I would add, doing the Chunnel was special for this rail fan.

The first Northgate Link tunnel boring machine began mining July 9th. The machine will mine approximately 3.5 miles from the tunnel portal just south of the Northgate Transit Center to the University of Washington where the tunnels will connect with the University Link line into downtown Seattle. A second tunnel boring machine is being assembled at the Northgate site and is expected to begin mining the second tunnel in October. **Sound Transit press release 7/9/2014**.



London Underground

On July 4th the City of Prineville Railway hauled a record 1,004 passengers. Pulled by the Mount Emily Shay #1, the trips loaded as many as 145 people on the open air car and the 1940s ex Leigh Valley caboose. In addition to giving community folk a free trip, the Oregon Historical Society Board of Directors, owners of the Mount Emily, were in town for a ride. **Martin E. Hansen Trainorders.org 7/5/2014 posting**. [The City of Prineville Railway is a city owned railroad and these trips were a way to give back to the resident owners.]

On July 19th Mount Rainier Scenic Railroad and Museum hosted ribbon cutting on their just completed exhibit of an historic logging camp. The new exhibits are filled with historical displays of the 19th century logging camp lifestyle. The historic camp buildings were designed to be transported by rail and were formerly on display in Tacoma. **Nisqually Valley News 7/17/2014**.

The Port of Vancouver USA on July 13th marked the 1 millionth Subaru vehicle to cross its docks since 1993. The  first vehicle reached the dock in January 1993. At the port, Subarus are loaded onto trucks bound for Northwest dealers or onto BNSF Railway Co. trains for shipments bound to farther destinations. **Progressive Railroading 7/16/2014**.

West Coast Reduction Ltd. is celebrating the completion of work to expand the rail unloading capacity of their facility at the Port Metro in Vancouver. The project will improve export transportation and unloading of agricultural products, particularly canola oil destined for Asia-Pacific markets from Western Canada. The rail upgrades will increase the amount of railcars that can be unloaded simultaneously from 16 to 24. **TRAINS News Wire 7/10/2014**.



Sound Transit's Link light rail service in Seattle celebrated its fifth anniversary with the start of service on July 18th amid continued double-digit annual ridership growth. Link light rail trains began operating between downtown Seattle and Tukwila on July 18, 2009. The final section to SeaTac and Seattle-Tacoma International Airport opened six months later on December 19th. **Sound Transit press release 7/17/2014**.

The Tucson Sun Link tram line opened on July 25th with three days of free travel. The 6.2 km route links the  University of Arizona and the area west of the I-10 highway with 18 stops. United Streetcar has supplied eight articulated low-floor vehicles built at its factory in Clackamas, Oregon. Each car has a capacity of 180 passengers. **Railway Gazette 7/25/2014**.

The Washington State Department of Transportation is accepting applications to receive state funding for freight rail projects in Washington that create family-wage jobs and demonstrate the economic and environmental advantages of freight rail. Nearly \$8 million in project grants and loans available through two state programs – the Freight Rail Assistance Program and the Freight Rail Investment Bank. Applications are due August 29th. **WSDOT email 7/22/2014**.

After a tough winter and a record grain harvest clogged BNSF Railway lines and delayed shipments, Montana grain shippers are finally seeing some relief. BNSF reports the number of delayed Montana grain cars fell to 1,798 last week. A month earlier, the number of grain cars waiting for shipment was 3,258 according to the Billings Gazette. Grain shipping in smaller-than-shuttle amounts is still struggling. One small shipper tells the newspaper his grain cars have been delayed as much as six weeks. **TRAINS News Wire 6/25/2014**.



While a bit off the PNW beat.....One of Union Pacific's legendary rotary snowplows – SPMW 7221 – made its final move July 1 into Roseville, California. It became part of a permanent display just outside UP's J.R. Davis Yard alongside the Southern Pacific steam engine locomotive No. 2252.
UP Community Ties 7/23/2014.



Kenn Lantz noted that my April 2014 *Trainmaster* article about the Portland Railway, Light & Power Company bridge in Gladstone, Oregon was missing a build date and it is January 8, 1908. Kenn found this information in **Volume XXXI No. 19 of Street Railway Journal**. This was the long unused Union Pacific owned bridge over the Clackamas River that finally met the scrapper's torch after the southern support started to give way and an emergency demolition was commenced. Thanks Kenn!

Oregon Operation Lifesaver is one of the 21 grants sharing in the award of \$200,000 in FRA funds for public service announcements in conjunction with OL's *See Tracks, Think Train* public awareness campaign. **OL press release 6/11/2014.**

The Oregon State Fire Marshal has begun posting reports from railroad companies about their shipments through the state of crude oil from the Bakken oil fields of North Dakota. Go to: www.oregon.gov/osp/SFM/Pages/SERC/CrudeOilReports.aspx. **Portland Tribune 7/17/2014.**



Pappas Joins Northwest Railway Museum Staff

Stathi Pappas has been hired effective July 1st as the curator of Collections for the Northwest Railway Museum in Snoqualmie. Pappas was formally with the Mount Rainier Scenic Railway. He will head up the steam program to rehabilitate a steam locomotive in the Museum's collection and operate it on the interpretive railway. Pappas has

NORTHWEST RAILWAY MUSEUM extensive experience in the rehabilitation, restoration, operation and maintenance of steam locomotives. His responsibilities include the rolling stock collection including rehabilitation and maintenance of the coaches for the interpretive railway museum. He comes equipped with a Masters degree in Industrial Archaeology, and has performed major work on a variety of locomotives.

And as the owner of Santa Cruz Portland Cement 2, a 0-4-0 Porter, he also comes with his own steam locomotive that arrives in early August and is scheduled to pull the train during Railroad Days, August 15, 16 and 17.

Sources: Northwest Railway Museum 7/1/2014 mailing and NRM Blog 7/1/2014 posting.

UP Bridge Replacement Completed in Oregon

By Arlen L. Sheldrake

The replacement of the swing bridge south of Harrisburg, Oregon at MP 662.00 on the Union Pacific mainline is now complete. On July 21-22 the last replacement segment was slid in by the Hamilton Construction Company (www.hamil.com). This \$16.4 million project was partially funded by a *ConnectOregon IV* grant of \$4 million. The original bridge was built in 1905-1906 and has been subject to slow orders for multiple decades. Hamilton used Accelerated Bridge Construction techniques that included bridge slides and vertical jacking to replace the bridge.



New Bridge Ready to be Installed



New Bridge Installed, Old Bridge to Left

The August 2013 *Trainmaster* issue has a picture and more detail about the original bridge.

Saving a Logging Mallet – Rayonier No. 8

By Martin E. Hansen

More good news in 2014! After being in retired storage for 50 years, Rayonier Mallet No. 8 is finally going to a new home for restoration.

Of the 45 logging mallets built by Baldwin over the years, only 10 remain. Fortunately Rayonier No. 8 is among that small group thanks to two young men buying her 50 years ago and storing her over the years.

I have known the two partners, Bryon Cole and Pete Replinger, who saved No. 8 from the scrappers in 1964 for many years now. We have talked over the years what would be the chance of getting No. 8 fixed up and running again. Over the past several months I contacted both of them again and finally was able to work out a deal to have No. 8 sold to Chris Baldo of Willits, California so No. 8 could be restored back to operation.

We kept this quiet until we could gather our crews to travel to Chehalis, Washington where No. 8 has been stored. The plan was to remove all the valuable parts to No. 8 and get other parts lubricated and ready for the final truck shipment to Willits. After that we sealed up the cab and generally had the engine secure and ready for shipment.

The steam community is a fraternity of folks who, like me, will lend a hand to anyone who is serious about preserving and restoring a steam locomotive like Rayonier 2-6-6-2T No. 8. Joining in this project to secure No. 8 for shipment were steam crew members from the following operations:

- Roots of Motive Power
 - Oregon Coast Scenic Railroad
 - City of Prineville Railway
 - Friends of SP 4449
 - Chelatchie Prairie Railroad
 - Chehalis-Centralia Railroad

I was glad after all this time that I was able to help get No. 8 on her way to the quality restoration that she deserves. A big thanks to all who pitched in to help us on the first phase of this very worthwhile project!

(This Trainmaster article was developed from a June 1, 2014 Trainorders.com posting.)

25 Years ago in the August 1989 Trainmaster...



Vernonia Shay ... About four weeks ago, while working in Room 1, I answered the phone to talk with Mike Shiply of the Vernonia Parks Department. He said the Department was a fairly new creation of the Vernonia City council in an attempt to do something with the Shay Steamer on static display there. The next day, Freda and I drove out to see and found Mr. Shiply there. We talked with him. He has done some cosmetic work on the engine - am old logging loco - by painting and doing some trim work. He has talked to a few people who know some of the history, and his purpose in calling the Chapter was to see if anyone here had more history and could give assistance of any kind in getting the engine back into operating condition for a possible tourist operation. He seems to be a very earnest young man, who appreciates steam locomotion. The day we visited he was working on a steam tractor of his own that is on display with the locomotive. I told him I would bring it up to the Chapter



Vernonia Shay in July 2013 (Photo by Trent Stetz)

members. His plans are in the dreamer stage - and he admits it - but despite the fact that there is no rail anywhere near there, he still thinks it can be done. He at least has made a start with the painting and limited cosmetic restoration of the loco, which has been on display for many years. -by Jerry Webb in August 1989. [Remember that ALL editions of [The nrhs.org/trainmaster.html](http://nrhs.org/trainmaster.html)]

PNWC at Steam-Up 2014

Antique Powerland was again alive with all manner of tractors, trolleys, trucks and trains this July 26 and 27th. This year, the chapter, thanks to Mark Reynolds, completed a major upgrade to the sound equipment in honor of the many contributions of Randy Rock. The newly refurbished sound building at Antique Powerland is now called the "Randy Rock Information Center". The upgrades were greatly appreciated during the first weekend of Steam Up 2014. Thanks you to Mark Reynolds and all of the Chapter member who contributed to this project.



Mark Attaching New Wiring to the Pole Speakers



The New Sound System and Cabinet



Mark Applying the Finishing Touches to the New Wiring



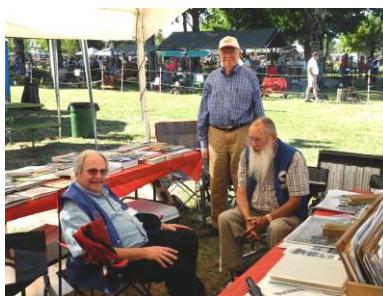
The Sign on the Sound Building in Honor of Randy Rock



The Updated Sound Building



The Chapter's Banner at the Concession Sales



The PNWC Concessions Sales Team



Al Hall at the Front Entrance Booth



The Chapter's Spreader and Flanger



Paul and Sheila at the Chapter Outreach and Passport Location



Chapter Outreach at the Gazebo

Photos by Trent Stetz



The Chapter's S-2 Continues its Cosmetic Restoration

July Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on July 18, 2014

The meeting was called to order by President Keith Fleschner at 7:42pm.

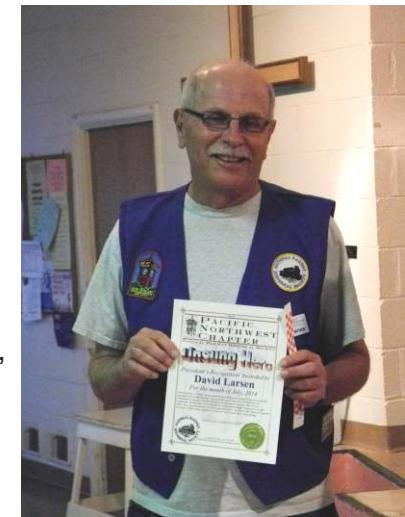
The "guests" recognized were Terry Grill, a member (who has not been to a recent meeting; thanks for joining us tonight Terry!), and Kathryn Notson, volunteer at OHS research library.

The minutes of the June meeting were called. Bryan Ackler made a motion to approve the minutes and David Larsen seconded the motion. The membership voted to approve the minutes.

No Treasurers report this month.

Keith Fleschner and Trent Stetz reported that Steam-Up 2014 is the following two weekends, July 26 and 27 and August 2 and 3. Volunteers will soon receive their gate pass wristbands. Thank you to all who are planning on volunteering. The updates to the sound building are proceeding on plan. New to Antique Powerland this year is the Heritage Rose Garden near the farmhouse. This garden contains roses that were originally brought to Oregon along the Oregon Trail, including a rose brought by Samuel Waldron, an ancestor to one of our chapter members, Sheila Fagan. Also new this year to Steam Up will be a quilt show.

Ron McCoy then presented the June 2014 Unsung Hero award to David Larsen for his many contributions, including planning the recent OCSR trip, concessions events, and archives activities.



Dave Larsen receives the July "Unsung Hero Award"



The group of Attendees

Trent Stetz mentioned the upcoming member event at ORHC, on August 20th. This will be an evening with the Nickel Plate 190 PA, with Doyle providing additional commentary to the outstanding PA video.

Trent Stetz noted programs lined up for the months of August, September and October. Alfred Mullet will be giving a "sneak Peek" of his work on an upcoming Portland terminal book on August 15th. We will reschedule Nick Stewart from TriMet, who could not attend this evening.

The meeting was adjourned at 7:56pm.

Snack time was again provided by Lila, Bryan and Ken. Thank you!

With the evening's scheduled presenter being called away for birth in the family, Ken Vannice provided photos and commentary for his recent July 2014 "railroad themed" trip to Salt Lake City. Ken showed us the sites in Sacramento & Truckee; Georgetown, Golden & Denver in Colorado; Salt Lake City as well as Promontory Point Utah. The impromptu show was very interesting and well received. One of the slides from the Colorado State Railroad museum had a banner which said "Volunteers are not paid because they are worthless, but because they are priceless". We all agreed.



Ken Vannice reviewed his photos from his trip

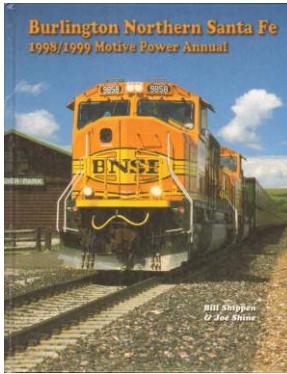
Respectfully submitted by Trent Stetz, Director-at-large. Photos by Trent Stetz



www.brian894x4.com/RRabandonedbridgephotos.html

Interesting Website: The pictures are of abandoned railroad bridges and trestles, taken by Brian McCamish, in his search for abandoned and historical railroads. Thanks to Darrel Mattoon for letting us know about this great website.

New Book in the Chapter Library



BNSF 1998/99 Motive Power Annual, by Bill Shippen and Joe Shine, published by Four Ways West Publications in 1999. This is a 159-page book of color photographs and some maps, the fifth in the BNSF Motive Power Annual series.

It documents with color photos all models of Burlington Northern Santa Fe Railway's diesel locomotives.

Contents include: BNSF 1998-1999 -- BNSF's Theyar Subdivision maintenance blitz -- Running extra, 1998 -- BNSF 1998/1999 motive power -- BNSF, north to south in Montana by Dale Jones -- BNSF's Franklin Canyon by Jamie Miller and Eric Blasko -- BNSF, Arizona's Nelson Tunnel by Al Chione -- BNSF motive power, arranged by locomotive model.

Pacific Northwest Chapter Lending Library

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OPEN Mondays and August 16th

August 16th (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.

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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

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Ron McCoy	2012-2014	503.310.4811
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Jean Hickok	2014-2016	503.649.5762
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Auditor	Bob McCoy	360.459.3251
Car Host	Mark Reynolds	503.638.7411
Concessions	Vacant	
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PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 625

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

- August 15:** *Portland Terminal & Union Station*, Alfred Mullett. This will be an introduction to the Portland Terminal Railroad's 130+ year history and some of the accomplishments as well as things that didn't go as planned. It will also be a sneak peek at what is coming in the book that will be released late 2015.
- September 19:** *Streamliners at Spencer*, Arlen Sheldrake provides a photographic review of his trip to see this historic 2014 event at the North Carolina Transportation Museum in Spencer, North Carolina.
- October 17:** *Railroads of New Zealand*, Doug Auburg takes us on one of his journey riding and photographing trains.

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

Board of Director's Meetings: August 7, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm
September 11, 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:

- May 1-Dec 31 *Brooklyn Rail Yard Exhibit*, Oregon Rail Heritage Center, www.orhf.org
Aug 2-3 *Great Oregon Steam-Up*, Antique Powerland, Brooks, OR, www.antiquepowerland.com
Aug 8-10 *60th Anniversary Event*, Pacific Northwest Live Steamers, Mollala, OR, www.pnls.org
Aug 15-17 *Snoqualmie Railroad Days*, Northwest Railway Museum, Snoqualmie, WA, www.railroaddays.com
Aug 16-17 *Steam Train Robbery Weekend*, Chelatchie Prairie Railroad, www.bycx.org
Aug 20 *An Evening with the Nickel Plate PA 190*, Oregon Rail Heritage Center, www.orhf.com
Aug 21-23 *SP&S Historical Society Convention*, Vancouver Red Lion Hotel at the Quay, www.spshs.org
Aug 23 *17th Annual Railroad Show*, NP Railway Museum, Toppenish WA, www.nprmuseum.org
Aug 23 *Tacoma Rail Centennial Open House*, Tacoma WA, www.mytpu.org/tacomarail/2014-open-house.htm
Aug 30-31 *Affair on Main Street*, North Pend Oreille Lions, Ione, WA, liontrainrides.com
Aug 30-Sep 1 *Train Fest*, Pacific Northwest Live Steamers, Mollala, OR, www.pnls.org
Sept. 3-6 *National Narrow Gauge Convention*, Overland Park KS, www.kansascity2014.com
Sept. 13-14 *Steam Train Weekend*, Chelatchie Prairie Railroad, www.bycx.org
Sept. 17 *An Evening with the OR&N 197*, Oregon Rail Heritage Center, www.orhf.org
Oct. 4-5 *First Autumn Colors*, North Pend Oreille Lions, Ione WA, www.lionstrainrides.com
Oct. 11-12 *Second Autumn Colors*, North Pend Oreille Lions, Ione WA, www.liontrainrides.com
Oct. 18-19 *Third Autumn Colors*, North Pend Oreille Lions, Ione WA, www.liontrainrides.com
Oct. 25-26 *Pumpkin Trains*, Chehalis-Centralia Railroad, Chehalis WA, steamtrainride.com
Oct. 25-26 *Great Pumpkin Rides*, North Pend Oreille Lions, Ione WA, www.liontrainrides.com
Oct. 29 - Nov. 1 *SP Historical & Technical Society convention*, San Luis Obispo. CA, www.sphts.org

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ Happy New Year 2015! ★ ★ ★ ★ ★ ★ ★ ★ ★

August 23-29, 2015 *Portland Daylight Express*, The NMRA annual convention in Portland, www.nrma2015portland.org
Sept. 12, 2015 *Portland-Milwaukie Light Rail* opens with a OMSI/ORHC station, www.trimet.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.