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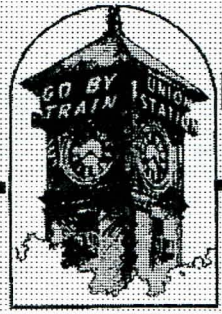
Official Publication of the Pacific Northwest Chapter, National Railway Historical Society

June 1996

Introducing
http://www.easystreet.com/pnwc/

By Glenn Laubaugh

The Pacific Northwest Chapter, National Railway Historical Society now has a World Wide Web site. This is all very fine and wonderful, but just what IS a world wide web site? Just what is the World Wide Web? This is what I would like to make somewhat clearer in this article.

In 1969, several large research universities decided to connect their computer systems together so that the users of those systems could exchange information. This is somewhat similar to the earliest days when railroads first started to interchange traffic for their mutual benefit. The railroads had to adopt some sort of standards about certain items, otherwise the interchange of traffic could not take place, but each company was still independent about most things.

That is how things happened here: there was no common ownership of the computer systems, they simply decided to allow the computer systems to communicate to each other.

One of the first items to be developed was "electronic mail". On large computer systems, such as those used by these Universities, there may be a hundred or more users on single computer. Each user has some sort of identification name or number that allows the computer system to identify, who that person is, and what areas of the computer system that person is allowed to operate.

Since these systems already are separated into various users, it was not a big step to establish an area for each user to use as a mailbox. One user can send and receive messages from other users know what identification name the computer uses to identify that person.

The sending and receiving of these messages from one user to another is called "electronic mail," or shortened to "e-mail".

When the universities decided to connect their computer systems together, there was a problem: same user names were common to several of the computer systems. For example, the user called "johnb" might exist on three

or four computer systems at separate institutions.

In order to resolve this problem to permit users of the separate systems to send messages to one another, a system was developed for electronic mail "addresses". That was the inclusion of the computer system name into the address of the user. For example, if someone were to want to send a note to the user named "johnb" at the computer used by Massachusetts Institute of Technology, the complete address would be:

johnb@)mit.edu

where "johnb" is the name of the user, "mit" is the name of the computer system that receives the electronic mail. and the ".edu" identifies the computer system as being owned by an educational institution.

In the years since 1969, this computer network that was started by the four universities has since grown to include hundreds of thousands of computers all over the world, and millions of users. This computer network is now referred to as the "internet".

Eventually, a need was found for users of one computer system to obtain public information stored on another computer system. For example, some of the universities wanted users at other universities to be able to find and read lists of faculty telephone numbers so that it would be possible to find the telephone number of a particular office.

This is where the World Wide Web comes into play. It is the latest version of a way of storing information on a computer system so that anyone else who has a computer attached to the internet can read it. These documents not only contain useful information, but also a list of options. Each of those options leads to another document somewhere else. For example, the Union Pacific Railroad has a large number of documents on the World Wide Web. By selecting one option, the user will be transferred to a document that lists recent news about the Union Pacific. By selecting an option on this new document, the user will be transferred to a map of the Union Pacific Railroad. By selecting an option there, a user will be transferred to the computer system op-

The TRAINMASTER

Editor:

Circulation:

DEADLINES

The deadline for each issue of The Trainmaster is the 20th of the previous month. Submissions may be made on floppy disk, in Wordperfect, MS Word, or ASCII formats.
The Editor reserves the right to edit or hold material at his/her discretion.

CHAPTER TIME TABLE No. 405

REGULAR RUNS

BOARD OF DIRECTORS MEETING Thursday, June 13, 7:00 P.M., at Room 208, Union Station. Enter through the main entrance, turn right two times, past the magazine stand, first door on left at hallway to Wilfs.

MONTHLY MEMBERSHIP MEETING Friday, June 21, 7:30 P.M., at St. David's Episcopal Church, 2800 S.E. Harrison. The business meeting will start promptly at 7:30, with the newsreel and program following a short break. Refreshments will be available; please bring some money to feed the "kitty," so it can continue to feed us!

WEEKLY NO-HOST LUNCHEON every Saturday, 12:00 Noon, at the Semaphore Restaurant at S.E. 17th & S.E. Holgate Blvd. Our group is in the back. Come on down!

ROLLING STOCK WORK SESSIONS are planned to prepare cars for leases. Contact **Richard Gray (657-8250)**, or **Peter Rodabaugh (771-8545)** for an update.

LIBRARY/ARCHIVES WORK SESSION: Thursday, June 13, 1:00 P.M. to 4:00 P.M. at Room 1 & 1A, Union Station. Help is needed to get things organized and catalogued. Contact **Bob Weaver (654-4274)** for more information.

CHAPTER LIBRARY OPEN HOURS Every Saturday, 1:00 to 4:00 P.M. at Room 1, Union Station. Call **Jim Loomis (253-3926)** for appointments, if this is a difficult day and/or time for you.

EXTRA BOARD

NRHS NATIONAL CONVENTION: June 18-23, 1996, Charlotte, NC. Call **(704) 647-0508** for details. **Please note activities update on page 6.**

PNWC-NRHS ANNUAL PICNIC: Saturday, August 17, 1996 at Antique Powerland, Brooks, OR. Contact **Darel Mack** at **(503) 654-5017** for more details.

MOTIVE POWER FESTIVAL: September 7 & 8, 1996, in Willits, CA. Call **Jack Wade (707) 459-9036** or **Bobbie Yokum (707) 459-2736** for sign-up or additional information

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JUNE 21 MEETING PROGRAM
Program begins after business meeting
Portland Traction Under Wire
To be presented by:
Richard Parks

JULY 19 MEETING PROGRAM
Westside Lumber Company
To be presented by:
Ed Ackerman

NOTICE: Programs are needed for future meetings. Anyone who is willing to present a program (slides, film, etc.) at a Chapter meeting, please contact the President.

Western Pacific First Subdivision

Part 2

At one time railroads served the cities and towns they passed through. Today most freight trains streak through these communities with barely a toot of the whistle to acknowledge their existence. Western Pacific at one time had depots between Oakland and Stockton to handle the communities' business. These depots provided a local agent who took care of the freight business, sold passenger tickets, handled Railway Express Agency shipments, and sent and received Western Union telegrams.

Western Pacific's Oakland Mole, also called 'Western Pacific Mole", consisted of a 107'x146' frame and steel terminal building with 3114 sq. feet wood platforms and 36,600 sq. ft. umbrella-type train sheds, ferry slips and docks. In May, 1933, the WP arranged to have their trains operate into and out of Southern Pacific's Oakland Pier. They turned their ferry over to SP, and closed their pier. The terminal building, train sheds, etc., were retired in 1939.

WP's main Oakland passenger depot was located at Third and Washington streets. Built in 1910, this one-story Beau Arts style concrete and frame building served the WP until the last run of the *California Zephyr* on March 22, 1970. The depot and land were sold a few months later and the depot was converted into a discotheque. It became a "historic landmark" in 1974. The depot has housed several different commercial ventures since the late 1970's.

A one-story frame (board and batten) depot was built at Fruitvale in 1911. This depot was retired in 1957.

San Leandro had a one-story, stucco Mission-style depot. Built in 1910, this depot was retired in 1968. San Leandro also had a frame freight depot also built in 1910 and retired in 1964.

Another Mission-style one-story frame, stucco depot was built at Haywards in 1910. Haywards was renamed Hayward before 1922 and the depot was retired in 1963.

To serve the Niles area WP built a one-story frame passenger and freight depot in 1910. In 1956 Niles was renamed Fremont. The original depot was retired in 1963, being replaced by a Steelox structure which remains in service today for maintenance personnel and is used by crews working local switch jobs out of Fremont.

A one-story frame and stucco Mission-style combination freight and passenger depot was constructed in 1910 to serve the needs of Pleasanton. This depot was retired in 1963.

To serve Livermore, WP built a one-story frame, stucco Mission-style depot in 1910 along with a freight house, both retired about 1966.

A one-story frame telegraph office was built in 1943 at Altamont. With the arrival of CTC in 1952 the structure was removed.

A one-story frame combination freight and passenger depot was built at Carbona in 1910. This structure was replaced in 1934. This second depot was retired in 1984. Carbona was originally South Tesla Junction. On May 2, 1965 Carbona was renamed Tracy.

In 1908 WP built a two-story frame interlocking tower which controlled the crossing of SP's Tracy-Fresno West Side Line at Lyoth. This tower had an 18-lever mechanical interlocker, with additions made in 1914. Jointly owned by WP, 90% and SP 10%, it was replaced in 1954 with an automatic interlocker, owned 50% by WP.

At Lathrop WP crossed SP's Lathrop-Los Angeles line. In 1908 a two-story frame tower was built at this location. The tower had a 12-lever mechanical interlocker, with additions in 1914. Jointly owned by WP 85% and Central Pacific Ry. (SP) 15% this tower was retired in 1963. A one-story frame freight and passenger depot was also located at Lathrop from 1910 until 1915 when it was moved.

A two-story frame tower was built in 1907 at French Camp where WP crossed SP's Lathrop-Stockton line. A 18-lever mechanical interlocker was in this tower, with additions made in 1912. Jointly owned by WP 75% and CP (SP) 25% this tower was retired May 31, 1954 when the crossing was converted to automatic interlocking.

Other interlocking towers between Oakland and Stockton were at Magnolia and Niles where WP crossed SP's Oakland-San Jose mainline, Clinton Street Tower (1909-1941), Melrose (1909-1941) and Radum. Both Clinton Street and Melrose towers controlled WP's crossing of SP's Red Electric interurban lines.

Western Pacific First Subdivision
(continued from page 3)

- San Jose Branch

Western Pacific's San Jose branch had a one-story frame depot at Irvington. Built about 1921, the bills was retired in 1955 and moved to 37742 Mission Blvd. in Fremont as a home.

Milpitas was served by a one-story combination frame depot built in 1922. In 1925 an extension to the freight house was constructed. In 1929 partitions were installed in the freight depot for agent's quarters. The depot was torn down in 1948. With the opening of the Ford Assembly plant, a frame freight office was constructed in 1954 and remains in service.

To serve the short-lived passenger service on the San Jose branch, WP constructed a handsome brick with tile roof passenger depot in 1922 on the north side of Santa Clara Street near 22nd Street. The location was called East San Jose, later known as San Jose. The depot opened May 14, 1923. Passenger service ended on August 30, 1931. The depot was used for a short time by the San Jose Model Railroad Club. They moved out on August 10, 1942, and it was converted to a section foreman's residence. It was torn down in 1967. A freight house and various packing sheds were also located nearby.

A small freight yard was located at 22nd and Williams streets in San Jose. The yard office and telegraph office were located in a retired caboose. This was also the location of a four-stall roundhouse, built in 1923 and retired in 1954. The yard office was located in the roundhouse for several years before it was moved to a Steelox yard office built in 1955.

The last facility located on the San Jose branch was a one-story frame freight depot located at The Alameda. This structure was moved from Decoto in 1922 and enlarged. This building was retired in 1971, the land and building sold. Since 1986 Archer's Den has been located in the building.

A modern freight and passenger sales office was opened April 21, 1953 nearby, at 790 The Alameda. This office was closed in early 1971 and all freight transactions were transferred to the Milpitas yard office. The building is now occupied by Labor Ready, supplying temporary employees.

- Main Line

Western Pacific's First Subdivision, as was all of the railroad when first constructed, was "dark territory." Operating without block signals, trains were moved by telegraph train orders issued from the dispatcher's office.

According to WP employees timetable No. 4 issued August 22, 1910, train orders were issued at both terminal points, Oakland and Stockton. In addition, on-line train order offices were listed as follows:

San Leandro 7:00 a.m. to 7:00 p.m.

Haywards 7:00 a.m. to 7:00 p.m.

Niles 7:00 a.m. to 5:00 p.m. and 9:00 p.m. to 7:00 a.m.

Sunol 7:00 a.m. to 7:00 p.m.

Pleasanton 6:30 a.m. to 6:30 p.m.

Livermore 7:00 a.m. to 5:00 p.m. and 9:00 p.m. to 7:00 a.m.

Carbona 7:00 a.m. to 5:00 p.m. and 9:00 p.m. to 7:00 a.m.

Lyoth 7:00 a.m. to 7:00 p.m.

The July 6, 1947 employees timetable shows the same list of stations as being train order offices, with the only addition being a telegraph station located at Altamont.

Centralized Traffic Control came late to the First Subdivision. The first signal system to come to the First Subdivision was a modified form of CTC, called TCS or Traffic Control System on WP. The system, installed in 1952, consisted of remote control signals under the direction of the train dispatcher. The signals indicated running rights for trains but the switches were still manually controlled. A train receiving a red over yellow signal at a switch had to stop and line the switch to take the siding to meet another train. With the installation of this system all of the on-line train order offices were closed except for SP's Oakland Pier, Oakland Yard and Stockton Yard. Niles remained a train order office for trains operating on the San Jose Branch. After a few years, the CTC system was improved by installing remote control switches giving the dispatcher in Sacramento full control of the trains and eliminating the need to stop trains to line switches.

Today the Union Pacific operates what was once the First Subdivision of the Western Pacific. Changes are coming to the line as UP has eliminated the double track on Third Street in Oakland and work is underway to route all trains off Third Street by building a connection to the SP at Melrose and using SP tracks on First Street to reach its Oakland Yard.

- References:

Historical information on depots provided by the extensive research done by Associate Editor Henry E. Bender Jr.

PNWC on the INTERNET

(continued from page 1)

erated by the Burlington Northern Railroad (which also has an extensive collection of documents on the World Wide Web).

This is why the name "World Wide Web" was developed, each document can contain useful information, but any document can also point to any other document.

This leads to Easystreet Communications in Beaverton. They have a computer system that is connected to the internet for use by individual and business users. They also have high speed computers and connections that are good for photographs and other large computer files. Furthermore, their computer system has back-up generators and battery systems so that their computers will continue to operate even if the electricity goes out or is subjected to other problems. I personally do not use them for Internet service because the university I attended allows me free internet access as an alumnus - and I have had the same electronic mail address for the past five years. On the other hand, if I were to go with a commercial internet provider in Portland, Easystreet is the type of provider that I would go with because of all the problems the university, has had with slow speed connections and electricity fluctuations.

It struck me that if the chapter were to have a world wide web site, this would be a good place to do it. I sent some electronic mail off to one of the system administrators there, and they stated that they would be willing to donate to us the space on their computer system to allow the chapter to have electronic mail and a world wide web site. The only limitations are:

1) At the bottom of the directory page, we must mention that Easystreet is donating the World Wide Web services and provide a link to their directory page.

2) That Easystreet Communications gets mentioned in the chapter newsletter for providing the Internet services.

3) When we publish an item (such as a trip guide, excursion mailing, etc.) with our world wide web address in it, we should place a footnote on it that states "World Wide Web Services donated by, Easy Street Online, Beaverton Oregon".

If anyone has any additional questions or comments regarding this, please call the author at (503) 655-5466, or EusyStrect Online at (5O3) 646-8400 or 9705 SW Sunshine Court, Suite 400, Beaverton Oregon 97005.

With that, here is the chapter's new electronic mail address:

pnwc@easystreet.com

Right now, this is set up to forward electronic mail to my electronic mail address at the university. However, it could just as easily be arranged to be accessed by the computers located in Room 1 if those computers were connected to the phone line. It could also be arranged to forward the mail to anyone else with an electronic mail address.

The chapter's new world wide web address is:

http://www.easystreet.com/pnwc/

(If printed in a chapter publication, please be sure to include a note about who is donating the Internet services.)

EasyStreet also offered to donate domain-name registration to the chapter. This would give us a world wide web address that would look like this:

http://www.pnwc.com/

This would give the chapter registered ownership of this address, but I am not experienced enough with this level of internet service to know what is involved with owning a Internet server name.

With this article, I am also including a print-out of what our World Wide Web page looks like right now. Each section of underlined text is a link to another document somewhere on the World Wide Web. Some of those are other pages on our system.

The Home Page of
The Pacific Northwest Chapter
of the
National Railway Historical Society
Room 1, Union Station
800 NW 6th Avenue
Portland, Oregon 97209-3715

President. Bob Terkelsen, (503) 399-1882
Vice President: Ed Ackerman, (503) 649-6000
A short summary description of the National Railway Historical Society.
You may wish to view some of our planned activities and the rolling, stock we own, or take a look at some of the museum materials
We have a list of railfan related sites in Portland, Oregon and for everywhere else as well as a list of Railfan Publications that have pages on the World Wide Web.
There is also a list of ALL of the Oregon Chapters of the National Railway Historical Society.
If you are seeking information on a particular subject, I recommend that you start with this list of Searching, and Starting points on the World Wide Web. This document is located at the Engineering- Computer Center on the Campus of the University of Portland
Other National Railway Historical Society Chapters on the Web:
Little Rock Chapter
Gulf Wind Chapter
Rochester Chapter
Gulf Coast Chapter
Rivanna Chapter
Collis P. Huntington Chapter
in addition, there is also a list of all known chapters of the NRHS
A small but very slowly growing collection of photographs is being developed.
This Web Site is Operated by the Pacific Northwest Chapter, National Railway Historical Society. The site is hosted by Easystreet On-Line Services who was willing to donate the internet resources to make this possible.

Please send mail to pnwc(a)easystreet.com or to glennl@up.edu
Heavy construction and experimentation is continuing on these Web Pages.
Please be patient, and send us mail if you have any suggestions or comments.

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1996 Museum Committee

Glenn Laubaugh, Director	657-8133
Richard Parks	289-7872
Bill Collet	261-1273
John Bartles	240-3366
Ralph & Helen Jack	682-2580

1996 NRHS National Convention Activities Update

Changes have taken place to the schedule of events for the 1996 NRHS convention in Charlotte, NC. Because on-going contract negotiations between Amtrak and CSX had not been resolved, the two trips on CSX out of Monroe, NC have been canceled, officials with the Piedmont Carolinas Chapter announced.

In place of the Thursday, June 20th trip to Acme, the convention will offer "Mainlines and Museums", a special trip on Amtrak's Carolinian to Cary, NC, where participants will be bused to the East Carolina Chapter's museum at Bonsal for a train ride on an original Norfolk Southern Railway branch line and tour of the museum's equipment. The visit will include photo runbys plus a photo freight train. Our deluxe motor coaches will then take us to Hamlet for a look at the 1900 depot and the National Railroad Museum located there. Our buses will then whisk us back to Charlotte non-stop. Cost is $89 per person.

In place of the Saturday, June 22 excursion, the convention will offer a "South Carolina Shortline Safari" with trips on the very famous Lancaster and Chester Railway and the equally-renowned Rockton and Rion Railway, now part of the South Carolina Railroad Museum. Participants will be able to ride the entire 29 miles of the Lancaster and Chester, which is celebrating its 100th birthday this year. Cost is $40 per person for the Lancaster & Chester ride only. Riders can also have the chance to ride several miles of line on the Rockton, Rion and Western near Winnsboro, SC, home of the South Carolina Railroad Museum. For an extra $40 (or a total of $80) the complete package includes chartered bus between the convention hotel and both shortlines, L&C train ride, SCRM train ride and lunch.

Convention registrants will receive a letter soon detailing their options.

All other activities will take place as planned. These include a steam trip on the Great Smoky Mountains Railway on June 18th, a VIP tour of the North Carolina Transportation Museum and the newly-restored Spencer Shops Roundhouse on June 19th, a railroadiana show, seminars, barbecue and night photo on June 21st, and one of the most spectacular rail rides in North America, a trip from Charlotte to Asheville via the ex-Southern Rwy Loops at Old Fort and return via famous Saluda grade on June 23rd.

For additional information, write to **1996 NRHS Convention, P.O. Box 297, Spencer, NC 28159**, or call **(704) 647-0508** between **9 A.M.** and **5 P.M. Monday-Saturday** and **1-5 P.M. Sundays**.

SPRING 1996 BOARD OF DIRECTORS MEETING
ST. PAUL, MINNESOTA

The spring 1996 meeting of the NRHS Board of Directors was held April 12-14 at the Ramada Inn, St. Paul MN. It was hosted by the Northstar Chapter. Our Chapter was again represented by Rich Carlson, Regional VP, and myself as National director.

First event was a Friday afternoon Railfan Tour of the Twin Cities. This was a bus tour of many locations where we could later come on our own to watch for rail traffic. Hand-outs and maps were distributed to help. There was also a Dinner Train ride that evening on the Minnesota Zephyr. The Saturday Directors Tour went first to the beautiful 100 year old James J. Hill Mansion with pipe organ concert. Then we toured the Como-Harriet Streetcar line and shops. Three restored cars were available to ride, plus a 1954 model restored GM bus. The tour ended with a visit to the Bandana Square Mall and Twin City Model Railroad Club's large display.

The Banquet Saturday evening began with a welcome by H. Martin Swan, National Director, and greetings by William Herzog, President, Northstar Chapter. Featured Speaker was John Gohmann, President, Minnesota Commercial Railway. This is a switching and transfer railroad in the area. He explained some of the reasons for their success. The BN and Soo Lines had moved about 8,000 cars per year. They now move about 36,000 cars per year. They have cut a four day transfer time down to 8 hours. He has a roster of mainly Alco diesels because of their lower first cost. He explained how they responded to political pressure brought by a large shipper to use GM locomotives. They can give more personalized service through the engineers' use of cell phones direct to the shippers. They have 60 full-time employees, are non-union, and provide a good health plan. One third of their workers are ex-mainline employees.

The Board of Directors' Meeting opened Sunday morning with Invocation, Roll Call, and approval of minutes of the previous meeting. Several newly-elected Directors were acknowledged. During the opening of the President's report, Greg Molloy asked for a moment of silence in memory of lost members, including Henry Brainerd and Allan Vaughn. The Society has been hit by the loss of the Lloyd Publicity Services, and the NS Steam program. We need to improve our membership application processing, and maintain a forward look for the Society. The President recognized the past services of Dr. Ray Wood by the presentation of an appreciation plaque. Greg Molloy made several appointments: Chairman of the Board, Leroy S. Dietrich; Sr... Vice President, Larry Eastwood; and Vice President Robert Pinsky. These were confirmed by the Board. The Heritage Grant program is continuing. Several appointments have been made to the review board, under the Chairmanship of Hugh Gibb. Lynn Burshtin, Office Manager, is in charge of loaning slides and videos. Dick Davis is in charge of the NRHS News. The 5th of each month is his publication deadline. The July issue of Trains Magazine will contain an NRHS flyer, with 135,000 circulation. The Nominating Committee will close nominations on Sept 15. Because of increasing expenses, a proposal was to be made to the membership for a $3 dues increase. Action on this was tabled until summer. New bank accounts in Philadelphia were approved in order to better organize the business affairs and personnel responsibilities.

Charter requests to form three new Chapters were approved. These were the White Oak Chapter in Oak Hill, WV; the Twin Forks Chapter in Riverhead, NY; and the Brazos Valley Chapter in Lake Jackson, TX. The Board also approved reinstatement of the Pearl River Valley Chapter in Mississippi. A report on the 1995 Convention in Lancaster was given, showing it was a success and made a profit. Over 600 persons have already registered for the 1996 Charlotte Convention. A preliminary activities report for the 1997 Convention in Salt Lake City was distributed. This will include several UP Steam excursions. The Board voted to accept the offer of the Central NY Chapter in Syracuse for the 1998 Convention. The 1999 Convention had previously been set for Sacramento, CA. The Board also voted to have the spring '98 Board Meeting in Roanoke, VA, and the fall '98, Meeting in Kansas City, KS.

<div style="text-align: right">

Gerald A. Schuler, National Director

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Activities: Darel Mack, (503) 654-5017
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Rolling Stock: Richard Gray, (503) 657-8250
    Chief Mech. Off.: Peter Rodabaugh, (503) 771-8545
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Chapter representative, Portland Rail Equipment Advisory Group: Frank Weiler, (503) 774-3319

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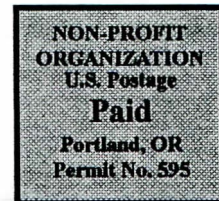
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