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Inman-Poulsen and the Rise of Modern Portland

by Dave Larsen



Inman Poulsen Lumber Company - Shay Locomotive #2 Loading Logs at Mt. Solo, WA (Collection of Camp 18, Gordon Smith)

The site of the Oregon Rail Heritage Center (ORHC) was once the site of the Inman-Poulsen Lumber Company mill, at one time the largest in Oregon. The lumber mill was located on the site of the ORHC from 1890 until the company's dissolution at the hands of Georgia-Pacific in 1954. The company was much more than just a huge lumber mill. It was a key piece in a beautifully integrated system that combined the lumber industry (including logging railroads), power generation, electric rail transportation, sea born export and the beginnings of the long distance electric power grid all within a loosely aligned partnership of related interests in Portland of the early 1900's. The credit for this symmetry must start with the primary founders of Inman-Poulsen, Robert D. Inman and Johan Poulsen. As more research avenues opened into this article, it became apparent that these two remarkable men literally started with nothing and rose to shape Portland in ways we can still see today in both infrastructure and economy.

Robert David Inman was born in Ohio in 1852. His family history dates back to service in the Revolutionary War. In April of 1862, Robert's father was already enlisted and serving as an officer in the Union Army. He was mortally wounded during the Battle of Shiloh. His death left Robert's family in desperate circumstances. Robert was forced to take a job at the age of ten in order to help feed his family. At the age of twelve, Robert left home and joined a wagon train that took over five months to reach Oregon. In one of his speeches, quoted in the Roy Widing book¹, he describes being attacked by Indians and witnessing the hanging of a thief. After his arrival here Robert worked several different jobs including cutting railroad ties, farm work and a stint in the circus. In 1875, Robert began working for the Willamette Steam Sawmill Company in Portland, which was associated with Ben Halladay, another key figure in Portland history. This was where he met Johan Poulsen.

Johan Poulsen was born in 1848 in a disputed area of what is now northern Germany close to the Danish border. In the 1860's his homeland was torn by war and political upheaval as Denmark and Prussia vied for control. The source material is contradictory on his nationality. His obituary seems to indicate that he was Danish and not German. As an aside, the author's family also left Schleswig-Holstein at the same time because of the systematic persecution of the Danish speaking population.

In 1867, Johan immigrated to Clinton, Iowa where he got his first job in the lumber business. In 1873, he married. By 1875, he was in Portland and working for the Willamette Steam Sawmill Company where he met Robert Inman.

Our two founders were now united. Robert started at the bottom and worked his way up based on an earned reputation as a skilled machinist. He rose to become head of manufacturing based on his innate abilities as a design engineer. Johan was known for his aggressive skills as a businessman. In many respects, the two men were polar opposites both in personality and skill sets. However, as partners they complemented each other. Robert was an engineer, industrial designer, a state politician, as well as a bank director. Robert was the acknowledged as the engineering genius behind Inman-Poulsen. Johan preferred to stay out of the public eye. His obituary actually used the term "recluse". His preferred hobbies included historical and literary scholarship. One source indicated that he like to collect precious stones. However, Johan was described as a "Man of great force and aggressiveness", and the "Business genius behind the mill".

Their first joint venture came in 1882 when, along with other partners, they formed the North Pacific Lumber Company. This was the first Portland lumber export business. Robert designed and supervised the construction of the mill. He also was head of production. Johan built the export side of the business. This was a skill he continued with great ability in their next joint venture, the Inman-Poulsen Lumber Company.

Even though the partners seemed successful with North Pacific Lumber, Johan indicated that they longed to be truly independent. The partners mortgaged everything they owned. Robert, Johan, Job Hatfield and later George Rae joined forces and chose a site on the East side of the Willamette, now ORHC. So, with \$100,000 in combined capital the partners formed the Inman-Poulsen Lumber Company. The new site offered advantages which included berthing for two ocean going lumber export vessels and easy access to outside rail connections. It also offered Robert Inman a clean slate to design a state of the art lumber milling facility.

In May of 1891, the East Side Railway was incorporated to operate several street car lines already in existence and build an electric interurban line to Oregon City. The power situation for this company was already at the critical stage upon incorporation. The first act for the new company was to build a power plant adjacent to Inman-Poulsen. The fuel for the power plant would be, of course, the one waste product that that plagued large scale mill operations, wood chips. The design implications were elegant. The new power plant was ready by May of 1892.

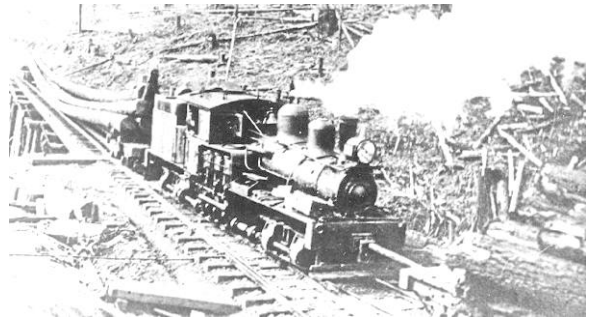
The ability to organize a company, purchase property, reach a deal with Inman-Poulsen and build the power plant within one year certainly suggests that this deal was in the works long before the May date in 1891 when the company was formed. I have found no direct connection between George Brown and his two partners in the East Side Railway and any of the principals at Inman-Poulsen. The Steel brothers purchased Brown's controlling stake in the company in 1892 when he went bankrupt and actually finished the line to Oregon City. There is also no visible link between the Steels and Inman-Poulsen. Suffice to say, the mutual benefit to both parties was no accident.

The electric interurban line that was built between Portland and Oregon City was opened in 1893. It was the first full service electric railway line in the United States that provided full freight, passenger, mail and baggage service. It also provided interchange freight traffic with what would be called Class 1 railroads today. This was a rarity in the interurban era when main line railroads deliberately tried to kill off their electric competitors. The line to Oregon City ran under several corporate names over the years, most recently Portland Traction. The line lasted until 1958 making it one of the last electric interurbans to close. One of the cars from Portland Traction, 813 (4012), is preserved today by the Oregon Electric Railway Historical Society. It is a Brill Master Unit from the Broadway Line which was re-gauged with interurban running gear to run on Portland Traction. Also, a former Key System car which last ran on Portland Traction is preserved at the Western Railway Museum. So, Portland can lay claim to the first true interurban and one of the last. Today, the Oregon Pacific Railroad runs on what remains of the railway and it still owns an EMD SW-1 lettered for Portland Traction which ran during the electric era along with the interurbans in the 1950's. (See picture further down)

The right of way between Portland and Oregon City became another first in American history. The Willamette Falls Electric Company, a corporate partner of the East Side Railway, built a power generation plant in Oregon City. It wanted to move that power to Portland. Thus was built the first long distance transmission line (14 miles) for both AC and DC power in America. This created another cog in the unfolding elegant design of interrelated interests.

Back at Inman-Poulsen, the four partners built their first mill. Johan Poulsen mentions that in the early days, there was a concerted effort by their competitors to force them out of business. Robert Inman designed and supervised the construction of the mill just as he had at North Pacific. The original mill was destroyed by fire in 1896. Robert Inman worked his magic a third time and had the new and improved mill up and running within sixty days. By 1903, Inman-Poulsen was the largest lumber company in Oregon employing over 350 men. At its peak, employment would top 700 making it one of the largest employers in Oregon.

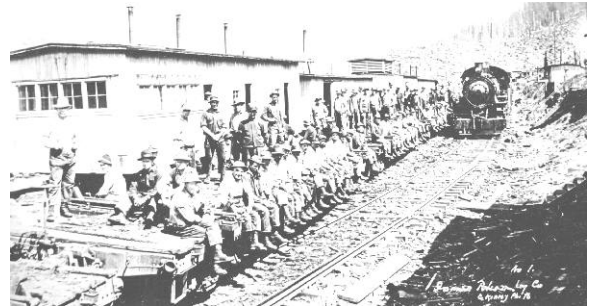
Inman-Poulsen owned one large logging operation under their name in Washington from 1906 until 1923. The operation worked northwest of Kelso and had a log dump at Eufaula. Mt. Solo was the main camp. In 1919, they opened two new camps in the Scantygrea Creek district. The line followed Coal Creek over the divide to Scantygrea Creek. This climb out of Scantygrea Creek required sixteen hundred feet of 30% grade according to source material. The engine rosters changed over the years, but in 1919, included four oil-fired geared locomotives. The total mileage of their railways in the area was around twelve miles. It is recorded that Inman-Poulsen purchased at least one used steam dummy from a Portland street railway company for plant or logging use. They also purchased the track from a Mt. Tabor steam dummy line for logging use. In 1921, the company purchased the rights to log in Clatsop County, Oregon and within two years the Washington operation was closed and all rail and logging assets had been moved to Keasey. The Washington operation had lasted thirty years under a number of owners.



Inman-Poulsen Lumber Co at Mt. Solo, WA in Camp 4. Shay Loco with a long load if disconnect log cars - 1921 (J Daniels, Peter Replinger & John Labbe Collection, Courtesy of Oso Publishing Co.)

The Keasey operation commenced in 1923 and ran until 1930. The main camp was at Rock Creek west of Vernonia. They rostered three oil fired geared locomotives in 1926 and about eight miles of track. Interestingly, they used an electric interurban (United Railways, a subsidiary of SP & S) to move their output to the log dump at Rafton. They required sixty cars.

By 1932, the rail equipment was in a siding near Keasey awaiting movement to new owners. From 1906 until 1930, the various logging camps operated by Inman-Poulsen usually operated with crews from 150 to 190 men with little variation within that range. The end of the Keasey operation had more to do with Inman-Poulsen properties being boxed in and not able to expand than economics. The railroad itself was sold to Oregon-American Lumber Company which continued to operate over large portions of the line to reach their properties. It was reported that in 1940 near Valsetz, Inman-Poulsen was logging exclusively by road.



Inman-Poulsen Lumber Co in Keasey, Oregon. Loggers riding flats with Porter 2-8-2 #806 (John Labbe Collection, Courtesy Oso Publishing Co & Martin Hansen)

Johan Poulsen, Job Hatfield and possibly the other partners embarked on another lumber operation in 1895, The Oregon Pine Lumber Company, which operated outside of Glendale and delivered lumber to the Southern Pacific. In 1900, they announced their intentions and presumably built a railroad in order to work an area called the Cow Creek Tract. Although no contemporary rail atlases show logging railways in the area, a Glendale Public Library librarian confirmed that there were logging railroads in her neighborhood along Windy Creek Road. Three entrepreneurs purchased the 1700 acre tract and two mills from Poulsen in 1905.

Logs were floated down the Columbia and the Willamette rivers to a log dump in Sellwood. Electric freight motors from the various interurban lines of what would be known as Portland Traction also brought log trains to the log dump. Many of these log trains would have been interchange freight with mainline railways. From the dump the logs were floated down to Inman-Poulsen for processing.

Robert Inman continued to improve the mill throughout his career. He owned a number of patents concerning mill operations which were incrementally added to improve the operation. The mill even sported a conveyor system to move the wood chips directly to the electric generating station. This abundance of electric power which the allied companies were generating led Robert on the final big mission of his career. He designed and implemented the complete change at Inman-Poulsen from steam to electric power. He completed this changeover in 1918.

This accomplishment completed the circle of development in which Inman-Poulsen played a key role. They provided fuel to generate electricity to power the transportation to bring the logs to the dump and the electric power to process the lumber to create the fuel to generate the electricity. Inman-Poulsen was instrumental partner in the development of the Portland economy, the transportation infrastructure and by extension the power grid we take for granted today.

By all accounts, Robert D. Inman was good employer. He was known for respecting his employees and promoting from within. This trend mirrored his rise to importance. He remained in firm operational control of the mill until several days before his death in 1920. He also served as a politician, bank officer and leader on several local organizations. He was well liked, respected and connected.

Johan Poulsen continued to push the export side of the business. In 1929, when most other mills had shut down, Inman-Poulsen was still running three shifts a day with most finished lumber targeted for export. Johan remained in firm

business control until about ten days before his death in 1929. In researching this article, I ran across a reference to a freighter docking at Kelso in 1935. The name of the freighter was the Johan Poulsen. This would indicate that the company was also involved in the operation of cargo ships, as well as logging railroads.

George Rae, born in 1843 in Scotland, retired from the company where he held the title of vice-president in 1906. His specialty was sales. He died in 1918. He has become more famous for his “scandalous” second marriage to his housekeeper who was 26 years younger. The war over his estate went all the way to the Oregon Supreme Court. His second wife, Elizabeth, eventually won the case and built a monumental tomb for the two of them. It is only open one day a year and both George and Elizabeth are now entombed there. They are the subject of an interesting book entitled *Whispers From The Tomb* by Roy Widing.

Job Hatfield, the fourth partner, died in July of 1900 at a rest home in California after about a year of failing health. We know he was the collector for the company. Job was born in Ohio in 1855. He married George Rae's eldest daughter Edna in 1882. He is a founding partner, but leaves the company in 1895 to work for the Oregon Pine Lumber Company, previously described, and returns in 1897. He was not wealthy by comparison to the other partners. His estate was only valued at \$15,000 and he left behind five daughters. By comparison, Johan Poulsen left an estate of \$200,000 in 1929. However, the partners pitched in to help Edna settle the estate and bury her husband.

Author Roy Widing describes the Inman-Poulsen group partnership as a “quasi family”. They worked well together and assisted each other throughout their lives and even after death. The heir apparent successor to Johan Poulsen, the last to pass, was in place and involved very early in the partnership because of his marriage to Johan Poulsen's daughter.

The company continued to be a major player in the Oregon lumber industry into the 1950's. During a long strike in 1954 which ultimately led to the sale of the company to Georgia Pacific, the company still employed three hundred workers. Georgia Pacific subsequently closed the mill and sold off the property putting the three hundred workers on the unemployment lines.

Today, not much of the Inman-Poulsen legacy remains to be seen. The administration building still stands at the entrance to the ORHC parking lot. The tracks of Oregon Pacific/Portland Traction still see traffic past the administration building. In the OMSI complex there is a building labeled PEPCO 1927 which is a survivor of the electric generating station that stood next to Inman-Poulsen. We now know that company as Portland General Electric. Perhaps the most iconic survivor is the Johan Poulsen house which stands on the hill at the corner above the Ross Island Bridge and McLoughlin Boulevard. Both Inman and Poulsen built nearly identical Queen Anne style houses overlooking the mill site. Robert Inman lived in his house. Johan Poulsen sold his home soon after it was built. He then built a house on Hassalo Street. Robert Inman's house was torn down for a parking lot. Johan Poulsen's house remains and is on the National Register of Historic Places.



Inman-Poulsen Administration Building
(photo by Dave Larsen)

Although the names Robert D. Inman and Johan Poulsen have largely been forgotten in 21st century Portland, Robert's early history and engineering genius as well as Johan's saga and business prowess make for an interesting glimpse into the era when self-made men built empires. Together, these men set in motion trends that resulted in Portland as we know it today.



Johan Poulsen House
(photo by Dave Larsen)

Special thanks to Glen Comstock, Bill Hyde, Bob Weaver, Bruce Strange and Trent Stetz.

References:

- ¹ *Whispers From The Tomb* by Roy Widing
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Portland Traction Company #100 Owned by the Oregon Pacific Railroad, 1952
EMD SW1, V-6 - 600 h.p.
crossing near the existing Inman-Poulsen Building
(Photo by Dave Larsen)

PNW SHORT LINES

by Arlen L. Sheldrake

The Union Pacific Railroad is investing approximately \$13.2 million in the rail line between Troutdale and The Dalles. The project began January 7th and will be completed in April and includes replacing nearly 91,000 crossties, 30,000 tons of ballast, replacement of five switches and renewal of 32 crossings. **RT&S January 15, 2013.**

The Island Corridor Foundation, owner of the former E&N rail line from Victoria to Courtenay plans to begin track work by May 2013 and have train service back by 2014; according to COO Graham Bruce. **Canada.com January 25, 2013.**

Global Partners L.P. announced January 28th it signed an agreement to acquire West Coast crude oil and ethanol facility near Portland, Ore., from Cascade Kelly Holdings L.L.C. for \$95 million. The transaction includes a rail transloading facility served by BNSF Railway Co. [via Portland & Western Railroad], 200,000 barrels of storage capacity, a deep water marine terminal, a 1,200-foot dock and the largest ethanol plant on the West Coast, Global Partners officials said in a prepared statement. In November 2012, the facility began transloading unit trains of crude oil. This Oregon site is linked via BNSF to the Basin Transload facility in Beulah, N.D. **Progressive Railroading January 28, 2013.** Ethanol production has been on hold because of high corn prices and low ethanol prices. The facility started receiving and shipping light crude oil and ethanol from the Midwest in November via rail cars and oceangoing barges.

ECOTROPE.OPB.ORG January 28, 2013. [This facility is located at the Port of St. Helens Port Westward just outside the city of Clatskanie and is served off the A-Line by Portland & Western Railroad.]

On January 21st Oregon Iron Works (OIW), United Streetcar located in Clackamas, Oregon shipped the first City of Portland production streetcar. Car 21 will now spend the next several weeks in testing on the streets of Portland before entering service probably in March. This is the first of six ordered as part of the eastside streetcar line that opened September 22, 2012. Oregon Iron Works, Inc. entered into the modern streetcar market in 2005, when they answered the need for American-made modern streetcars here in Portland, Ore. When OIW entered into modern streetcar manufacturing, their goal was to produce a car with the highest content of American-made products possible. OIW has worked hard to establish a supply chain of over 200 vendors in over 20 states across the nation, starting with the prototype modern streetcar, and continuing with production streetcars for other cities nationally. **United Streetcar press release January 24, 2013.** The opening of the eastside streetcar line was delayed from April to September because the vehicles weren't ready but the July, November and December streetcar delivery deadlines were also missed. The January 23rd deadline for four of five streetcars was reached with a single streetcar delivery. **Oregon Live.com January 22, 2013.**

The 18 new Siemens Type 5 MAX vehicles ordered as part of the Portland-Milwaukie Light Rail Transit Project will have improvements over the Type 4 vehicles in the areas of seating, air conditioning and the mobility device loading ramp. Arrivals begin summer 2014. **TriMet press release January 24, 2013 and <http://trimet.org/newmax/>.**

The Oregon Coast Scenic Railroad leased section of the Port of Tillamook Bay Railroad is from the former Navy Blimp base south of Tillamook to Enright. The section of track between Batterson and Salmonberry is mostly brush. There are a couple of small slides and minor washouts that can be repaired with an excavator. It's just a matter of time. The biggest single section will be repairs at the mouth of the Salmonberry River. This is where the river washed out the north end of the county road bridge and removed two to three hundred feet of road bed. With the county bridge repaired, they will need to bring in a bunch of rock to fill in some of the missing roadbed and realign the track slightly north of its original alignment to accommodate the longer road bridge. The last five miles to Enright should be small slides, washouts and brush. The OCSR intends to open the line to Salmonberry (MP 815.8) by June 2013. **Aaron Zorko, OCSR, Trainorders.com January 30, 2013 & February 6, 2013.**

And more on the POTB Railroad....A coalition of interested parties including Tillamook County, Port of Tillamook Bay, Cycle Oregon, Oregon Parks and Recreation Department and Oregon Department of Forestry have come together to explore the possibility of a trail connection along the 86 miles of the POTB railroad from Banks to Tillamook. The primary focus of this group is to determine what challenges and obstacles need to be identified and overcome if a trail connection is to be considered through this area. **Salmonberry Corridor Coalition, <http://salmonberrycorridor.wordpress.com> November 21, 2013.**

The Yamhelas Westsider Trail Coalition is a group of area residents who are working toward converting the old

Southern Pacific Railroad right of way to a multi-use recreational trail. The trail will eventually run from Highway 99 to Gaston, linking up with the state Highway Bicycle trail to Forest Grove and Hagg Lake. The cities of Gaston, Yamhill and Carlton, situated along the trail, will provide opportunities for shipping, antiquing, dining and obtaining needed supplies. The name Yamhelas is from the early Indians that lived in the area. Westsider was adopted from the early nickname of the line when it was constructed in the 1870s in competition with a railroad being built on the east side of the Willamette River. The original Union Pacific asking price for the right-of-way running from St. Joseph, just northeast of McMinnville, to Seghers Junction, near Gaston, was originally a daunting \$9 million but the collapse of the real estate market has brought it down to \$2.4 million. <http://yamhelaswestsidertrail.org> **January 2, 2013** & **McMinnville News-Register, April 25, 2012**; thanks to Gordon Zimmerman for the information.

The PNWC published book, *Steel Over the Willamette*, is currently listed in the on-line catalogs of the Library of Congress, University of Oregon, Oregon State University, Oregon Historical Society, and the Oregon State Library. The Multnomah County library has ten copies for patron checkout. Book News, Inc. is also doing a review for their Reference and Research Book News Journal which is published bimonthly. **Bob Weaver January 31, 2013.**

RAILROAD BRIDGE Available: Union Pacific RR bridge over Willamette River in Linn and Lane counties. On the Brooklyn Subdivision, 2.1 miles south of Harrisburg. The 1,563-foot, five span, steel bridge was manufactured by American Bridge Company in 1906. If interested in all or part of this bridge, contact Stephen Cheney. (402) 544-3227 SL.Cheney@UP.com **Oregonian classified advertisement February 1, 2013** spotted by Dave Larsen. Union Pacific Railroad is launching a \$16.4 million 2013 project to replace their bridge over the Willamette River between Junction City and Harrisburg at M.P 662.0. This project was awarded a \$4 million *ConnectOregon* IV grant. **Bob Melbo February 4, 2013.** *ConnectOregon* IV grant application provided by Brock Nelson, UP: Replace a rail bridge at Milepost 662.99 on Union Pacific Railroad's Brooklyn subdivision over the Willamette River near Harrisburg, OR. Replace 1906 vintage through-truss bridge with a modern deck plate girder ballasted-deck bridge.

- Replace five through-truss spans and one deck plate span with six deck-plate girder spans and two beam spans (900 feet).
- Union Pacific replaced the north 368' of approach spans in 2006 and replaced the south 320' of the approach spans in 2010.
- Replace open decking with ballast decks.
- Increase speed limit from 30 mph to 70 mph.

Major construction works on Vancouver's Skytrain Evergreen Line are set to begin by the end of February after the provincial government of British Columbia signed a finance-design-build contract for the C\$1.4 billion project with the EGRT consortium, which is led by SNC-Lavalin. SNC-Lavalin's consortium partners include Graham Building Services, International Bridge Technologies and Jacobs Associates of Canada. EGRT will be responsible for construction of elevated and surface alignments, a 2 km bored tunnel at Burquitlam, seven stations, power substations, train operating systems, parking facilities, and a depot. **International Railway Journal February 5, 2013.**

The Albany & Eastern Railroad has filed trespassing complaints against residents of Country Lane who have failed to obtain railroad crossing permits and pay a \$600 one-time registration fee. The railroad also seeks an annual permit fee of \$120 and reimbursement of legal fees associated with the summons process. In March 2012, railroad management held public meetings in Lebanon and Sweet Home and informed property owners who had to cross rail lines that the Federal Railroad Administration mandated updating of all rail crossings nationwide. **Albany Democrat-Herald February 5, 2013.**

The Clackamas County commissioners voted 4-1 on January 31, 2013 to send a letter to TriMet asking the agency to reconsider the design of the Portland-Milwaukie Light Rail Project to stop at the county's border. **FOX 12 Webstaff February 5, 2013.** [Construction of the line in and near the city of Milwaukie in Clackamas County has been well underway for months.]

Crabtree, Oregon: The Albany & Eastern Railroad has appealed a December 27th Linn County Planning Director property zoning interpretation that said a former mill site in Crabtree couldn't be used as a log reloading facility. The 2.5 acre property is owned by Southern Pacific Transportation Company and leased to the Albany & Eastern Railroad. Teevan Bros. of Rainier, Oregon was using the site to trans load logs from trucks to rail cars for transit to their Rainier log export facility. The appeal is being heard on February 13th. **Albany Democrat-Herald January 5, 2013.** Arguing that it's

governed by federal Interstate Commerce Commission and not by county zoning codes, the railroad has filed a complaint against the county in U.S. District Court in Eugene. The railroad also withdrew its appeal to the county of a zoning code interpretation. **Albany Democrat-Herald February 12, 2013.**

With the completion of the new locomotive shop in 2012, the Mount Hood Railroad is busy with many locomotive and passenger car refurbishing projects. Already completed and viewed on February 6th is the painting of their passenger car consist. **MHRR GM Ron Kaufman, February 7, 2012.**

February 8, 2013 press release: Sound Transit set all-time annual ridership records in 2012 for boardings:

- Central Link light rail: 8.7 million boardings, 11 percent increase from 2011.
- Sounder Commuter Rail: 2.8 million boardings, 10.5 percent increase from 2011.

The Oregon Department of Transportation is applying for funds from the Federal Transit Administration to help cover the restoration costs of the former Railway Express Agency freight and baggage depot in Salem. Built in 1889, it sits near the former Southern Pacific passenger depot, which opened in 1918. The freight depot would be restored for intercity bus service as part of an effort to create a regional multimodal transportation hub. Preliminary plans call for three phases of rehabilitation. In phase one, the building would receive extensive restoration work, including utilities, exterior wall finishes, restrooms, windows and doors. In phase two, the restoration would focus on the interior, such as bringing it up to compliance with ADA and building a ticket counter and waiting area. Phase three would include construction of bike and pedestrian access to the site and outdoor passenger amenities. Next steps include signing agreements with partners and retaining an architectural firm skilled in working with historic buildings. Total estimated cost of the project is \$875,000, which includes about \$692,000 for the depot restoration and \$183,000 to reconfigure and improve access for busses, bicyclists, and pedestrians. About \$761,200 in funding has already been committed. **TRAINS News Wire February 6, 2013.**

On January 31st the Oregon and Washington Departments of Transportation signed an agreement that will support collaborative efforts to improve the Pacific Northwest Rail Corridor between Seattle and Eugene, Ore. The agreement includes approval of a phased corridor work plan. The Corridor Management Workplan provides a framework for the initial steps ODOT and WSDOT will follow in developing a single Cascades Rail Corridor. This work plan defines how the two agencies will work together and establishes milestones for formalizing their joint relationship before PRIIA implementation begins in October 2013. PRIIA is a federal act which shifts costs currently paid by the federal government to states. The 25-page agreement can be found at:

<http://www.wsdot.wa.gov/Rail/RailCorridorManagement.htm>.

Iowa Pacific Holdings L.L.C. has spent about \$25 million the past three years to upgrade Texas-New Mexico Railroad's infrastructure by replacing rail and ties, installing new ballast and sidings, and constructing a new locomotive shop. They recently opened a new terminal near Lovington, N.M., designed to load unit trains of crude oil. Bruce Carswell is Iowa Pacific's vice president of Permian Basin logistics. **Progressive Railroading February 13, 2013.**

[Many of us remember Bruce as a friend from his days at Portland & Western Railroad; Iowa Pacific also owns the Mt. Hood Railroad.]

Genesee & Wyoming is reporting progress in integrating RailAmerica acquired on December 28, 2012 into its operations. Nine North American regions are run by senior vice presidents. The Pacific Region includes: California Northern Railroad, Cascade & Columbia River Railroad, Central Oregon and Pacific Railroad, Portland & Western Railroad, Puget Sound & Pacific Railroad and San Joaquin Valley Railroad. Robert D. Jones was named the Pacific Region VP in January. He was previously Regional VP at RailAmerica, which he joined in 2002. Jones spent more than 25 years with Union Pacific and Southern Pacific in positions including Local Chairman UTU, Trainmaster, Terminal Superintendent, Division Superintendent and Regional Director of Transportation. **Progressive Railroading February 14, 2013 and <http://www.gwrr.com>.**



Mount Hood Locomotive Shop
(Photo by Trent Stetz)

At The Oregon Rail Heritage Center...

The Oregon Rail Heritage Center is Now Open!



FREE ADMISSION! Get up close and personal with Portland's famous steam locomotives! A fantastic adventure and learning experience for kids of all ages!

Located across from the OMSI Portland Streetcar near SE Caruthers and Grand Ave.

Hours: 1-5pm Thursday-Sunday!

For more information visit: www.orhf.org

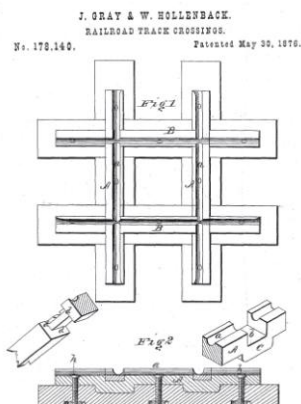


Rail Diamond Crossings Installed



Dick Samuels inspecting the construction

The two TriMet/OPR Crossing Diamonds were recently installed near the Oregon Rail Heritage Center. This installation and usage is very unique in the Pacific Northwest, since it is very rare for passenger light rail to cross at grade level with heavy rail operations. An example of an early rail diamond crossing patent, US #178140 by Gray & Hollenbeck in 1876 is shown below. The East Portland Division of the Oregon Pacific Railroad (OPR) is now back in service as crews have finished installing the two TriMet diamond crossings over the OPR mainline near the East Portland Yards. The extensive project involved laying new rail, installing the two pre-fabricated diamonds and pouring concrete around both diamonds in preparation for the area TriMet Max and Bus Station construction. Historic former Portland Traction #100, owned by the OPR, made the first movement over the new diamonds.



US Patent 178140
Courtesy Google Patents



Portland Traction #100 on First Run over New Diamonds



OPR Track and Water Ave. run left-to-right
Future TriMet Max Tracks top-to-bottom

Photos by Arlen Sheldrake & Trent Stetz

50 Years ago in the *Trainmaster*...

March 15, 1963 MARCH MEETING 8:00 pm



"...Our March meeting will be held aboard the famous Oregon Electric Parlor Observation car "Champoeg" (now called the Bridge River), which is owned by the Willamette Valley Electric Railway Assn. The speaker will be Mr. Jack Jones, General Manager of the Northern Pacific Terminal Co. of Oregon and President of the Portland Zoo Railway. Mr. Jones will tell of some of his experiences in over forty years with the Northern Pacific Terminal Co."

Did you know.... Historic Photograph display on the MLK Viaduct



Overlooking the ORHC, the recently completed MLK Viaduct has historic area photographic displays in each of the four bridge entrance pylons. Enclosed is just one of the photos, which shows the expansive Inman-Poulsen lumber yard and surrounding area. Check them out!

Photos by Trent Stetz



President's Dispatch

by Keith Fleschner - President

The weather man said last night that winter is almost over, which implies spring, the season of growth, is right around the corner. Your chapter is poised to grow in a number of areas:

- Our library and archives folks are starting on a computerized catalog of our collections. This is a major project which will take time and has been going on for a while, but they are making great progress.
- Several members: Steve Hauff, Arlen Sheldrake, Bob Weaver and Trent Stetz are starting to collect information for a book on Portland's Steam Locomotives.
- Many Chapter members continue to be involved in the Oregon Rail Heritage Foundation. With regular public hours this is an area that should continue to grow for many years to come.

This of course is not a comprehensive list, and we wouldn't be able to start new projects without the continued support of many volunteers who see to the day-to-day operations of the chapter. I'd encourage members to find a way to help your chapter continue to grow.

In the Library and Archives...

by Dave Willworth

The Pacific Northwest Chapter maintains a library and archives to help it maintain its mission: "To preserve and interpret Pacific Northwest railroad history and historical artifacts for the education and enjoyment of current and future generations".

Pacific Northwest Chapter Lending Library

OPEN Mondays in March

Open March 16th (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

Since the chapter began its library and archival collecting and preservation activities in 1959, it has acquired over 200,000 photographs; 15,000 maps and technical drawings; 400 periodical titles (and over 10,000 separate issues); 2,000 employee and public timetables; 1,700 books and technical manuals; 600 videos; 500 linear feet of archival materials from regional railroads and from individuals; plus sound recordings, rule books, prints and paintings, railroad artifacts and many other materials!!!

The archives and library committees worked jointly drafting a proposal to automate some of its activities by installing an integrated, up-to-date computer system. The system would greatly improve our processing of collections, improve access to users and enhance preservation. The proposal included a computer in Union Station Annex Room 1 and laptop computer in Room 1A that is networked

to the server in Room 1 along with work stations, software, monitor, printer, router, bar code scanner and other related equipment. The PNWC Board recommended the equipment purchase be added to the 2013 budget and the budget was approved at the chapter membership meeting in December.



New Computer System in Room 1
(Photo by Trent Stetz)

The major components of the system were purchased locally after receiving various quotes from vendors and the computers were installed in the Union Depot Annex by the vendor in January. The computers came with *Windows 8™* installed and there will be a learning curve for us to operate that system. *Windows™ Office™* software is being purchased through a Microsoft™ supplier that helps non-profits by giving them a pricing discount. A searchable database using Microsoft™ *Access™* is being developed by Bob Weaver and the PNWC IT committee.

Many chapter members have donated much time, their scanning and database collections, catalogs, and "know how" to this project. This is a big step from *Windows 97™* that was in the library and inadequate for our needs. Since the old computer could not be used, many databases were in personal computers and these are being gathered up and downloaded into the new system server.

The committees and your board are committed to a long term, backed up technology plan that will greatly enhance our mission, digitize archival materials to help preserve them and make data available to researchers and chapter members. With the new system we also will be able to update our library circulation operations.

Thank you all for your support of this project!

February Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on February 15, 2013

The meeting was called to order at 7:41pm by President Keith Fleschner.

Visitors included Ed Immel, Bob Wyant (new chapter member), and Bill Bain, who rejoined as the meeting was ready to start.

Bill Bain, Global Director to the NRHS, President of the Yaquina Pacific Chapter, and past president of the PNWC, awarded Ed Berntsen his fifty year NRHS member pin and certificate. Congratulations Ed!

The President called for review of the January, 2013 minutes. There were no corrections noted so Arlen Sheldrake made a motion to approve the minutes and Dave Larsen seconded. The membership voted to approve the minutes.

George Hickok then gave the monthly Treasurers report and stated all accounts balanced. The figures were displayed on the large screen through our computer projector. Mr. Hickok then reported that the sales of the Steel Bridge book have slowed but we still need to sell twelve more issues to break even. Mr. Hickok reported that the proof of the second poster, the 4449 at Union Station "night scene" was delivered to him this afternoon and he showed it to the group. Contact will be made with the printers. Doug Auburg made a motion to accept the Treasurers report and Brian Ackler seconded. The membership voted to accept the report.

The gathering was reminded that the annual banquet will be held on May 4, 2013 at the Stockpot Restaurant. The speaker will be named at a later time.

Michael Byrnes addressed the group and said he has been tracking the ODOT progress in selecting the route of the high speed rail from Portland to Eugene and found that several routes have been dismissed with apparently very little thought or research, and request people to sign a letter requesting that the routes be reconsidered.

President Fleschner gave thanks to Ron McCoy and Christopher Bowers for their work in preparing a fine breakfast and organizing the Holiday Express car host review & debrief meeting. He also thanked them for their work on the web site.

Arlen Sheldrake announced that the Board had approved a proposal from a team of core developers & writers (Steve Hauff, editor; Trent Stetz, Ed Immel, Bob Weaver & Arlen Sheldrake) to develop a book on the five Portland steam locomotives with PNWC as the publisher. Update reports will be made in the future.

Ed Immel gave thanks from ORHF to the PNWC members who have worked as docents at the Oregon Rail Heritage Center. Their work is very much appreciated. He said about fourteen thousand visitors have been through the Oregon Rail Heritage Center since it opened September 22, 2012.

Al Baker suggested that all members wear some type of name tag at the meetings to help people remember names and foster communication. He reported that the program tonight is a video on urban and interurban railroads. The next two meetings will also be urban and interurban related information. The speaker next month will be Richard Thompson, and in April will be film recorded around Portland by David Haij of the early Portland streetcars.

President Fleschner advised everyone to check out the evening's library and archives display which were the diagrams of the Red River car.

The meeting was adjourned at 8:14pm.

The snack time tonight was again provided by Lila Stephens. A special cake honoring Ed Berntsen on his fifty year membership was presented.

The group then enjoyed the video program, *Urban Trains*.

Respectfully submitted by Jim Hokinson, Secretary.

Photos by Jim Hokinson



Bill Bain (left) congratulates Ed Berntsen (right)



John Willworth with the Library & Archives Display



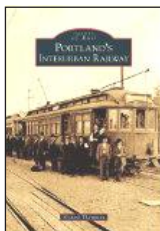
Cake for Ed Berntsen's 50th Anniversary

MEMBERSHIP MEETING PROGRAM - Friday - March 15th

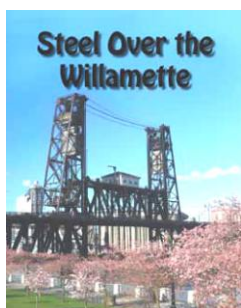
The History of Interurban Railroads operated by the Portland Railway, Light and Power Company

by Richard Thompson

Noted author Richard Thompson will present this program on the major operator of urban and interurban trains from Portland to points south and east. Richard's latest book, *Portland's Interurban Railway*, published by Arcadia Publishing, was released in early December and will be available for sale and author signing at the meeting.



Still Available



Celebrating the 100th anniversary of this world unique bridge, this 60-page book tells the story of Portland's Steel Bridge in text, with dozens of historic and current photos. Available for just \$14.99 plus \$5.00 shipping or pick up your copy at a membership meeting and save \$5!

Order online at: www.pnwc-nrhs.org

Send your check payable to PNWC-NRHS to:
PNWC-NRHS Steel Bridge
800 NW 6th Ave. Rm. 1
Portland OR 97209-3794

Questions: steelbridge@pnwc-nrhs.org

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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 |

Chapter Directors-at-Large

| | | |
|--------------------|-----------|--------------|
| 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 | | |
| | Keith Fleschner | 503.516.9272 |
| Chapter Home | George Hickok | 503.649.5762 |
| Elections | Jim Loomis | 503.253.3926 |
| Excursions | Jim Long | 503.313.7382 |
| Flanger Restoration | Ron McCoy | 503.310.4811 |
| Library | Dave Willworth | 360.608.1102 |
| Meeting Programs | Al Baker | 503.645.9079 |
| Membership | Diana Mack | 503.723.3345 |
| Rolling Stock | George Hickok | 503.649.5762 |
| | Keith Fleschner | 503.516.9272 |
| Chief Mech. Officer | Peter Rodabaugh | 503.701.7040 |
| Car Rental Agt. | Bob Jackson | 503.231.4808 |
| Safety Officer | Keith Fleschner | 503.516.9272 |
| S-2 Restoration | Mark Reynolds | 503.638.7411 |
| Webmasters | Jim Long | 503.313.7382 |
| | Mark Whitson | 503.533.7005 |

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PACIFIC NORTHWEST CHAPTER TIMETABLE No. 608

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

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

March 15: "The History of Interurban Railroads operated by 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.

Save the Date, May 4: *Annual Chapter Banquet* at the Stockpot Broiler Restaurant
5pm to 9pm. Contact Trent at 503-643-1494 or at Trent.Stetz@yahoo.com for updated info.



NOTABLE NON-CHAPTER EVENTS:

- Now - June 30 *Streetcars Build a City*, Exhibit, Architectural Heritage Center, Portland, www.visitahc.org
Now - April 21 *All Aboard: Railroading & Portland's Black Community*, Oregon History Museum, www.orhs.org
March 2 *The Pacific Model Loggers' Congress*, 9AM-6PM, Camp 18 Restaurant & Museum, in Elsie, Oregon
www.pacificmodelloggerscongress.com [a PNWC Concessions Event]
March 9 *Willamette Model Railroad Club's 28th Annual Model Railroad Swap Meet* at the Kliever Memorial Armory
10000 NE 33rd Dr., 10AM to 3PM [a PNWC Concessions Event]
March 10 *2013 Spring Train Show*, Spokane County Fairgrounds, www.inlandnwrailmuseum.com
March 16 *Ring of Fire* showing 11 am, Shelton WA Cinemas, Mason County Historical Society.
March 18 *Ring of Fire* showing 7 pm, Shelton WA Cinemas, Mason County Historical Society
April 13-14 *Willamette Cascade Model Railroad Club 25th Annual Swap Meet and Train Show*, Eugene, Lane County
Fairgrounds [a PNWC Concessions Event]
April 21 *Broadway Bridge 100th Celebration*, www.pdxbridgefestival.org
May 11 *Amtrak's National Train Day*, www.nationaltrainday.com
May 17-19 *Western Pacific Railroad Historical Convention*, Calif. State Railroad Museum, www.wprrhs.org
May 18 *GorgeRail 2013*, Columbia Gorge Discovery Center, The Dalles OR, www.gorgerail.com
June 16 *Father's Day Special*, Garibaldi - Rockaway, Oregon Coast Scenic Railroad, www.ocsr.net
June 29 *2nd Annual Double Header (Steam!)*, Oregon Coast Scenic Railroad, www.ocsr.net
July 4 *Fireworks Spectacular*, Garibaldi - Rockaway, Oregon Coast Scenic Railroad, www.ocsr.net
July 17-20 *NP Railway Historical Society Convention*, Butte MT, www.nprha.org
July 20-21 *Clamshell Railroad Days*, Ilwaco, WA, www.columbiapacificheritagemuseum.org
July 23-27 *UP Historical Society Convention*, Topeka KS, www.uphs.org
July 27-28 *Down River Days Train Ride*, North Pend Oreille Valley Lions Club, www.lionstrainrides.com
July 27-31 *GN Railway Historical Society Convention*, Naperville IL, www.gnrhs.org
July 27-28 *The Great Oregon Steam-Up* at Antique Powerland, Brooks, OR, 7am to 6pm, www.antiquepowerland.com
August 3-4 *The Great Oregon Steam-Up* at Antique Powerland, Brooks, OR, 7am to 6pm, www.antiquepowerland.com
August 16-18 *Snoqualmie Railroad Days*, www.railroaddays.com
August 31-Sept 1 *Affair on Main Street*, North Pend Oreille Valley Lions Club, www.lionstrainrides.com
Sept 19-22 *Milwaukee Road Historical Association convention*, Rockford, IL, www.mrha.com

PNWC - NRHS MISSION

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