

The

February 2014

ISSUE N^o 619



Trainmaster

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



www.pnwc-nrhs.org

MT HOOD RAILWAY AND POWER COMPANY

by Mark Moore



This is believed to be the first run of the Mt. Hood Railway with Engine number 1 at the Pleasant Home Depot in 1911. (Stephen Kenney Collection).

There was a time in the history of Portland when the town of Bull Run, which was located in the western foothills of Mt. Hood, grew and flourished. As early as the 1880's, the Bull Run Watershed in the shadow of Mt. Hood, with the abundant and pristine waters of Bull Run Lake, was selected as a suitable source for Portland's pure drinking water.

Mt. Hood Railway & Power Co. - Part 1

Article and Photos Provided By Mark Moore

The original settlement near Bull Run, which was christened Unavilla, was near the present-day location of the Bull Run School. A post office was established there on May 6, 1893. This was about the time the waters of the Bull Run Watershed were harnessed. An elaborate water purification and delivery system was built to transport this water to the residents of Portland and the surrounding area.

Within a couple years, Bull Run outgrew Unavilla and the post office was closed. Postal staff and equipment were moved about a mile east to the town of Bull Run where a new post office was established on November 22, 1895 on property owned by the city of Portland in Clackamas County. The town housed and supported the workers who built and maintained the hydroelectric, water generation and railway operations.

The need for lights and electricity led to the building of the Bull Run powerhouse and Roslyn Lake. Bull Run became a major source of electricity for Portland and in the early days it supported a town that had a hotel, gas station, grocery store, blacksmith shop and many other amenities that a modern town offered circa 1900. The Mount Hood Railway and Power Company was incorporated on September 15, 1906 with an authorized capital stock of five million dollars to construct the hydroelectric project.

At the time, it took three hours by stagecoach to reach Bull Run from an electric railway depot in Boring.

In order to get the building materials to Bull Run, the Mt. Hood Railway and Power Co. built a steam locomotive railroad line from 90th and Glisan in Montavilla to Bull Run. The 22-mile line opened on July 4, 1911. The railroad served 30 stations located at small settlements or towns that sprang up around the rail line, bringing passengers as well as mail, food, provisions, lumber and building supplies to the workers as well as homesteaders along the line.



Bull Run-bound car 1125 stopped at the Pleasant Home Depot.



A builder's photo of Mt. Hood Railway freight car 102, (renumbered 1191), which was delivered by the Kuhlman Car Co. in 1912. The car is still standing, but it is in need of restoration.

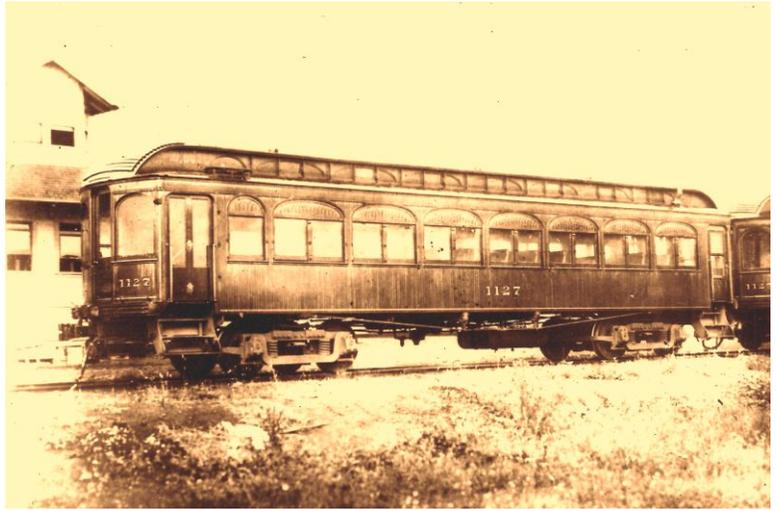
Within six months of opening, the new company was starting to experience a cash crunch and the Portland Railway Light & Power Company acquired the Mt. Hood Railway & Power Company's assets and operating equipment in March 1912. After PRL&P added overhead electric wires above the rails in 1913 and motors to some of the rolling stock in 1914, they began operating electric interurban coaches on the renamed Mt. Hood Division. The rolling stock was used by PRL&P on its lines throughout the Portland area.

Passenger service to Bull Run continued until December 27, 1930, while freight service continued until November 26, 1932 when declining revenues brought on by the Great Depression forced the abandonment of the line. The tracks were removed and salvaged from east

Gresham to Bull Run. Much of the steel was used in making the steel hulls on battleships during World War II.

Unfortunately, nearly all of the rolling stock was either sold or scrapped. Very few remnants of the Mt. Hood Railway are still in existence. The Bull Run Powerhouse is still standing; however, operations ended in 2007. Roslyn Lake was drained and the park still stands. The land awaits a new purpose.

A non-profit group is being formed to turn the powerhouse into a museum. One of their goals is to obtain artifacts relating to the Mt. Hood Railway. The one remaining car left from the original Kuhlman Car Co. order in 1911 is currently located at Antique Powerland in Brooks, Oregon, where the car body was moved in 1992. It is awaiting a savior. It is one of a handful of Railway Post Office cars left in the world.



Kuhlman-built Mt. Hood Railway passenger car 1127 at Gresham in 1912.



Route Map of the Mt Hood Railway and Power Company



After the Railway Express car 1191 was retired by Portland Traction in 1936, it was sold to Bell Sand & Gravel where it was used as an office and it remained there until 1992 when it was moved to Antique Powerland at Brooks, Oregon. (Photo courtesy Richard Thompson and Tracy Brown)

We are looking for volunteers to restore the car and we are raising funds to make this happen. When the car is moved to Bull Run, a machine shop will be available on the premises for restoration work. If we are to restore this car, we will need to find running gears, trucks and other parts. If you have any time to work on restoration of the car, please email me at mark@pdxhistory.com.

If you can make a financial contribution toward the restoration effort please visit:

http://oerhs.org/oerm/roster/mthood_1191.htm
Any help you can give is very much appreciated.

Part two will cover more of the history of this car. Mark is in his 10th year as President and Editor of the Webfooters Post Card Club and he is a director of the Oregon Electric Railway Historical Society. He currently manages nine non-profit websites including his own, www.pdxhistory.com, which was created by utilizing his extensive collection of postcards and photos.



Former Mt. Hood Railway Express Motor 1191 at Brooks, Oregon about 10 years ago. (OERHS photo)

Who Says They Don't Build Turntables Anymore?

Text and Photo By Stan Praisewater

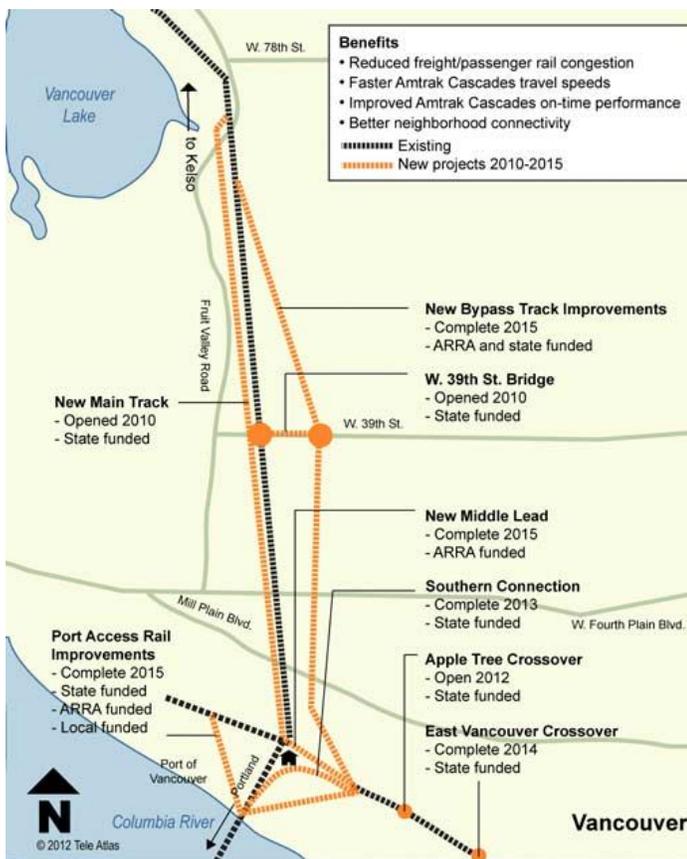
My last big project before retiring about 2 years ago was being the design manager for the Vancouver Bypass project in Vancouver, Washington. The main objective of the project is to build a track around the east side of the Vancouver yards so that trains to and from Seattle via the Columbia River Gorge don't have to pass through the throat of the yard, thus freeing trackage space for more passenger trains.

The new track passes through the turntable at the Vancouver engine facility, so it had to be moved. The picture shows that most of the walls have been poured around the pit at the new location. The existing turntable itself will be reused and placed in the new pit. The picture faces southwest and shows the new location just north of the new 39th Street overcrossing.

When I researched the original construction plans for the current location, I discovered that the turntable is actually moving to its third location. It was originally installed at the SP&S roundhouse at NW 9th Street as part of the Hoyt Street yard in Portland.

Years ago, a train from Seattle wanting to go up the Gorge made a left turn at Vancouver. This was an unusual move, so no special trackwork was required – they just got onto the northeast leg of the wye which was also the throat of the yard, usually occupied by a yard goat. But with the growth of container traffic and US-Asian trade, and the limit of 22 to 24 trains a day through the Cascade Tunnel, this became a very common movement.

The yard lead and the NE leg of the wye – the route used by Seattle – Gorge traffic – used to be one in the same. They've already separated those two tracks. Yard lead will go past 11th Street. The plan is for the SE leg of the wye to remain double track, but the track speed increased from 10 mph to 25 mph. The biggest item in this task is to replace the two switches right off the bridge (and install a new curved crossing). The new alignment will come very close to the station, but will just miss it.



The Vancouver Bypass project involved a couple of fixes. The quick, easy one was the first one constructed, and that was to simply add a parallel track to the yard throat. The second fix is more complicated and won't be done for a while. That's the one that adds a bypass track to the east of the yards starting at Fruit Valley Road and running nearly 3 miles to the vicinity of Jefferson and Eight Streets. Recently I noticed that the loading dock at a building on the south side of 11th Street is being demolished. This is a critical part of making space for the bypass track.

In addition to the Vancouver Bypass Project, several other projects are going on, such as improvements along the waterfront – replacing the old concrete trestle south of 8th Street and constructing a new lead into the Port of Vancouver that will cross the main line under the Columbia River Bridge (the Port connection is designed to flood during high water, so the old Port connection will remain in place to be used when flooding makes the new line unusable.

[This article got started as a Trainorders.com posting by Stan on October 12th and was followed up by a email message on October 13th further describing the project. Stan also provided the photo. Chris McLarney clarified the original location of the turntable. The author is retired and resides in San Jose, California. This article was developed by Arlen L. Sheldrake who is responsible for any induced errors.]

from: http://www.wsdot.wa.gov/Projects/Rail/PNWRC_Vancouver/Map.htm

PNW SHORT LINES

by Arlen L. Sheldrake

On December 11th the federal Surface Transportation Board decided that BNSF Railway can require coal shippers to use certain methods to reduce the amount of coal dust lost from rail cars leaving coal mines of Wyoming and Montana. The board said shippers challenging the railway's coal-loading rules had not shown the measures were unreasonable. BNSF's 2011 rule requires coal be loaded into a bread loaf shape and sprayed with one of several approved topper agents. **NPR Story 12/17/2013.** [BNSF implemented this rule to reduce the amount of coal dust fowling their ballast; this rule was designed to eliminate 86% or more of the coal dust lost during transit.]

Wabtec Corp. obtained a \$34 million contract from Sound Transit to design, install, test and commission a positive train control system on the commuter railroad. Wabtec will provide its Interoperable Electronic Train Management System (IETMS) and install the equipment on 16 locomotives and 18 passenger-transit cab cars. Wabtec will also provide signal design and communications, mapping and systems integration. Sound Transit's system will be interoperable with PTC systems being implemented by Class I railroads. **Progressive Railroading 12/17/2013.**

Just amazing is the fact that Mount Rainier Scenic Railroad currently has six (6) operating steam locomotives on site:

- Hammond Lumber Co. 2-8-2T No. 17
- Santa Cruz Portland Cement 0-4-0T No. 2, Porter
- Hillcrest three-truck Climax No. 10
- Polson Logging 2-8-2 No. 70
- Willamette three-truck No. 2
- West Fork three-truck Heisler No. 91



TRAINS News Wire 11/27/2013; more information: <http://www.mrsr.com>

The Port of Kalama, Washington has awarded a contract to RailWorks Corp. to complete a rail expansion and relocation project at a TEMCO L.L.C. facility. The project began in January and is to be completed by June 2014, the more than \$10 million project involves the construction of lead and yard tracks – including 3.6 miles of new track – and the relocation of 1.1 miles of tracks. RailWorks also will complete associated grading and drainage improvements, and utility relocations and protections. The project will double rail capacity and triple product throughput capacity at TEMCO's export grain facility at the port, which is served by BNSF Railway and Union Pacific. **Progressive Railroading 12/18/2013.**



On December 19th the Sound Transit Board approved a \$1.1 billion 2014 budget that includes the following major light rail capitol and planning investments:

- \$146.9 million for University Link construction
- \$141.1 million for East Link final design
- \$138.6 million for Northgate Link Extension tunnel mining and start of station construction
- \$31.2 million to continue project development for light rail extensions south from South 200th Street to Federal Way and north from Northgate to Lynnwood
- \$21.8 million to finish construction of the First Hill Streetcar in Seattle
- \$2.7 million for continued alternative analysis and community engagement for Tacoma Link expansion options.

2014 service delivery includes the first full year of funding for the tenth round-trip Sounder train between Seattle and Tacoma. **Sound Transit press release 12/19/2013.**

Testing and certification of Washington, D.C.'s first modern streetcar line has begun, with the first vehicle, supplied by Clackamas, Ore.-based United Streetcar, LLC, operating under its own power. The official launch of the 2.2-mile H Street/Benning Road Line is expected to occur in late January or early February 2014. Revenue service can begin 30 days after certification is completed.

Railway Age 12/20/2013. [United Streetcar is providing three streetcars for this project.]



The Santa Train did not roll into La Grande this Christmas season for the first time in about six decades because of a Union Pacific cost saving measure. The Santa Train was run by members of Union Pacific Employees Club No. 17, one of many Union County community service projects the club has been involved in. Union Pacific is no longer letting employees run the Santa Train while on the job and federal regulations only allow employees who are on duty to operate a train. Previously UP allowed three employees, an engineer, a conductor and an employee dressed as Jolly Old St. Nick to

run the Santa Train for about a mile into La Grande while on duty. **Corvallis Gazette Times from La Grande Observer information 12/23/2013.**

The Port of Olympia, Washington, on December 17th loaded its 1,000th rail car, reaching an all-time high in annual rail-car volume. The previous record of 878 rail cars was set in 2004. **Progressive Railroading 12/23/2013.**

British Columbia transport authority TransLink has awarded Bombardier a five-year contract to operate West Coast Express commuter rail services from Vancouver to Mission City, British Columbia. The \$C17 million contract includes options to extend the operating term for three additional five-year periods. Bombardier will take over operation of the weekdays-only service in May 2014. West Coast Express was launched in 1995 and has been operated since the outset by Canadian Pacific Railway, which also owns the line used by the service. **Rail Journal 12/23/2013.**



Plans for heritage trolley service in St. Louis' Delmar Loop, dogged by lawsuits and delays throughout 2013, have been given preliminary approval by the Federal Transit Administration (FTA). And the purchase of two GOMACO-built vintage trolleys this month from Portland's TriMet for \$80,000 gives the project equipment to begin such service following construction now tentatively set to begin next year. "It is apparent that significant progress has been made in addressing the project management deficiencies that heretofore hampered the project's delivery," FTA Region 7 Administrator wrote to project organizers Dec. 16, 2013. **Railway Age 12/23/2013.** [Also see the January *Trainmaster* lead article.]

On December 17th the Oregon Passenger Rail Leadership Council approved two alternatives for a high speed rail between Portland and Eugene. One option follows the existing Union Pacific line. The other is a new rail corridor which follows Interstate 5. These two alternatives now move into the Draft Environmental Impact Statement develop phase of the project that will cost \$10 million, \$5.8 million coming from the Oregon Department of Transportation and \$4.2 million in federal funds.



Albany Democrat-Herald 12/18/2013. More information: <http://www.oregonpassengerrail.org>.



On December 17th the Benton County (OR) Commission determined that a master plan for the purchased 18 miles of the Bailey Branch will be developed and until that plan is developed no use proposals will be considered. The \$486,000 County Bailey Branch purchase from UP closed in November. Proposals that will await the development of a master plan include: Hull-Oakes Lumber purchasing the right of way between Alpine Junction and their mill; Larry Venell purchasing the northernmost 3.5 miles to create an intermodal shipping facility. **Corvallis Gazette-Times 12/18/2013.**

Two "Master Plan Listening Post Public Meetings" were held December 4 and 5 in Banks and Tillamook as work continues on the Salmonberry Corridor Master Plan. The goal of this 3rd round of public outreach was to review the master planning process and seek additional input from adjacent landowners. In February additional public meetings will be held to discuss: Assessments, Opportunities & Constraints. Walker Macy, a firm specializing in landscape architecture, urban design and planning, based in Portland was hired in June 2013 as the consultant to complete the Salmonberry Corridor Master Plan. This plan is targeted for adoption in November. This is the Port of Tillamook Bay Railroad corridor that was taken out of service in 2007 by a major storm. **More information:** <http://salmonberrycorridor.wordpress.com>.

Last of the First Interurban – A short journey through the long history of the first interurban railroad. This new 2013 DVD is now available at the Oregon Rail Heritage Center gift store. Produced by David Haij from his father's, Al Haij, 8mm movies and still photos this 45 minute video has some great photos and movies of interurban operations in SE Portland, Milwaukie and Oregon City. This first interurban railroad in the USA opened February 15, 1893 between Portland and Oregon City.

Street running in downtown Rainier, Oregon may become a thing of the past as the Oregon Department of Transportation is working to contract with David Evans and Associates for them to design the daylighting of the rail running mostly in the center of A Street. In addition to daylighting the rail the plan is expected to include intersection crossing improvements including gates. The very preliminary project cost estimate is \$6 million. With the increasing number of unit oil trains being handled by Portland & Western to Port Westward, the pressure to separate cars and trains in downtown Rainier is very high. **Portland Tribune 1/5/2014.**

The Oregon Parks and Recreation Department (OPRD) plans to study the feasibility of constructing a 63-mile trail

along (rail-with-trail) the Wallowa and Union Counties' jointly owned railroad corridor. OPRD told the Wallowa Union Railroad Authority on December 17th that the agency would commit staff time for the study beginning in March. Wallowa County Chieftain 12/31/2013.

On January 11th the Seattle Children's Museum opened the new Sound Transit Station exhibit giving kids a chance to learn about public transit and picture the excitement of riding - or – operating a train. Enabled by a \$9,600 in Sound Transit funding, the exhibit welcomes kids to step up to a large train table to drive a replica of Sound transit lines. Families can also stop for a photo opportunity, capturing themselves “inside” a Sound Transit train. Zap Gridlock, Sound Transit's traffic-fighting superhero mascot, will be on hand. No adults are admitted without kids. More information: <http://thechildrensmuseum.org>. **Sound Transit press release 1/6/2014.**

The BNSF Railway Camas Railroad Bridge that crosses the Washougal River will be replaced with bids being solicited this spring and construction starting this summer; completion is scheduled for early 2016. The 550' long bridge was built in 1908. The estimated replacement cost is \$10 million. **Camas-Washougal Post-Record 1/14/2014.**



TriMet's Bridge Naming Committee has reviewed 9,500 name submissions and has chosen 4 finalists. More information and comments on these four may be submitted by 5 pm March 1st to: <http://trimet.org/namethebridge/index.htm>. The four:

- Abigail Scott Duniway Transit Bridge
- Cascadia Crossing Transit Bridge
- Tillicum Crossing Transit Bridge, *Bridge of the People*
- Wy'east Transit Bridge

FOUR NAMES. ONE
WILL MAKE HISTORY.



This new Willamette River bridge opens July 2015 and will serve pedestrians, bicyclists, and bus, light rail and streetcar transit services.

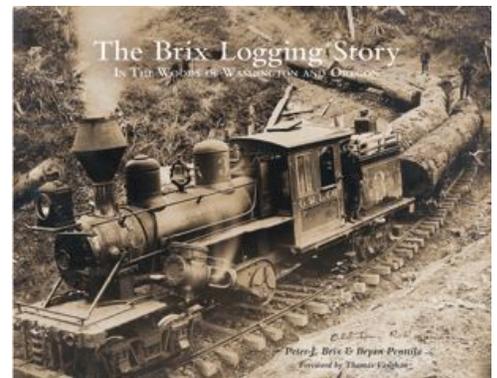
Paving of the final 2.25 miles of the Springwater Corridor Trail – from Rugg Road to Boring Station Trailhead Park is now open for use. The 21-mile paved trail now extends from downtown Portland to Boring. **Clackamas County 12/2/2013.** Also, METRO is working with Oregon Pacific Railroad to acquire property necessary to complete the one-mile corridor gap between SE Umatilla Street and 19th Avenue at Ochoco Street. **www.oregonmetro.gov**

The three, Harrison Street, Oak Street and 37th Avenue, Union Pacific grade crossings in Milwaukie, OR are now train horn quiet zones following construction of crossing improvements. The Portland & Western Railroad Tillamook Branch grade crossings in Milwaukie will become train horn quiet zones in conjunction with TriMet's construction of the MAX Orange Line. **City of Milwaukie**



The Brix Logging Story: In the Woods of Washington & Oregon

In this new 2013 book, *The Brix Logging Story* follows the lives and careers of four German-born brothers who arrived in the big timber county of the lower Columbia River in 1881 with little more than a restless desire to succeed in this new land. From these humble beginnings they boot-strapped their way to prominence in regional business circles with interests that spanned from forest products and maritime transport to local politics. Rare photographs from the Brix family archives illustrate the story, together with images shared by historical museums and noted private collectors. Painstaking research was gathered about logging companies and their railroad, producing detail maps drawn from USGS overlays, aerial imagery, period company maps and on-ground investigation. This table top hardbound 151-page book has more than 200 photos and text covering the *Brix Logging Story* from 1880 to 1949.



Add this important book on Pacific Northwest history to your library, send a check made out to PNWC-NRHS for \$44 (\$39 book + \$5 shipping) to: PNWC-NRHS Brix Logging, 800 NW 6th Ave Rm 1, Portland OR 97209-3794. Or view the web site for ordering via PayPal: <http://www.pnwc-nrhs.org>. Save shipping charges and purchase a book at a membership meeting.

The Caboose

by Dick Raub

Normally placed at the end of a freight train, the caboose served the crew. Its many functions include a place to work, sleep, eat, and relax. Most importantly, the caboose served as the conductor's office. The word "caboose" came into the English language around 1732 and was used for a ship's galley. It probably derived from the Dutch *kombuis*, "galley." Because in early railroading crew quarters were set up in a cabin or tent on a flat car, and these quarters were used for eating, the term for galley may have then been applied. Nicknames included clown wagon, hack, and brain box (see "Big Site of Common Facts").

Often the caboose was painted red, but several companies such as Union Pacific and Chicago Northwestern theirs yellow. Other railroads such as Conrail, Baltimore & Ohio, Alaska used their engine colors either solid or (Alaska and Utah) in combination.

Two styles existed, the cupola (with some variations) and bay window. Variations for the cupola related to the placement on the car center (most common) and end (Southern Pacific and Denver & Rio Grande). The bay window could be found on such lines as B&O, CNW, and Conrail. Regardless of style, the raised or extended viewing area allowed a crew member, normally the brakeman, to look at the cars in the consist for signs of a "hotbox." This occurred when the bearings of a wheel had lost grease and were over- heating. Failure to stop the train and take action could result in fire or even loss of a wheel and derailment. The introduction of roller bearings in place of ball bearings helped reduce the problems of hotboxes.

The use of cabooses lasted until the 1980's. Even though their need had disappeared with the advent of radios, wayside signals, and end of train devices (flashing rear-end detectors – FRED), state "full crew" laws continued to mandate use. Even the position of fireman had become redundant when diesels replaced steam.

Full-crew laws specified the number of trainmen (train operation was almost universally male until more recent times), at least three plus engineer and fireman began to appear about 1910. Pressure to have large crews initially was based on safety, although later laws came about often because of union demands. By 1913 laws were enacted in 22 states. An editorial appearing in the *New York Times* February 4, 1917, reported from a study of railroad accidents from data maintained by the Interstate Commerce Commission. It found that 94.2% of all accidents had no relationship to how trains were staffed. Of the remaining 5.8 %, only 2.4% "have a possible relationship to the size of the train crew..."

While the *New York Times* article did not lead to eliminating full-crew laws, many states repealed them. However, often under union pressure, some states added or continued to keep laws on their books until the late 70's. The Indiana law which was argued and sustained by the US Supreme Court affected 16 railroads. The case argued, that this was interference with interstate commerce because railroads had to stop and add unneeded crew for often short trips in the state. The law finally was repealed in 1972. As an interesting side note, Wisconsin repealed their full-crew laws when the rail companies threatened to turn over their traffic to trucks which would have generated a substantial traffic burden on the already heavily-traveled Wisconsin highways.



"Oregon Electric" Wood Cupola Caboose
in Astoria, OR



SP&S Wood Bay Window Caboose No. 790 at
Camp 18 in Elsie, OR



"Southern Pacific" Caboose in Canby, OR
Former Union Pacific No. 25584

Photos by Trent Stetz



UP No. 25748 Steel Caboose in Troutdale, OR

Cabooses around Oregon



OPR 900 and East Portland Traction Caboose
OPR 900 was once a logging caboose work horse for the Simpson Timber Company, near Shelton, Washington.

Photos by Trent Stetz



The Chapter's UP Caboose



Chris McLarney's UP Caboose at ORHC

News from National



By Al Baker

NRHS Board of Directors & Advisory Council Winter 2014 Conference Notes

This conference was held in St Louis, MO. I attended (via teleconference) the Advisory Council Meeting, and one of the two Board of Directors (BOD) sessions. NRHS Global Director Bill Bain attended (via teleconference) both BOD sessions. The notes below are highlights from the sessions which I attended, with some input from Bill.

NRHS Annual Conferences:

2013 Alaska: Final numbers not in yet, but appears there will be a 'profit' of about \$45K for National.

2014 Springdale, AR: Registrations are coming in; this will be a 'low budget' conference in terms of expenses, and expected profit.

2015 Rutland, Vermont in June put on by National

2016 Hawaii is being considered (perhaps as a tour rather than convention, with possible California mini-convention)

NRHS Most Endangered List

This has been very well received, and financially helpful to some. You may have noticed that everything listed was east of the Mississippi River. That is because no nominations were received from the west. We in the west need to do better at this.

Dues Processing

National has made a decision to move forward with developing the new online dues renewal processing which I mentioned in my last report. This will not take effect until probably 2015. When this does become effective, members will renew their National and Chapter dues separately. The preferred way to renew National dues will be online using PayPal or a credit card. There will be methods developed for those without computer access, but everyone will be 'encouraged' to do it online. National views this as being very important to the continued financial health of the organization, as this will save them a tremendous amount of money. More details will be provided as the system is developed, and details become available.

The next meeting of these bodies will be in April.

Al Baker - PNWC National Representative

January Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on January 17, 2014

The meeting was called to order by President Keith Fleschner at 7:35pm. He gave a greeting to the members present and acknowledged two guests, Scott and Eric Thompson.

The minutes of the December, 2013 meeting were presented. Arlen Sheldrake moved to approve the minutes and Rolf Schuler seconded. The membership voted to approve the minutes.

George Hickok gave the monthly Treasurers report starting with the presentation of the 2014 budget proposal. Roger Mattson moved to approve the proposed budget and Bill Markwart seconded. The membership voted to approve the budget. Mr. Hickok then reported that the Steel Bridge book is continuing to sell and the profits are growing. On the S2 project about one fourth of the budget has been spent so far, and the work will continue in the good weather. He reported that the poster project will be put into sales when the SP4449 is repaired and running. He then reported that all checking and savings accounts balance with the banks. Bryan Ackler made a motion to approve the report and Darel Mack seconded. The membership voted to accept the report.

George Hickok announced that the banquet is set for March 22, 2014 and will be held at Portland Brewing Co. The speaker will be Mr. Rob Eaton of Amtrak Government Affairs.

Keith Fleschner announced there is no new report on the S2 due to all the other activities.

Arlen Sheldrake announced that on February 19, at Powell Books, we are sponsoring the author/speaker Mr. Tom Zoellner. [Editor's Note: See Insert]

Mr. Sheldrake then announced that May 10, 2014 is National Train Day, it is officially an Amtrak function and will be held at Portland Union Station.

Ron McCoy announced that the website is newly updated and now has a new book promoted. [Editor's Note: See page 7 for book details]

Ron McCoy then announced the Unsung Hero award of January 2014 goes to Mr. Bob Weaver for his outstanding work for the Chapter.

President Fleschner then reminded the members that due to rising costs the requested amount donated for snack time is three dollars.

Jean Hickok announced that the new vests are in and she has many of the patches sewn on. The cost of the vest is thirty dollars.

Al Baker said the program for this evening is on the NRHS convention in Alaska. In February the program will be by Keith Fleschner with a report on our rolling stock [Editor's Note: February program was changed after the meeting date. See schedule on Page 12]. The March program will be on PA 190 with Doyle McCormack and in April the speaker will be Kevin Novak.

Mr. Baker then reported that the National organization made money on the Alaska Convention and that the 2014 convention will be held in Arkansas.

Mr. Baker next reported that the new dues processing for the national organization will be done online and will save National many dollars.

President Fleschner announced that we are now funding some of the travel for the National Advisory Council Representative.

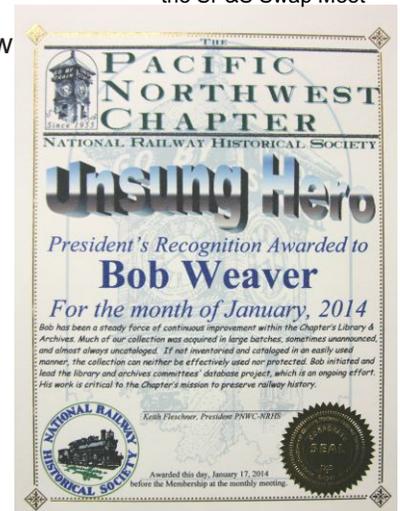
The meeting was adjourned at 8:30pm.

Snack time was provided by Lila Stephens. Thanks again Lila!

The evening program was presented by Ken Vannice and Al Baker with photographs and information from the NRHS convention in Alaska.



Photo of Bob Weaver at the SP&S Swap Meet



Ken Vannice and Al Baker Presenting the Program



Lila Helping with Snacks

Respectfully submitted by Jim Hokinson, Secretary.

Photos by Jim Hokinson

Oregon Pacific Railroad TRAIN RIDES

On Saturdays through March 15th, the Oregon Pacific Railroad is running train rides from the Oregon Rail Heritage Center (ORHC). These 40-minute round trips are pulled by OPR 1413 and include a caboose and the historic 1917 Pullman built Santa Rosa business car.

Boarding times from ORHC are 1:30, 2:30, 3:30 and 4:30 and cost \$5 per person. More information: www.oregonpacifcrr.com



Photo by Trent Stetz

Pacific Northwest Chapter Lending Library

Visit Us!

OPEN Mondays and Feb. 22nd

February 22nd (Saturday) 1 pm to 4 pm
and open every Monday 10 am to Noon
The Library is normally open the Saturday following the membership meeting.

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

Bill of Lading

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Ron McCoy	2012-2014	503.310.4811
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Printed in the USA

The Trainmaster is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members.

Articles which appear in *The Trainmaster* do not express the official position of the organization on any subject unless specifically noted as such.

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PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 619

Special Chapter Events:



February 19: Powell's City of Books presents: *Train: Riding the Rail that Created the Modern World - from the Trans-Siberian to the Southwest Chief* by Tom Zoellner (see insert) 7:30 pm, 1005 W. Burnside, Portland

March 22: *Annual Chapter Banquet:* at Portland Brewing, 2730 Northwest 31st Avenue, 5pm

April 26: **Save the Date:** *Tentative: Garibaldi to Salmonberry Steam Excursion*, Oregon Coast Scenic Railroad, www.pnwc-nrhs.org

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

February 21: *Oregon Coast Scenic Railroad: More Than Just a Train Ride.* Join us for an update on the Oregon Coast Scenic Railroad and their efforts to restore the tracks to Salmonberry and beyond. Hear about the heroic efforts of this persistent group of volunteers to restore the track and structures on the historic route of the Pacific Railroad and Navigation Company. by J. J. Thompson.



March 21: *Video – Restoring an Alco PA-1* by Doyle McCormack.

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

Board of Director's Meetings: February 13, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm
March 13, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm

(Open to all Chapter Members. Note address for Board meetings; follow instructions posted on the door for entry.)

NOTABLE NON-CHAPTER EVENTS:

- Jan 11 *Sound Transit Exhibit* opens, Seattle Children's Museum, <http://thechildrensmuseum.org>
Feb 1 *SP&S Swap Meet* [PNWC Concessions Event] 8439 Columbia Blvd, 9:30am to 2:30pm, www.sps.shs.org
Feb 8 *Sweetheart Valentine Dinner Train*, Wheeler OR, <http://www.oregoncoastscenic.org>
Feb 15 *Valentine's Sweet Heart Special*, Mount Rainier Scenic Railroad, <http://www.mrsr.com>
Feb 18 *Salmonberry Corridor Master Plan Public Meeting*, POTB, 4000 Blimp Blvd, 5:30-7:30, <http://salmonberry.wordpress.com>
Feb 19 *Salmonberry Corridor Master Plan Public Meeting*, Banks Fire Hall, 300 Main St., 5:30-7:30
March 8 *WINTERAIL 2014*, Stockton, CA, www.winterail.com
March 15 *Willamette Model Railroad Club's 29th Annual Model Railroad Swap Meet* [PNWC Concessions Event] at the Kliever Memorial Armory
April 5 *Train Season Opens*, Northwest Railway Museum, Snoqualmie Depot, www.trainmuseum.org
Apr 5-6 *26th Annual Willamette Cascade Model Railroad Club Swap Meet & Train Show*, [PNWC Concessions Event] Eugene, OR., Lane Events Center
April 19 *Season Begins*, Mount Hood Railroad, Hood River OR, www.mthoodrr.com
April 19 *Bunny Express*, Mount Rainier Scenic Railroad, <http://www.mrsr.com>
May 9-10 *Depot Days Classic Car & Motorcycle Show*, NP RR Museum, Wallace ID, www.npdepot.org
May 10 *Amtrak National Train Day*, Portland Union Station, www.nationaltrainday.com
May 11 *Mother's Day Brunch*, Eagle Cap Excursion Train, Elgin OR, <http://eaglecaptrainrides.com>
May 17 *Big Steam Event*, Mount Rainier Scenic Railroad, www.mrsr.com?
June 10-14 *2014 Annual NHRS Convention*, Northern Arkansas, www.nrhs.com
June 18-21 *Friends of Burlington Northern Railroad*, Tulsa OK, <http://www.forbnr.org>

PNWC – NRHS MISSION

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