



New Center Street Shops at Portland, Ore. - Centennial

Reprinted from Electric Traction, Chicago, Ill., January 1913, Vol. IX, No. 1.

Description of Large, Modernly Equipped Plant, Including General Repair, Carpenter and Paint Shops and Store Room
Contributed Matter

The Portland Railway, Light & Power Company has practically completed its new Center street shops, which are among the most extensive and best equipped on the Pacific coast, or, for that matter, in the country.

The new shops are located at East Seventeenth and Center street, East Portland, on a 14.6-acre site easily accessible to the standard and narrow-gage lines, both of which systems are operated by the Portland company.

Heretofore the company has had three shops, one at Twenty-third and Washington streets, for the narrow-gage lines; a carpenter shop on the east side of the city, for standard-gage passenger and freight cars, and repairs shops at Milwaukie for electrical, motor and truck repairs for standard-gage passenger cars and electric engines. The new shops will consolidate all these departments, as well as afford better and increased facilities for repair and construction work.

The new shops consist of four buildings, three of which are finished and now occupied; the fourth building is under construction. The latter will be a large concrete, two-story building, 80 ft. by 220 ft. in size, with a basement. It will be used as a general store-house for all railway and lighting material. Especial attention has been given to making this building as nearly fireproof as possible, with steel sash windows in the side walls and steel frame skylights in the roof, while a wet sprinkler system will be provided. A steam road track runs along one side of the building while a driveway to the basement renders comparatively easy the handling of heavy material by means of a trolley hoist.

The general layout of the three buildings now occupied is shown in the accompanying drawings, also the proposed extensions to be made whenever it may be found necessary to increase the facilities. They consist of a general repair shop, carpenter shop and paint shop.

These buildings are all constructed with concrete foundations, with brick walls and mill construction roofs supported by steel columns and girders, and covered with tar and gravel roofing. The floors in the truck, erecting and paint shops are of concrete, while 4-in. wooded floors are laid in the carpenter and machine shops and in the armature room. The buildings are exceedingly well lighted by means of numerous windows in the side walls and by large ventilating skylights extending across the roofs. The upper halves of the car entrance doors are also of glass. The artificial lighting is with alternating 110-volt current. The lamps used range from 40 to 60 watts in size. Considerable attention has been given in the construction of these buildings to render them as nearly fireproof as possible. Each building is separated from the adjacent ones by a transfer table which reduces to a minimum the possibility of the spreading of a fire originating in any one building, while fire-walls extending well above the roofs, isolate the various departments. Each building is also equipped with a dry pipe automatic sprinkler system, water for which is either supplied direct from the city main or from a 50,000-gal. tank located on a steel structure 75 ft. high. Numerous standpipes, each supplied with a 50 ft. of hose, are located at frequent intervals.

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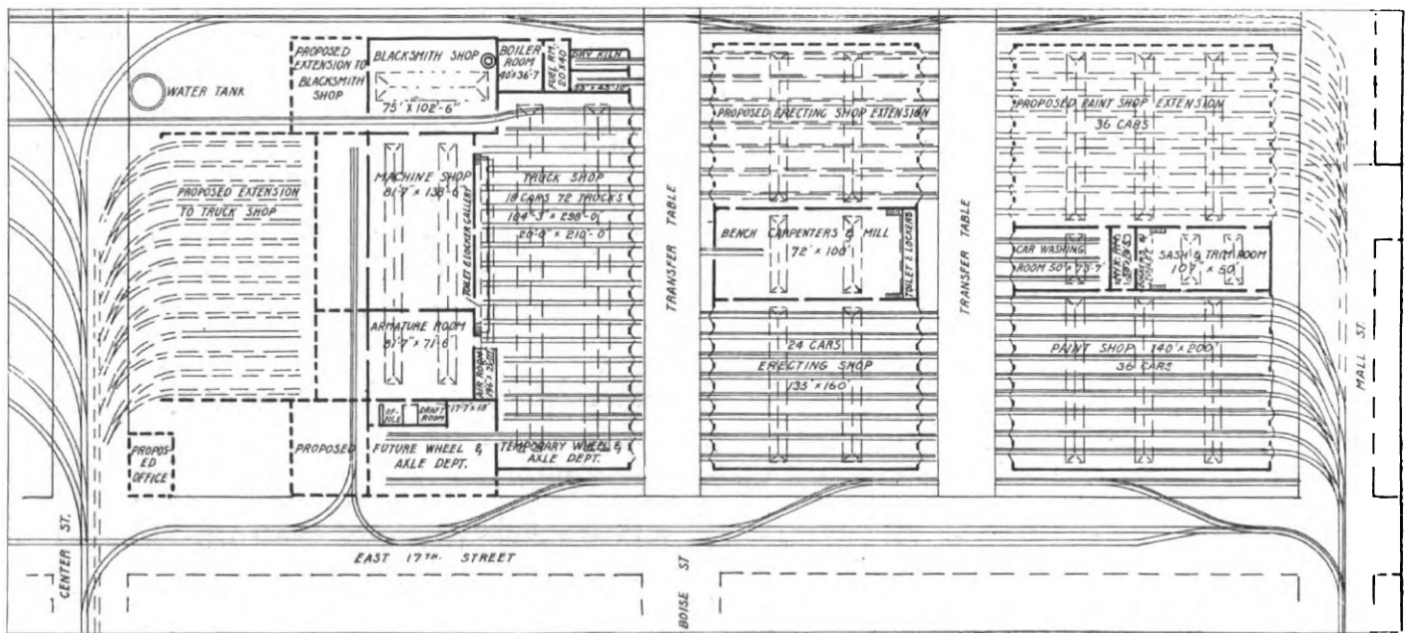
General View of New Shops of Portland Railway, Light & Power Company

General Repair Shop

This building is located between Center and Boise streets, on Seventeenth street, and is divided into a blacksmith shop, machine shop, armature room, air room, truck shop, boiler room, fuel room and dry kilns.

The blacksmith shop is 75 ft. by 102 ft. in size. It is fitted up with Buffalo down-draft forges and Tate & Jones oil furnaces. It also has one large air hammer, two small belted trip-hammers, one large direct-driven power shear, one small power shear and an Ajax forging machine.

The machine shop, which is next to the blacksmith shop, is 81 ft. by 138 ft. in size. One section is partitioned off for a tool room. It has a large 300-ft. compressor for furnishing air for hoists and small tools. This shop is equipped with the following tools: One car wheel grinder; one direct-connected air compressor; one Cincinnati drill press, 30-in. table; one Putnam drill press, 30-in. table; one Cincinnati drill press, 36-in. table; one Muller and one Bickford radial drill, 48-in. radius; one Rockford two-spindle and one Foot Burt Company four-spindle drill press; two Rockford drill presses, one 16-in. table and one three spindle; one Cincinnati milling machine; one Smith & Mills shaper; one Putnam shaper; one Gould & Eberhardt shaper; two American planners, one with 24-in. by 10-ft. bed, and one with 20-in. by 9-ft. bed; one Dietrick & Harvey planer, with 32-in. by 13-ft. bed; one Higley cut-off saw for steel; one Charles Wright band saw for steel; one Vandyck Churchill cold saw grinder; one Parke & Lacy bolt cutter; one Morgan bolt cutter; one Putnam lathe, 18-in. swing, belt driven; one American lathe 22-in. swing, motor driven; one Lodge & Shipley, lathe, 22-in. swing, motor driven; one lathe 20-in. swing, belt driven; one Putnam lathe, 16-in. swing, belt driven; one Acme turret lathe, belt driven; one small turret lathe; one



General Layout of New Shops of Portland Railway, Light & Power Company

Cincinnati universal grinder; one 50-ton hydraulic rail bender, and three large emery wheel stands, double wheel.

One corner of the machine shop is used for building special work.

Adjoining the machine shop is the armature room, 81 ft. by 71 ft. All repairs to armatures and small electrical parts, such as controllers, circuit breakers, fuse boxes, etc., are made in this room, which is equipped with necessary traveling cranes, banding machine, commutator slotter, lathe for turning armatures and boring bearings.

The rear portion of this building, running along the south side of the machine shop and armature room, is the truck shop, 104 ft. by 298 ft. in size. This shop has 18 tracks running in from the south end, connected to a transfer table. Thirteen of these tracks have pits, four being standard-gage and nine narrow-gage. Five tracks which have no pits have three rails, and can be used for either standard or narrow gage. Pit tracks are equipped with a screw car hoist for raising the cars. Each track is also equipped with a swinging jib crane and a Curtiss air hoist. Each car hoist has a motor for running the hoist connected to a controller and is so arranged that in throwing a double-throw switch, after the car has been raised off the tracks, wire can be run from taps along the side of the pit and connected to the trucks, using the same resistance and controller for running the trucks out from under the cars.

The west end of this building is arranged for doing all of the wheel work. This is equipped with a large lathe for turning the axles; a 100-ton hydraulic press; 300-ton hydraulic press; 36-in. wheel boring lathe and Niles 42-in. steel wheel lathe.

On the north side a room, 19 ft. by 21 ft., is partitioned off for the air room. This room is equipped with all necessary testing apparatus for testing out straight air, straight air emergency and automatic, both single cars and in trains. One part is fitted for instructing the motormen in handling air on trains.

On the east side is a large gallery, on which are situated the toilets and lockers. Underneath is a small storeroom for supplying the truck shop.

Carpenter Shop

The carpenter shop, with an area of about 22,000 sq. ft., is located between the general repair shop and the paint shop, with large transfer tables between and with which the shop tracks connect. This building is partitioned into two parts. The part on the east end is used for bench carpenter and mill. This section is 72 ft. by 100 ft. in size and part of it has a concrete basement for line shafting. This mill is equipped with the following machinery: One 24-in. Fay planer; one Weatherby Rugg shaper; one American shaper, No. 2; one Hermance tenoning machine, No. 602; one Colladay tenoning machine; one Royal invincible sand paper machine; two wood turning lathes; four band saws; one chisel mortise with boring attachment; one hollow mortise; one sheet iron bending rolls; one sheet iron shears, one post boring machine; one Barnes drill press, 16-in. plate; two wood frame rip saws; one R.B. Smith sticker, 10-in., No. 639; one Fay & Egan cabinet planer, 30-in. No. 156; one combination wood worker; one Egan jointer, 12-in.; one American planer, four sides, No. 2S; one 9-in. Houston sticker; one 20-in. Smith jointer; one Fay dado grooving machine; one Oliver universal wood worker and one 24-in. Smith pony planer. These machines are all connected by a blower system, which deposits all of the shavings in the fuel room next to the boiler room.

The west side, 135 ft. by 160 ft. in size, has eight tracks and is used for an erecting shop. Six of these tracks have three rails for either standard or narrow gage cars; the other two tracks, one for standard and one for narrow gage are equipped with pits for working under the cars.

Paint Shop

South of the carpenter shop and separated from it by a transfer table is the paint shop, with an area of 28,000 sq. ft. The building is partitioned into four parts. The paint shop proper is 140 ft. by 200 ft. in size and will accommodate 36 cars. On the north end it is connected to the transfer table. All tracks are connected by curves to tracks on Mall street. All tracks in the paint shop have three rails, so that they can be used for either standard or narrow gage.

The east end is partitioned into a strip 50 ft. wide, which is divided into three parts. The north side, next to the transfer table, is 50 ft. by 73 ft. in size. It has three tracks connected to the transfer table and is used for a wash room. Next to this is the paint storage and mixing room, 50 ft. by 19 ft. Next is the sash and trim room, 50 ft. by 107 ft. On the north end of this room is a gallery, in which are located the toilets and lockers while space underneath is partitioned off for sash racks.

Nearly all the machines in these shops are driven by individual electric motors.

Throughout the shops drinking fountains have been provided for the use of the employees. All of the shops are heated by steam heat from the boiler room, situated next to the blacksmith shop in the general repair shop.

Nicholas Stewart, Real Property Specialist, Capital Projects & Facilities Division, TriMet found this article as part of his research for the under-construction Portland-Milwaukie Light Rail Line. Stewart noted with this article: "TriMet received the Center Street property when we assumed the transit system from Rose City, and they received the property when they assumed the transit system from the Portland Traction Company who received the property when they assumed the transit system from the Portland Railway Light and Power Company." Electric Traction was published monthly by Kenfield-Davis Publishing Company. Nick found this article by using Google Book Search.



Recent Photo of Dual Gauge Tracks at SE 17th and Mall Street

HOLIDAY EXPRESS 2012

The Oregon Rail Heritage Foundation's Holiday Express 2012 at Oaks Park was enjoyed by over 12,000 smiling holiday passengers this year. An additional weekend of runs, for a total of 73 runs over 9 days, were completed and staffed by many enthusiastic volunteers from PNWC as well as other ORHF member organizations.



Photos by Jim Hokinson, Arlen Sheldrake, and Trent Stetz

PNW SHORT LINES

by Arlen L. Sheldrake

The Dunsmuir Railroad Museum, located in the community's Amtrak station, recently acquired many of the archives of the former Southern Pacific Shasta Division. The materials all date prior to 1957. The archives will be available to the public when the museum is open on the third Saturday of the month, April through October, from 10 a.m. to 2 p.m. **TRAINS News Wire November 7, 2012.**

The Wallowa-Union Railroad Authority hasn't been hearing much lately from Court Hammond, whose Sierra Nevada & Pacific Railroad Company (SNAP) is the contracted manager of the Wallowa-Union Railroad (WURA). The December 2011 promises to significantly ramp up the number of trains run on WURA's 63-mile line between Elgin and Joseph fell far short during 2012 of implementing the ambitious new schedule. WURA took upon itself to winterize the line's rolling stock so it wouldn't freeze and bust. **Wallowa County Chieftain November 2, 2012.**

Ramsay Machine Works Ltd. in Sidney, B.C. is building a 1,200 ton ship-loading two football field length coal conveyor for the Neptune Bulk Terminals in North Vancouver BC. When completed, the C\$20 million coal conveyor will be loaded into barges in three pieces and shipped across the Strait of Georgia to its final destination. Work is expected to be complete in 2013. The stacker-reclaimer equipment will allow Neptune Terminals to simultaneously move the steelmaking coal from trains to the stockpiles and directly from stockpiles onto vessels with a best-in-class dust suppression system. In the last two years Neptune Terminals has invested C\$75 million in its North Vancouver terminal. **British Columbia Ministry of Transportation and Infrastructure November 29th news release.**

On September 18th the Federal Business Opportunities posted a pre-solicitation for contractors interest to renovate the Maupin Section Foreman's House in Maupin, Oregon. The estimated construction start date is January 2, 2013 and includes a new foundation and deck for the 786 square foot house, new electrical, lighting and HVAC systems, a new ADA accessible restroom, and restoration work on the windows, doors, walls and ceiling. Site improvements include new water and drainage systems, ADA parking lot improvements, tree removal, concrete walkways, and a replacement storage building. Solicitation Number: L12PS00830. The work will be performed for the Prineville District Office of the Bureau of Land Management. **Information from: <https://fbo.gov>.** This house was constructed in 1910 by the Des Chutes Railroad Company, a subsidiary of the Union Pacific Railroad, and is located ½ mile upriver from Maupin on the east bank of the Deschutes River.

The 1899 Salem Baggage Depot is months closer to renovation with \$900,000 becoming available for improvements. Funding sources include an anonymous donor, the State Historic Preservation Office, the Oregon Transportation commission, and Greyhound, the future tenant. The Baggage Depot is on the Historic Register and is located just south of the existing 1918 Salem Amtrak depot that was built following the fire that destroyed the 1889 depot. It has been vacant for a number of years surrounded by a temporary chain link fence and cocooned in weatherization wrap. **Statesman Journal November 17, 2012.**

A new 2012 book, *The Spokane International Railway* by Clive Carter, has been published by the Museum of North Idaho. This table top hard cover book includes 243 photos, 47 illustrations and 26 tables. "A through history of this century-old system and its modernization are presented herein, filling a gap in railroad writing." **More information: <http://www.museumni.org>.**

Visitors to Victoria B.C. will remember the distinctive little 1985 building that served as the Esquimalt and Nanaimo Railway station in downtown on the site of the original station. The building is being turned over to the Greater Victoria Harbour Authority and it will be moved either to Fisherman's Wharf or Ogden Point. The station was located on the east end of the Johnson Street bridge which is being replaced without rails. **Times Colonist November 20, 2012.**

More on the E&N Railway.....a new book is out by Robert D. Turner & Donald F. MacLachlan, *The Canadian Pacific's Esquimalt & Nanaimo Railway – Steam Years*. The book covers the Vancouver Island railway for the period of 1905 through 1949; the 304 page 475 photograph book is available in both hard and soft cover. **West Coast Railway Association December news.** A companion volume, *The Esquimalt & Nanaimo Railway, 1949-2012* will be released soon.

The final piece of the funding puzzle is now in place for the Island Corridor Foundation to begin the revival of the E&N Railway from Courtenay to Victoria. The five regional governments have all agreed to fund their share of the C\$3.2 million with the Federal and Provincial governments committing C\$15 million. **Comox Valley News November 20, 2012.** More information on the Island Corridor Foundation, www.islandrail.ca.

Fraser Surrey Docks has applied to the Port Metro Vancouver (B.C.) for approval to develop part of its 63-hectare site on the south side of the Fraser River near New Westminster to transfer coal brought in by rail from Wyoming. The thermal coal is to

be loaded directly onto barges and towed by tug to Texada Island, where it would be transferred into storage. The coal would then be loaded onto ocean-going freighters at a deepwater facility on the island's west side. Fraser Surrey Docks anticipates receiving shipments totaling four million tonnes a year, with the potential to increase that to eight million tonnes over the long term. The Port is the sole permitting authority for the Fraser Surrey Docks coal transfer facility. **Vancouver Sun November 24, 2012.**

Klamath Northern Railway Company (KNOR): KNOR operates freight service from a connection with UP at Gilchrist Junction, OR to Gilchrist, OR (10.6 miles). Traffic is outbound lumber and woodchips. The company was incorporated July 2, 1940 to take over the operation of a private logging line built two years earlier and owned by the Gilchrist Timber Company. In 1991, Crown Pacific Corporation purchased Gilchrist Timber Company and the KNOR railroad. Due to lack of traffic the KNOR ceased operation on July 19, 1991. Crown Pacific applied to Oregon PUC and the ICC to start operations again in 1994. In 2004, International Forest Products (Interfor) acquired the line and sawmill. **From the UP web site: <http://www.uprr.com/customers/shortline/lines/kno>.**

The new \$8 million rail yard at the U.S. Oil refinery in Tacoma received the first of what's expected to be weekly 103-car shipments of oil from North Dakota during the week of November 19th. Trains are also delivering oil from North Dakota and Montana to the Tesoro refinery near Anacortes, which recently completed a \$55 million rail yard. BP has applied for permits for a \$60 million rail yard at its Cherry Point refinery north of Bellingham. The BP refinery would receive about 20,000 barrels a day by rail, less than a tenth of its 234,000 barrel capacity, so North Slope and other crudes shipped by tanker will remain its primary source of oil. **San Francisco Chronicle November 26, 2012.**

On November 26th Tri-County Metropolitan Transportation District of Oregon (TriMet) crews began welding the first portion of the rail for the Portland-Milwaukie light-rail project. More than 29 miles of rail will be installed along the 7.3-mile line. The rail was manufactured by Evraz Rocky Mountain Steel in Pueblo, Colorado. The overall project is now about 30% complete. **TriMet press release November 23, 2012.**

Warren Buffett's Berkshire Hathaway Corporation isn't allowed to own or control multiple carriers' without approval of the Surface Transportation Board. Two of Berkshire's more than 75 operating business groups with nearly 2,000 subsidiaries do in fact have entities within their organization structure that own or control an interest in a total of two rail common carriers, one is a six-mile common carrier in Iowa and the other is White City Terminal Railroad that serves an industrial park near Medford, Oregon. Both are now for sale. **Associated Press October 2, 2012. From Union Pacific web site November 30th :** The White City Terminal & Utility Company started operations in November 1974. WCTR is now owned by Marmom Transportation Services LLC. WCTR operates freight switching service on 14 miles of track from a connection with CORP at White City, Oregon. CORP hauls WCTR's traffic to interchange with UP at either Eugene or Black Butte, California. Traffic includes lumber, plywood, other forest products, cement, sand and fertilizers.

On Saturday December 1st the Alaska Railroad ran a sold out Holiday Train from Anchorage to Indian and back. This is the second year for the event and additional trips are being discussed for 2013. **KTUU.com December 3, 2012.**

The Honolulu Authority for Rail Transit (HART) in late November received from Pueblo, Colorado the first 3,000 tons of steel rail for Honolulu's new elevated line. About 140 miles of track will be installed including 8,700 tons of steel running rail, 4,300 tons of third rail, 15,000 concrete ties, 1600,000 fasteners and 106 turnouts. **Progressive Railroading December 3, 2012.**

The Southern Oregon Chapter, NRHS distributed 450 surveys in Butte Falls and the surrounding area asking if they would like to see a tourist railroad in Butte Falls. 57 surveys were returned representing a 12.7% return rate. 56 of the responses were yes with only one no. **The Manifest newsletter, December 2012.**

Phase two of the Mt. Vernon Siding Extension project to provide capacity for 8,000-foot freight trains was awarded \$3.2 million by the U.S. Department of Transportation in late November. Phase one, 4,600 of siding, has been completed. Phase two will add close to 4,100 foot siding extension southward (4,700 feet with turnout included). Construction is expected to be complete fall 2013. **WSDOT & Progressive Railroading November 29, 2012.**

The City of Wallowa, Oregon is celebrating the acquisition of the Wallowa Compound site that will be used for the Maxville Heritage Interpretive Center. The Center is a nonprofit organization whose mission is to collect, preserve, and interpret the rich early 1900s history of the multicultural railroad logging community of Maxville, Oregon. A historic wooden rail car originally used by the Mt. Emily Lumber Company is being acquired to exhibit. **www.maxvilleheritage.org**

On December 5, 1996 the Burlington Northern Santa Fe Railroad resumed regular train service across Stampede Pass. Service over the 78-mile line that connects Auburn with Cle Elum and Eastern Washington ended in 1983, but increases in

traffic through the Ports of Seattle and Tacoma demanded more trains than the Stevens Pass and Columbia River lines could handle. The Northern Pacific Railroad's Stampede Pass first connected Auburn to Cle Elum in 1888. In 1983, the Burlington Northern Railroad (successor to the Northern Pacific) ended service over the line to save money but did not abandon the right of way. <http://www.historylink.org> **December 5, 2012.**

Ambre Energy's Morrow Pacific project plan to export 8.8 million tons of coal per year through Oregon to Asia with delivery of coal by train to the Port of Morrow for trans loading to barges that would then transfer their coal at Port Westward (near Clatskanie) to oceangoing vessels. The company now plans to use electricity to move trains at the Port of Morrow to reduce nitrogen dioxide and particulate emissions. **The Oregonian December 6, 2012.**

On December 5th Coos Bay Rail Link (CBR) restored service through North Bend to the Coos Bay rail yard with a string of rail cars delivered to the Georgia Pacific yard in Bunker Hill. Beginning the week of December 10th, loads of dimensional lumber from Georgia Pacific will go to Eugene for further distribution around the country. More restoration work (ties and ballast) is needed but CBR has completed enough emergency repairs to make the line operational. The line on to Coquille will be restored later in 2013. **The World Link December 6, 2012 & KCBY News December 7, 2012.**

Finished in 1912, the Bull Run powerhouse (near Sandy Oregon) was the heart of Portland General Electric's Bull Run Hydroelectric Project. A system of two dams, canals and a wooden flume (with a maintenance railroad on top) created Roslyn Lake, which then funneled water down huge tubes to spin the turbines below. The Mount Hood Railway and Power Co. started construction in 1906. Six years later the project was generating electricity to run Portland's street car system and light homes and businesses 25 miles to the west. The powerhouse has been purchased by three individuals who have spent \$800,000 of their own money to buy, repair and maintain the powerhouse, a nearby elementary school and a campground with the intent of preserving this historical facility. **The Oregonian December 8, 2012.** More information & photos: www.savebullrun.org; Powerhouse Re Gen LLC.

Work on the Port MacKenzie rail extension from Port MacKenzie to Houston that had been suspended due to an October 1st stay issued by the U.S. 9th Circuit Court of Appeals was reversed on November 28th thus allowing work to continue in Southcentral Alaska. The 35 miles of new rail line north of Anchorage should be open in late 2016. **Alaska Journal of Commerce December 6, 2012.** The new rail line will provide freight service between the Port and the Alaska interior via connection to the Alaska Railroad Corporation's existing mainline track. www.portmacrail.com

December 14th was one of the nine days of Holiday Express operation out of Oaks Park Station and one of the six days that the SP4449 did the honors. Ed Berntsen noted that on December 14, 1974, 38 years earlier, the 4449 was pulled out of Oaks Park for restoration and operation on the American Freedom Train. Yes, the 4449 has been maintained in an operational status by many dedicated volunteers for 38 years! That is way longer than the locomotive was in regular service. As the 4449 passes its former "rusting" spot, one might wonder what comments come out of the stack....

Congratulations to William Chapman, long time NRHS at-large member and PNWC member since 2010, who has been appointed Director of the NRHS RailCamp Northwest program headquartered in Tacoma, Washington that will run July 28 – August 3, 2013. Capacity for 2013 is being expanded to 16 campers. Many of us got to know and appreciate Bill working with him on the NRHS Cascade Rails 2011 convention in Tacoma. Bill resides in Meridan, Idaho.

Please accept my thanks for your comments about this monthly feature, I enjoy doing it but your comments are both energizing and appreciated. I have been real lucky to work with Steve Hauff and Trent Stetz, a couple of great editors, who have given me the space and encouragement. HAPPY NEW YEAR!



Update - Gold Hill Railroad & Lumber Company

by Steve Hauff

The lead photo in the November *Trainmaster* article is the Donovan-Corkery (D-C) Logging Company #1 near Aberdeen, Washington. Photo on page 145 of the Climax book. She's a 55 ton engine, much heavier than the Gold Hill loco. On page three, the author says "We do believe it was shop number 344." Number 344 was not used as explained on page 340 of the Climax book. She would have had a number in the 975-1075 range if she was new in 1910. The "X-Numbers" are simply consecutive numerics to track the unknowns and are fully explained on page 382 of the Climax book. You can barely see the original Clark Kinsey notation in the lower right hand corner of the photo. The photo number is CK138F-61. Kinsey took several photos of the loco on D-C. How the Gold Hill notation got on the back of the photo is a mystery, but it is incorrect The loco's geometry is incorrect for a B-22.

The Twelve days of PNWC

by Trent Stetz, Editor

On the twelfth day of Christmas, the PNWC gave to me...

- 12 Monthly chapter meetings
- 11 New friends at Oregon Rail Heritage Center
- 10 Years (plus) more of older *Trainmasters* posted on the web
- 9 Days of Holiday Express out of Oaks Park
- 8 Shifts at Antique Powerland's annual Steam Up
- 7 Thousand envelopes to stuff
- 6 Steam heated cars at Holiday Express
- 5 Successful concession events
- 4 Issues of the Trainmaster as editor
- 3 Legs to the Amtrak "Triangle Tour": Portland to Seattle to Spokane to Portland
- 2 Decks on the Steel Bridge
and
- 1 Great year!

Peace, Generosity and Happiness to you and your families in the new year.

HOLIDAY SPIRIT

The 2012 Holiday season marked the 15th year the Northwest Rail Museum (NRM) has exhibited a model train display with Amtrak approval at Portland's Union Station for the enjoyment of the crush of holiday travelers.

The operating model display includes a G scale 0-4-0 steam engine built by LGB and is modeled after the Austrian Zillertalhbahn's number 6 (the Hobby-Lok). This engine still exists in real life but is normally used only in charter work.

NRM "elves" Ed Immel, Pete Dorland, and John Holloway installed and maintained the display. Ed Immel calculated that the engine makes two circuits of the track every minute or 120 per hour. During a 9 hour day it makes 1,080 loops with each loop covering approximately 24 feet or 25,920 feet per day (4.91 miles). Over the last 15 years it has covered approximately 2,577 miles. Outside of cleaning the brushes and wheels, Ed reports that the engine has provided faithful service without breakdown. NRM has an identical back-up engine but it has never been placed into regular service. Power for the model is on a 9 hour timer allowing for unattended operation.

Since the Oregon Rail Heritage Foundation (ORHF) has been running the Holiday Express (HE), the display has been used as one of the HE advertising mediums. NRM is one of the organizational members of ORHF.



Text and Photo by Arlen Sheldrake

In the Library and Archives...

by Dave Willworth

The PNWC Library contains over 300 books in the General Railroad subject section. Most of these books are available in the library for members to check out and other books are archived and available for research.

There are 4 books that were written in the 1940's that give a comprehensive look at the early development of railroads in America and their operations in this time period. Also, during this time period the importance of wartime railroad operations did a great part in winning the war.

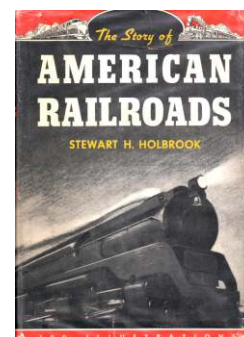
Many things work together in the business of railroading. This combination of engineering, operations, men, machines, and the many incidents that happen makes for fascinating reading of how a transportation network was developed. All phases of railroad activity are presented. Everything from rail manufacture and gauge sizes, roadbed and right of way materials and engineering, locomotives, rolling stock and equipment are covered.

These books were written when "Modern motive power" referred to 1940's steam and Pennsylvanian electrics. There were the Streamliners like The Empire Builder, SP Daylight, Santa Fe Chief, and The Hiawatha.

Books:

The Story of American Railroads by Stewart H. Holbrook (1947)

A full, comprehensive history that was very up to date for its time. In writing this book the author was aided by hundreds of railroad workers – engineers, firemen, brakemen, conductors roundhouse men, station agents, Pullman porters, telegraphers, baggage masters along with many, many others who



had special knowledge of the history and operations of American railroads.

Pacific Northwest Chapter Lending Library

OPEN Mondays in January

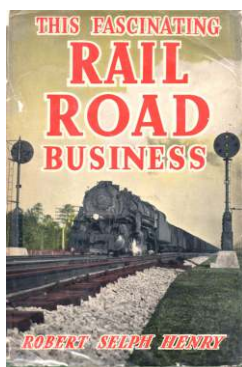
Open January 19th (Saturday) 1pm to 4pm
and open every Monday 10 am to Noon

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

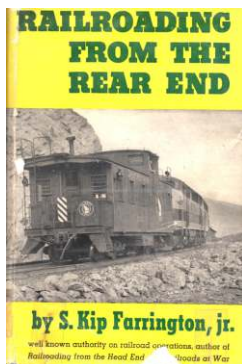


This Fascinating Railroad Business by Robert Selph Henry (1942)

"This book is about the business of railroading, top to bottom, the whole range". Something of railroad history in the world as well as the US is presented. This is a very good book on railroad development.

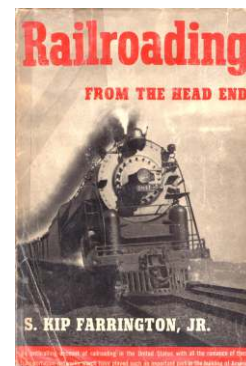
Railroading From the Head End by S. Kip Farrington (1943)

This book starts with a description of a trip in a steam locomotive cab pulling a fast freight that is from the author's own log of his locomotive rides. The book goes into American railroading from his own personal view. The chapters tell of handling different types of freight, of Luxury Limiteds, electrification and early diesel electric power.



Railroading From the Rear End by S. Kip Farrington (1946)

This book starts with a description of the caboose and the conductors duties. The first chapter is titled "The Little Caboose". The other chapters include history and descriptions of different railroads such as GN, SP, SF, The Rio Grande, The Norfolk & Western, and The Atlantic Coast Line with many great pictures.



December Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on December 21, 2012

Fortunately the world did not end, and, we had the good luck to start in on the annual potluck dinner at 6:35 pm. As usual the food was great and there was plenty of it.

The pile of train toys grew as people arrived.

Members voted for the 2013 board members under the watchful eye and guidance of Jim Loomis.

At 7:5 6pm President Keith Fleschner called the meeting to order. There were 52 members and four guests; Marilyn Mansom, Mitch and Dee Hogan, and Mark Burgess.

The question of the November meeting minutes was brought up. Darrell Mack made a motion to approve the minutes and John Willworth seconded. The membership voted to approve the minutes as presented in the Trainmaster.

President Fleschner announced that the results of the election were in and the slate was elected as presented as there were no contested races. The 2013 officers are; President Keith Fleschner, Vice President Mark Reynolds, Secretary Jim Hokinson, Treasurer George Hickok, Directors at large; Randy Rock and Ken Vannice. National Advisor; Ed Berntsen. Continuing their terms as Directors at Large are Jean Hickok, Ron McCoy, Christopher Bowers and Trent Stetz. Retiring Director Al Baker was recognized for his service and for his continuing activities.

George Hickok gave his monthly Treasurers report and said that all accounts balanced. He reported that the Steel Bridge book continues to sell and we are getting closer to breaking even on the project. Mr. Hickok then presented the proposed 2013 budget that had been prepared by him and approved by the board. Lila Stephens made a motion to accept the new budget proposal as presented. John Willworth seconded the motion and the membership voted to accept the new budget.

President Fleschner announced that there were one hundred toys donated tonight for the Train Toys For Tots project.

Next, Trent Stetz entertained us with his poem for 2012, Twelve Days Of PNWC.

The 2012 Holiday Express has all the signs of giving a record breaking year. There are still some bills to be paid and the ticket total to be counted.

Christopher Bowers reported that 1971 to 1978 Trainmasters are now online. This makes the total years to view, 1956 thru 1978. Members can view the color version of the newest Trainmaster online in the members only section of our website.

With no other business to be handled the meeting was adjourned at 8:15pm.

Respectfully submitted by Jim Hokinson, Secretary.

Train Toys Holiday Donation

At the annual potluck, the chapter again collected 100 toys to be donated to children during the Christmas Holidays. The toys were delivered by Mark Reynolds to the Lake Oswego Fire Department, who in conjunction with the Tigard Elks Club, will distribute the toys this holiday season. Thank you to all of the Chapter members who donated toys to the activity.



Photo by Trent Stetz

ALL ABOARD: RAILROADING AND PORTLAND'S BLACK COMMUNITY

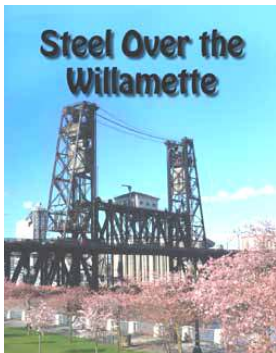
When: January 15 to April 21, 2013
 Where: Oregon Historical Society Museum in Portland
 Curator: Oregon Black Pioneers

Oregon Black Pioneers is partnering with the Oregon Historical Society to develop our second exhibit and public programming on the history of the Oregon African American residents. This new exhibit and programs will build on our previous exhibit in 2011 and focus on the work and lives of African American railroad workers in Portland in the 1800s to 1940s and the community that grew up around Union Station during that period. Come and learn about the various jobs that were available to blacks on the railroad during that time and experience what it meant to "drive a spike" or even attempt to pour a cup of coffee on a moving train. A new black community emerges during the period including new churches, hotels, newspapers and businesses.

The Oregon Black Pioneers were awarded a \$2,500 2012 Railway Heritage Grant from the National Railway Historical Society to help fund this exhibit.

Available Now

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.



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

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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 Advisor	Edward M. Berntsen	253.383.2626

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Randy Rock	2013-2015	360.574.9083
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

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Excursions	Jim Long	503.313.7382
Flanger Restoration	Ron McCoy	503.310.4811
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Programs	Al Baker	503.645.9079
Rolling Stock	George Hickok	503.649.5762

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	Mark Whitson	503.533.7005

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Articles which appear in *The Trainmaster* does 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:



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PACIFIC NORTHWEST CHAPTER TIMETABLE #606

Board of Director's Meetings: January 10, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm

February 7, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm

(Open to all 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

January 18: Washington Park & Zoo Railway, a preview of upcoming changes, by Jeff Honeyman

February 15: Urban Trains, a Kalmbach Publishing video showing the history of urban trains beginning with horse drawn cars in the very early 1800s and continues with electric and other propulsion systems. The video shows the development of the New York Subway System, BART, and developments in many other cities, some of which are similar to that which happened in the Portland area.

March 15: The History of the Portland Railway, Light and Power Company by Richard Thompson. This organization was a major operator of urban and interurban trains from Portland to points south and east. Richard's latest book, *Portland's Interurban Railway*, was released December 3rd by Arcadia Publishing.

April 19: 1940s & 1950s Portland Area Urban and Interurban Train Films, by David Haij using his father Al Haij's films. Art Greisser will help provide descriptions during the films.

NOTABLE NON-CHAPTER EVENTS:

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

Jan 15 – Apr 14 All Aboard: Railroading & Portland's Black Community, Oregon History Museum, www.orhs.org

Jan 21 SP&S Historical Society Swap Meet, 1 to 3, Holiday Inn-Portland Airport, www.spshs.org

May 11 Amtrak's National Train Day, www.nationaltrainday.com

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

June 1, 2013 SP 4449 15 year renewal required.

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

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

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

July 28 – Aug 3 RailCamp Northwest, Tacoma WA, www.nrhs.com

Oct 2-5 SP Historical & Technical Society Convention, Fresno CA, www.sphts.org

Sept. 2015 Portland-Milwaukie Light Rail opens with a OMSI/ORHC station.

PNWC – NRHS MISSION

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