

# The *Celebrating 60+ Years* Trainmaster

May 2020

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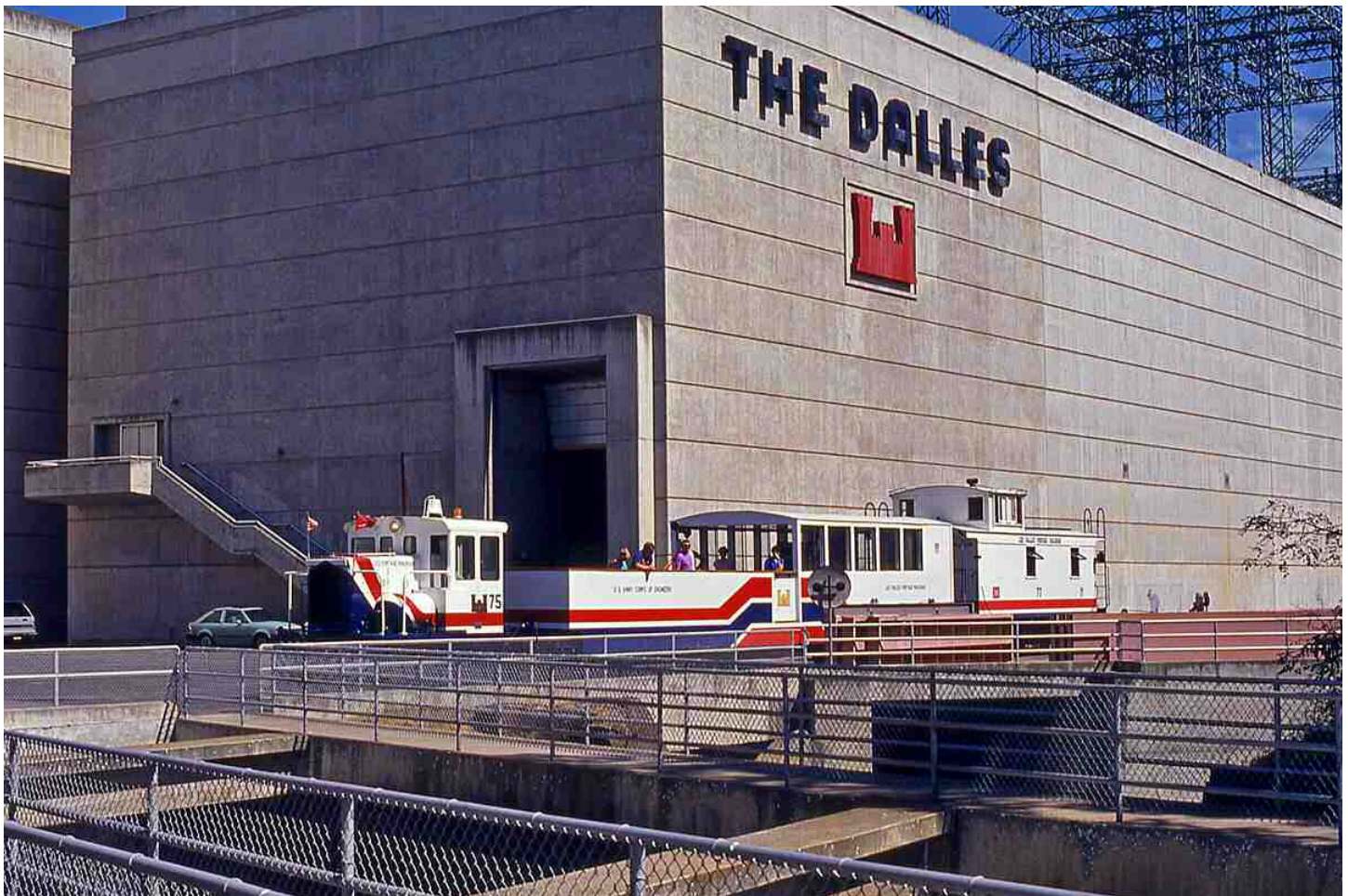


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Portland, Oregon  
[www.pnwc-nrhs.org](http://www.pnwc-nrhs.org)



## THE DALLES DAM TRAIN

Text and Photos by Dan Simmering



This photograph is of a little-known railroad that operated out of The Dalles, Oregon. I shot the photo on August 8, 1991. This really short line was labeled the Les Dalles Portage Railroad. Its purpose was to transport people from Senfert Park in The Dalles to The Dalles Dam for sightseeing and tours.

On the day that I was there, the train was pulled by a GE 25-ton locomotive No. 75 built in June of 1942. It is ex-Army No. 2 and ex-Alcoa No. 2. It served Alcoa in California and Arizona. The little engine was retired in 2002 and taken to the Port of Morrow, Oregon. The railroad also had a GE center cab unit that was considerably bigger than this model.

The railroad began operation in 1973 and continued until 2005 when the dam stopped giving tours. After 9/11, the tours were very limited in number. The train was owned and originally operated by the Army Corps of Engineers. But in the late 1980s, it was operated by the North Wasco County Parks and Recreation organization. I will also say that the caboos on the train had the nicest interior of any caboos that I have ever been in. The government spared no expense equipping the caboos

Continued on Page 2

# THE DALLES DAM TRAIN

for tourists. The original line to the dam site that the tourist train used was used to facilitate the building of the dam.

This railroad does parallel the Union Pacific mainline for a short distance. I was able to photograph an UP Shipper Special rolling eastbound that had Centennial #6936 on the point. The date of that photo was April 29, 2000. As the timing was one in a million, the Les Dalles Portage Railroad train was also coming along paralleling the UP train. I was able to shoot #1776 and the Centennial in the same frame.

One of the smallest locomotives that I have ever shot was next to the largest diesel locomotive I have photographed.



## 2019 Jack Holst Award Recipient

This year the Member of The Year Award Committee honored Mr. Merrill Hugo with the Jack Holst Award. The plaque has been mailed to Mr. Hugo instead of waiting until such time as we get to have our annual banquet. When the banquet happens a formal presentation will be made.

### MERRILL HUGO

Merrill has been an invaluable member of the Archives team since he joined in 2010. Merrill and Henri Larose initially began recording information and location on each of our massive collection of drawings, by hand, on paper.

Later we received computers and a database was established. Merrill has led the charge to get each drawing identified and located in a specific place for retrieval. Merrill often takes drawings home to work on them during the week.

Merrill established our hydrating chamber so that drawings that had been rolled up for a long time could be unrolled for examination and attribution.

It is hard to believe but there are still many drawings yet to be catalogued. They have completed in excess of 10,000 and it might be over 20,000.

Merrill has been a great asset to the Concessions Committee year after year. He attends most shows and works alongside other chapter members that volunteer to help. Lately his physical condition has dictated that he cut back. In the attribution process, Merrill has discovered numerous duplicates. As part of Concessions Committee he began selling duplicates to benefit the chapter treasury.

Merrill regularly volunteers at ORHF as part of the Thursday crew. He has been working Thursdays since ORHF opened over seven years ago. Thank you and Congratulations Merrill! Text and photos by Jim Hokinson.



Merrill at Steam-Up



Merrill at a Chapter Meeting

# PRESERVING HISTORY

By Lila L. Stephens

Calling all members: During this "Shelter at Home," you have a great opportunity to dig into your personal photo archives, your record of railroad history. The PNWC Archives can help you permanently preserve and share with others "Pacific Northwest railroad history and artifacts for the education of current and future generation." What you've experienced and recorded is valuable and can and should be saved for posterity. Please consider donating the history that you want preserved. Remember: All the past is history.

Guidelines for donations:

1. We're especially interested in your digital work, but we need photographic materials of all kinds related to railroads in the Pacific Northwest - - digital photos and videos, physical prints, negatives, slides, film and video tapes. Digital records stored on a portable drive ("thumb drive") in TIFF format are ideal but not required.
2. If you want to loan prints, negatives, film or tapes to be digitized, we'll return them after processing.
3. We need your permission to make copies and to publish your photos. If your collection includes photographs taken by others, please help us identify the rights holders.
4. Please provide as much information as possible about your images. Information may include railroad name, action taking place, location, date, people's names, name of photographer and other information that would help others understand the subject and context.

Once you're sorted through your collection, contact us so that we can make arrangements. You can reach us at (503) 228-9111, or at [library@pnwc-nrhs.org](mailto:library@pnwc-nrhs.org) or by calling Bob Weaver at (503) 806-4955.

Every item you share enriches the chapter's archives as a resource for the future. Thank you for your help and stay well!



Editor's Note: If you are wondering what Lila is looking at in the photo above. This is my "First Photo"; a rail related theme of course! As I recall, I got a used Kodak Duaflex IV (which I still have) medium format camera for my birthday in 1975. And I also got some B&W 620 format film. (None of that expensive color film).

Behind my grandparents house was a trolley museum, Trolleyville USA. This is the spot where at an early age my interest in all things rail first began. This is a photo of the 1895 B&O station at the museum, moved to that location in 1963 from a neighboring town. After taking the set of pictures, we rushed off to the drugstore next to Trolleyville USA to drop off the film. Anxious to see the results of my efforts, we returned to the drugstore the next day to pick-up the prints. (Remember the days before digital photography?) This was my very first photo!

This is but one example of a photo that has a interesting story associated with it. As many of the readers of *The Trainmaster* have done over the years, please continue to send us your photos and accompany stories. We love to hear from you!

## **Trent's First Photograph in 1975**



"My First Picture"



Duaflex  
IV

Epilogue: The station has been moved again in 2008 since the trolley museum shut down years ago in 2005. The depot is now located in the center of my hometown of Olmsted Falls, Ohio with other restored historic regional buildings on the city's "Main Street", now called Grand Pacific Junction.



View of the Depot today in Olmsted Falls, Ohio

Text and Photos  
by T. Trent Stetz



# PNW RAIL NEWS

by Arlen L. Sheldrake



► NRHS RailCamp Program Director Rebecca Gerstung notified RailCamp NW and East coordinators that she is canceling the 2020 RailCamp events for safety reasons during this COVID-19 pandemic. Applicants are being notified and registration fee refunds are being made. RailCamp sponsors including ORHC have been notified and asked to again support RailCamp in 2021. **John Cox, RailCamp NW email 3/27/2020.**



► Remembering **John Magnusson**: One thing that this shutdown has given me is “time” to sit down and get some photo projects done, as I've been running trains six days a week. I finally posted a memorial page honoring John, and since many of his contributions included rail preservation in Portland, I thought you'd like to see. It's just a shame he went too soon, we were only a few weeks away from returning No. 6976 (aka 644) to service.

**John Magnusson, June 7, 1954 – September 21, 2019, RIP**

The link: <http://dynarail.org/updates/2019memorial.html>. **Chris Fussell 3/12/2020 email.**

► As the discussion continues on the possible ORHF preservation of the Northwest Rail Museum's SP&S 866 FA-1 locomotive, I am reminded of the two pictures, page 27, of the 866 (BN 4120) in Ed Austin's excellent book Burlington Northern Washington, Volume 1: The Old SP&S.



► Yet another suspension: Rocky Mountaineer suspends departures until July 1<sup>st</sup>. The season was scheduled to start on April 13<sup>th</sup>. **Rocky Mountaineer press release 3/30/2020.**



ROCKY MOUNTAINEER

► Received a nice four-page March 27<sup>th</sup> newsletter from the Northwest Railway Museum that included:

- An update on the upgrading of Coach 213 built in 1912 for the SP&S. This car served for more than 35 years running between Spokane and Portland as well as summer runs to Seaside as part of the “daddy trains”.
- 500' of rail replacement on the curve at Snoqualmie Falls using rail that once served at Union Depot in Seattle where it supported Milwaukee Road electrics and UP streamliners.
- A winter storm blew down a 20-inch hemlock onto the Train Shed causing some \$100,000 in damage with minor water damage. Insurance deductible is \$25,000, thus a sizable loss.
- The Museum is applying for all forms of relief from the required COVID-19 closure with \$40,000 per month fixed costs and all earned income being cut off. Donations to the Crisis Fund are appreciated.



More information: [www.TrainMuseum.org](http://www.TrainMuseum.org)

► 45 years ago today: Got a phone call this morning from one of our crewmen on the American Freedom Train reminding me it was 45 years ago today when we opened for the tour in Wilmington, Delaware at 10am on 4/1/75. Lots of folks were worried that because of the whole Vietnam war deal and Watergate that the country was so sour that no one would come out to celebrate our 200<sup>th</sup> birthday. Well, 30,000 folks showed up that day....so I guess you could say the skeptics were dead wrong. Once again thanks to all the great women & men who made up the AFT crew for doing such a great job on that 21 month, 25,000 mile STEAM POWERED, 48 state journey. Great memories, Thanks, Ross Rowland **Trainorders.com 4/1/2020 posting.**



► Trainmaster Editor - RE: Mr. Sheldrake's Article, page 9, March 2020 Trainmaster: I think Mr. Sheldrake was incorrect on the explosive materials used in torpedoes. The ones I am experienced with used black powder, (not dynamite), also, I have seen torpedoes that the U.S. Army used that had fulminate of mercury! (A very hot explosive that was also used in fuses for artillery shells). My father also told me stories about blacksmiths in his home town celebrating Christmas and Fourth of July by using two anvils and a handful of black powder. A handful of black powder was placed on one anvil, and the other anvil was placed on top. Then the blacksmith struck the top anvil with his biggest sledgehammer. It would make a boom that could be heard for miles!! Very truly yours, **Steven W. Coons**, PNWC-NRHS Member. Letter dated 3/23/2020. [Steven lives in Yoncalla and has been a PNWC member since 1992. Thanks for your letter Steve.]

► A forward from Doug Auburg reminded me of an ORHC visit on July 14, 2017 by a German film crew that I had forgotten about. While the voice over is in German, the 30-minute video shows an interesting international visitor view of our area including Portland, the Columbia Gorge, ORHC and the Columbia Gorge Model Railroad club. This is a well-done video except for that interviewee who didn't button his OR&N 197 shirt collar. **Bahnknoten Portlandim US-Bundestaat Oregon**  
<https://www.youtube.com/watch?v=7oqZBitgwrO>.



► On March 27<sup>th</sup> Washington Governor Jay Inslee signed legislation establishing minimum two-person train crews on certain railroads. H.B. 1841 authorizes the state's Utilities and Transportation Commission (UTC) to issue fines for violations. Washington is the latest state to enact a two-person crew bill. In 2019, governors in Illinois, Nevada, and Colorado signed similar bills. **Progressive Railroading 4/3/2020.**



► CN announced it would idle a large section of its former BC Rail line due to the ongoing downturn in lumber production in British Columbia, where wildfires and a pine beetle infestation have reduced available timber. More than two dozen lumber mills in British Columbia shut down or curtailed production in 2019. Effective on April 3, CN will suspend service between Squamish and Williams Lake, British Columbia. Existing traffic north of Williams Lake will be routed to Vancouver via Prince George and Kamloops. Also, CN has had difficulty purchasing disinfecting products, so the railroad has begun making its own disinfectants in shops as well as having employees of its freight forwarding business in China buy disinfectants and send them to North America via air freight. **Flathead Beacon 4/2/2020.**



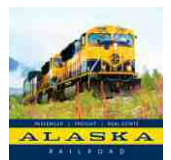
► BNSF Railway has resumed operations on the 13-mile rail line between Columbia Falls and Kalispell. In March, BNSF Railway terminated the lease of its Kalispell branch to Watco Companies' Mission Mountain Railroad, which provided rail service on the line since 2004. Mission Mountain will continue to run trains on another rail line between Eureka and Stryker. Mission Mountain donated and delivered an historic switcher locomotive built in 1955 to Kalispell. [a SW 1200 WAMX 1214 that will be placed in the Kalispell Great Northern Trail.] **Flathead Beacon 4/3/2020.**



► One PNWC member making the best of this damn forced isolation: Doug Auburg is cataloging his digitized slide collection (25,000 – 30,000 slides) into folders by topic. He scanned them a few years ago but had not gotten around to taking the several hundred folders of scanned images, doing some simple editing (right side up, correct mirror image, and some color corrections with Photoshop) before filing them into general category folders. This is in preparation to donate them to the PNRA (PNW images) [Pacific Northwest Railroad Archive] and the NMRA (all of the others) [National Model Railroad Association]. [Doug has been a PNWC member since 1976. Assuming that you also have some rail related photos worth preserving for the future, are **you** also working on preservation efforts?]



- And speaking of the virus, an April 4<sup>th</sup> message from Kenn Lantz: “Just got out my fishing pole, never could catch anything with that in my hands.”
- The Mother's Day Brunch run, May 10<sup>th</sup>, on the Wallowa-Union Railroad has been canceled by the Eagle Cap Train folk.
- The Alaska Railroad on April 3<sup>rd</sup> announced that it is delaying the start of summer passenger service to July in response to the coronavirus pandemic:
  - Daily scheduled service for the Coastal Classic Train, which runs an Anchorage-Seward route begins July 1.
  - Northbound service on the Denali Star Train, which runs from Anchorage to Fairbanks, begins July 1.
  - The Glacier Discovery Train, which runs from Anchorage to Portage, Whittier, Spender, and Grandview begins service July 3.
  - The Hurricane Train, which runs from Talkeetna to the Hurricane flagstop area about 60 miles north will begin summer service on that route July 2.



Summer passenger service normally would start in May. **Anchorage Daily News 4/3/2020.**

• TransLink April 20<sup>th</sup> announced a series of cost-saving measures to preserve Metro Vancouver's transit system along with a commitment from the Province to ensure near-regular service can be restored by September. TransLink is losing C\$75 million per month with ridership down y 83% while still providing transit services for essential workers. **TransLink 4/20/2020 news release.**

► An April 7<sup>th</sup> visit to the Mount Hood Forest Products Rail Car Loading Facility, 3320 Stadleman Drive, Odell, Oregon found two loaded centerbeams ready for the Mount Hood Railroad (MH) to pickup; freight traffic continues. MH interchanges with Union Pacific in downtown Hood River next to the former fruit packing row. [Father John L. told of his days “herding” ice blocks into the fruit loaded refrigerator cars at that location.]



Loaded Centerbeam Flatcars at Odell

▶ Another neat April 6<sup>th</sup> posting by Ken Byers on ORHF's web page blog ([www.orhf.org](http://www.orhf.org)), **Coming Alive Trackside**. An absolutely appropriate statement about how beneficial our trackside activities are during this virus crisis. Yes, the word is to stay home but this can include safely sitting trackside by yourself or with your significant other watching our favorites pass by.



▶ Oregon railcar and barge manufacturer Greenbrier reported a sharp downturn in sales last quarter and said April 7<sup>th</sup> that it will eliminate 3,500 jobs, reducing its global workforce by about 20% as the coronavirus outbreak takes hold. Most of the

Greenbrier cuts took place in Mexico but the company said it will eliminate 195 jobs making railcars at its Gunderson subsidiary in Portland by July. Railcar [order] volumes have fallen by historic levels during the coronavirus outbreak as economies all over the globe crater. Gunderson is planning a temporary shutdown of its rail manufacturing capacity. The intent is to keep those lines ready and available. **The Oregonian 4/8/2020.**

▶ Pursuant to Section 141 of the Canada Transportation Act, **Kettle Falls International Railway** (KFR) revised Three Year Rail Network Plan is set out below. KFR intends to discontinue operations on all lines in Canada.

Following is a list of lines in Canada that KFR intends to take steps to discontinue operating with the next three years. Effective as of March 26, 2020. Subdivision = San Poil, Province = B.C.



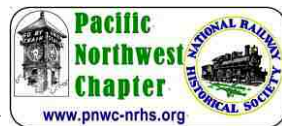
Between the following mileages: Mi. 34.3 (at or near Laurier, WA. (U.S. – Canada border), and thence through Grand Forks, B.C. at or about mi. 47, and thence to MI. 48.8 (at or near Danville, WA. (Canada-U.S. border). (Entire Canadian lines in Canada, including all yard tracks, sidings and spur tracks). [www.omnimax.com](http://www.omnimax.com)

▶ The Washington Rural Heritage digital repository currently includes material from the holdings of 162 institutions and 440 privately held collections throughout the state. Local project management is coordinated by libraries administering

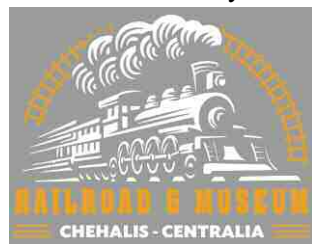
annual sub-grants from the Washington State Library, or sustaining existing digital collections using local staff and funding. Washington Rural Heritage collections are made up of items of historical and cultural significance. These include: old photographs, historical texts, memorabilia & ephemera, scrapbooks, maps, artwork, objects & artifacts, etc. Video and audio files (e.g., oral histories, lectures, interviews) are also part of the online collection. The physical collections are housed locally by

owning institutions around the state, while the digital collections are housed by the Washington State Library. Participating institutions select, scan, and describe items which tell the stories of their communities. The Washington State Library is an OAI-PMH (Open Archives Initiative Protocol for Metadata Harvesting) compliant digital library and is a registered repository with the Open Archives Initiative. [www.washingtonruralheritage.org](http://www.washingtonruralheritage.org) [Is this the concept and direction PNWC-NRHS Archives is heading?]

▶ Would you like to receive *The Trainmaster* electronically in full color? This capability is available to all PNWC members, just email me: [asheldrake@comcast.net](mailto:asheldrake@comcast.net). All contributors to *The Trainmaster* effort appreciate our readers! Sorry, we don't offer a choice of “either or” as our way inexpensive non-profit bulk mailing permit requires a large minimum mailing. The major tasks of mailings with the non-profit bulk permit are performed by Jean and George Hickok.



▶ Chehalis Centralia Railroad & Museum (CCRM) is celebrating success. Okay, here it comes, the good news. Harold Borovec turned 94 years old last week, and our Steam Train turns 104 years old this year. Both of them got this good news to



celebrate their birthdays. The Chehalis Centralia Railroad has been awarded \$150,000 from the Washington State Community and Local Projects through the efforts of our dedicated legislative delegation. It was signed by Governor Inslee on April 3<sup>rd</sup>. This, plus the Estate of Kurt Anders and the support from the City of Chehalis, put the repair fund well over \$200,000. While the repairs will still take time and we are on hold due to the COVID-19 situation, once we are able to proceed, we intend to get all hands on deck to have our beloved steam locomotive back on track by this Fall.

Much deferred maintenance and hefty repair work are planned. We will need additional funds to repair coaches and purchase new cars to increase our passenger capacity for our events and activities. We will continue asking for your support and contributions as we all have confidence in the mission of the CCRM. The purpose of CCRM is to renovate and operate a steam locomotive on the former Chehalis Western Track, now owned by CCRM, to the benefit of all citizens and for the promotion of economic growth and development. Please pass along this GOOD NEWS and share in our gratitude to our legislators, led by Rep. Ed Orcutt, 20<sup>th</sup> District Representative. **Chehalis Centralia Railroad & Museum 4/9/2020 Facebook posting.**

▶ Durango & Silverton buys White Pass & Yukon diesels. The D&S has announced it is acquiring four of the White Pass & Yukon Railway's distinctive Montreal Locomotive Works DL535C diesels, 1,200-hp C-C locomotives built in 1969 and 1971. The first two locomotives, Nos. 101 and 107, began their trip on April 11<sup>th</sup>, when they were loaded on a barge in Skagway, Alaska, to begin a multi-week trip to Colorado. The other two units will be selected later this year and moved to Colorado in the second quarter of 2021. **Trains Newswire 4/13/2020.**



▶ Take a look at the Yaquina Pacific Railroad Historical Society Facebook postings and you will find multiple Martin E. Hansen texts and photos that he has posted describing logging railroading in Oregon. Thanks Martin!  
[www.yaquinapacificrr.org](http://www.yaquinapacificrr.org)

▶ Of the 16 grants awarded in 2020 by the John Emery Rail Heritage Trust, two were in our region:

- Hawaiian Railway Society, \$8,000 for restoration of Oahu Railway & Land Company coach 57.
- PNWC-NRHS, \$19,000 for repair & upholstery of seating in PNWC 600 (Mt. Hood) and PNWC 6800 (Red River).



In 2019 the Oregon Rail Heritage Foundation was awarded \$20,000 by the Emery Rail Heritage Trust for the turntable installation project. John Emery (1937-2012) was passionate about preserving historic passenger rail cars. **RPCA Information Exchange**, Volume 3 Issue 4, April 2020 via Ed Bernsten and [emeryrailheritagetrust.org](http://emeryrailheritagetrust.org).

▶ Kenn Lantz forwarded a question from one of his contacts: "My grand uncle was an engineer for the OR&N. He died in a 1909 derailment near Warrendale caused by a washout from heavy rains. I would be interested in any relevant photos or information. Kent Shorthill" This question was forwarded to Kenn by Ben Carscallen, who is one of the principals behind the facebook group *Past and Present Views Along the Columbia River Highway*. The inquiry was forwarded to our Archives committee and it was suggested that the questioner contact the Union Pacific Railroad Historical Society, the Troutdale History Museum and the Cascade Locks History Museum along with searching the available area newspapers. Ben's Facebook group has a great picture of a steam locomotive and a load of logs near Bridal Veil.



▶ What may be the last unit coal train arrived at the Boardman coal plant during the weekend of April 18-19. The 518 MW coal-fired plant is scheduled to close this year. Next door to the coal fired electricity plant is the Carty Generating Plant that came online July 2016 using natural gas to generate some 437 MW. **Trainorders.com April 14<sup>th</sup> posting.**

My April 15<sup>th</sup> inquiry to Steve Corson, PGE External Communications/Corporate Communications got the following April 20<sup>th</sup> response:

The quick answer to your question is, "Maybe." Boardman is still slated to be operational through the end of the year, however, we are in the process of winding down coal shipments with the goal of ending the year without a large supply of coal in the plant's yard. The train that arrived at the plant this weekend might be the last train to deliver coal to the plant, but that will depend on how much the plant is dispatched (called upon to generate power) during the coming months. If the demand for power, the availability of other generating resources, or the wholesale cost of power (or a combination of those factors) point to a need for greater use of Boardman's generating capacity, then it is possible more deliveries will be scheduled.

▶ And speaking of electricity, the PGE substation next (east) to OMSI is being dismantled. The function has been transferred to a new substation on the west side of the Willamette with the electricity flowing in a pipe in the Tilikum Bridge instead of under the river. This dismantling is a key ingredient in OMSI's desire to relocate Water Avenue. As of April 24<sup>th</sup>, the substation was history.

▶ As part of the construction work on the Federal Way Link project, crews will begin demolishing a number of buildings on S. 320<sup>th</sup> Street between 23<sup>rd</sup> Avenue South and 21<sup>st</sup> Avenue South as early as the week of April 20. The area of S. 320<sup>th</sup> will be the site of a new Link light rail station at the Federal Way Transit Center. The station will integrate bus and rail service, provide street improvements and add 400 new parking spaces for transit users. **Sound Transit news release 4/17/2020.**

▶ Portland & Western Railroad has renewed a lease with BNSF to operate on 77 miles of line between Salem and Eugene. The original lease began in 2003. The new lease is for 10 years, with an automatic renewal for an additional 10 years. **Pacific Northwest Rail News April 2020.**



▶ On April 30, 1910, the Seattle-Everett Traction Company inaugurates electric interurban rail service with a 10 am run from Everett to Seattle. Scheduled service begins two days later and continues until February 20, 1939, when the regions last interurban line is abandoned. The Seattle-Everett line extended from downtown Seattle near today's Westlake Center, ran north to Fremont via Westlake Avenue, up Phinney and Greenwood avenues, and then followed a route later

paralleled by Highway 99. This service played a major role in promoting the development of Seattle's northern neighborhoods and suburbs and spurred development of local business districts such as Greenwood. **HistoryLink.org Essay 4341.**



The Free Online Encyclopedia  
of Washington State History

► Zenith Energy is proposing another expansion at their industrial terminal in NW Portland. The February 13<sup>th</sup> building permit application outlines plans for two racking structures, each sized for 10 railcar unloading spots as well as a marine fuel manifold and spill containment basin. The proposed rail infrastructure and pumps –valued by the company at \$24 million – follow a tripling of capacity to offload crude oil from trains at the site in 2019. The new infrastructure would be used solely for renewable diesel or non-fuel products. Zenith reports having 23 pipelines at its Portland terminal, some dating back to the 1940s, all but seven are out of service. The active lines mostly run to a nearby Chevron dock, including two buried 16-inch diameter pipes carrying crude oil and others sending asphalt, aviation gasoline and jet fuel. The permit application is pending. **Portland Tribune 4/22/2020.**



► Operation Lifesaver, Inc. in partnership with the Federal Highway Administration has awarded \$200,000 for crossing safety public awareness campaigns in 14 states including Washington. The state OLI organizations will use the funding to launch public awareness campaigns and host community events that deliver critical safety tips to target audiences, including motorists of all ages and professional drivers. **OLI news release 4/24/2020.** [Note: this beautiful Chris Fussell image is the lead for the Washington State Operation Lifesaver Facebook page ]



► Is it time to bring home Seattle's beloved old locomotive? Great Northern Railway locomotive No. 1246 was displayed at Seattle's Woodland Park Zoo from the early 1950s to 1980. The 2-8-0 Baldwin locomotive was built in 1907. The locomotive was sold at auction for \$1,500 to Fred Kepner who disassembled it and has it stored in Merrill, Oregon. It has been for sale since at least 2006; the current price \$45,000 per Kepner's attorney Martin E. Hansen. Gus Melonas, BNSF Railway, indicated he would be excited to help get it moved back to Seattle if the right combination of resources, leadership and community support come together. **MY Northwest 4/24/2020** via Dale Birkholz.



► An April 24<sup>th</sup> Altamont Press Discussion Board posting noted a YouTube 2013 video **The Story of the A.C. Gilbert Company.** Seems founder Alfred Carlton Gilbert (1884-1961) was born in Salem, Oregon attended Pacific University and developed both the Erector Set, chemistry sets and American Flyer Trains among many other developments. The A.C. Gilbert's Discovery Village in Salem is named in his honor.

► The evening of April 23<sup>rd</sup> Ron Endicott using his backhoe (hydraulic excavator) did significant ground leveling in the Oregon Rail Heritage Center “triangle” area. This is the area between the UP and MAX tracks that is leased from TriMet. This leveling will facilitate removing the turntable bridge from the AERC loaned flatcar, made the area more attractive and made the daily+ parameter security checks, “walk-about”, much easier. The “walk-about” are intended to increase security at ORHC as the Portland Police Department reports residential burglaries are down and business burglaries are up.



► On April 26<sup>th</sup> I learned that Mark Moore, known to us as the *postcard guru*, has been named to be the Executive Director of the Gresham Historical Society and Museum. Many of us enjoy the Webfooters Postcard Club published newsletter that Mark puts together along with being President of the club. And as Webmaster of the PdxHistory.com web site. Best wishes on this new endeavor Mark.

► The Hawaiian Railway Society's March/April 2020 newsletter lead article was **302 IS HOME** with pictures of the No. 302 on a flatbed truck and the 302 being pulled off the truck with their 423 locomotive. On February 27, 2020 the 302 arrived via truck back at Rainier's Teevin Brothers marine dock after work completion by Wasatch. The road grime will be removed and the locomotive “cocooned” for shipment March 4th back to Oahu. Teevin Brothers marine dock in Rainier sends a barge to Hawaii every 21 days. The 302 is a Witcomb 45-ton diesel locomotive built in 1944 for the USN 65-00302. Information provided by Bob Melbo and Paul Langner, Teevin Brothers. Paul provided the photo.



Hawaiian Railway No. 302

# As I close up another PNW Rail News on April 26<sup>th</sup> amid this virus crap we all are enduring, my thoughts, concerns and appreciation go out to all those less fortunate and to all those who are supplying our essential services. Makes me almost glad to be old and retired. A shout out to all you readers....stay protected and well....this too will end. I hope we are all back next month!!



# A SPECIAL DAY AT THE MODA CENTER

By Stuart Adams

The story begins here in Portland and finds us in what almost certainly was a different time back in the summertime of 2019, at the end of last July. In addition to working as a Mechanic Trainee with the Willamette Shore Trolley (WST) in Lake Oswego, I got hired in a part-time job to be a Guest Experience Attendant in the Guest Services Department with Rip City Management, LLC (RCM), and I am proud to be one member of our team of 1,000 hourly-waged, part-time Rose Quarter Campus employees. This is a job where I work many Portland Trail Blazers basketball games, Portland Winterhawks hockey games, concerts, special events, and many more, as we typically host over 300 events per calendar year at the Moda Center and the Veterans Memorial Coliseum (VMC) located on the Rose Quarter Campus. I was lucky to work in a location that was so close to the junction of all of the Union Pacific Railroad lines merging together at the junction at the south end of the Steel Bridge, and have so many trains pass through the area. I worked in several different positions during this Blazers season, over the 7 months that I was working there. We are all designated as employees of the NBA. I was excited to start my first season as an employee of the NBA and as an employee of the Portland Trail Blazers in their very special 50th anniversary season! At the time, we didn't even think at the time that the season would eventually unfold and quickly end in such a rare fashion as it did this year.

I had already been working on the Rose Quarter Campus for 7 months by the time of this night's Portland Trail Blazers game. The Blazers season lined up perfectly with the time-frame of when the WST trolley off-season occurred in the wintertime. These events were always exciting, and as usual, attendance is almost 20,000 people. Given that this year was already hyped as the 50th anniversary season of the Blazers, many special events had been planned around a highly anticipated year of events so far. One such game in the springtime of 2020 was an unusually special night, and that is where this story leads us to discover a series of events that nobody could have ever predicted, and things would quickly change beyond our imagination!

The Blazers season is always a long one. Even though I had been working there for only 7 months, the season seemed to have passed rather quickly. Now it was the middle of March 2020, the Blazers season was winding down, and we were looking forward to the playoffs starting in just a few short weeks after this day. The day of March 10th, 2020, had seemed like a typical shift. However, I had started out as a Ticket Scanner Agent working at South Gate doors that night, surrounded by co-workers and local TV news cameras outside due to the COVID-19 Coronavirus pandemic that had recently struck the Portland Metro Area, and we were expecting to see huge crowds that are not always easy to deal with. I had quickly been reassigned to work as an Elevator Operator, a position where I made extra pay for working an entire shift in the elevators, what we like to call the boring steel boxes. However, being inside one of these steel boxes is not always that boring, like this night on March 10th, 2020. Being an Elevator Operator comes with extra responsibilities that other duties don't include, but that night was certainly one to remember for many reasons.

This shift soon proved to be quite special. I was now re-assigned to be working as an Elevator Operator, and on this day, it happened to be Blaze the Trail Cat's birthday. Blaze is the official mascot of the Portland Trail Blazers basketball team. Since it was his birthday, mascots from around different sports teams and different sports leagues joined Blaze for his birthday. I soon had several mascots riding with me in the elevator. They got on and off the elevator on almost every floor. It was hilarious as the mascots would reappear many times throughout the night. Since this was a staff-only elevator, it was very crowded, and I nearly got a round of being friendly pummeled by several mascots from around the NBA. The mascots were from the Denver Nuggets, the Charlotte Hornets, the Detroit Pistons, the New York Knicks, the Toronto Raptors, the New Orleans Pelicans (I think), Blitz the Seahawk from the Seattle Seahawks NFL football team, and Blaze himself. In addition, I got to help move heavy duty equipment being brought on and off the elevator by members of the rarely seen Blazers' behind-the-scenes Game Operations Department staff.

Towards the end of the night, as I had been reassigned again to work as an Usher, passing out free Blazers posters that are usually passed out after the end of each Blazers game. While doing this, I was talking with an older co-worker named Stan, who I found out was recently retired from the BNSF Railway at Guild's Lake Yard in Northwest Portland. He originally hired on with the Spokane, Portland, and Seattle Railway (SP&S) out of the Hoyt Street Yards Roundhouse that was once located near Portland Union Station. Stan was a good friend and co-worker who I wish I had stayed in regular contact with outside of our work at the Rose Quarter Campus.

Noting the fact that there are several railroad lines passing through the area, including the Union Pacific Railroad (UP) going north towards Portland Union Station across the Willamette River on the Steel Bridge, the UP line going towards Albina Yard and the Columbia River Gorge. The UP trackage heads east up the Graham Subdivision that eventually merges with the route through Albina Yard. Also, the UP line going south towards California and other points all meet at the wye at the closest end of the Steel Bridge to the Rose Quarter Campus, and the TriMet MAX and the Portland Streetcar light rail lines that pass by several edges of the Rose Quarter Campus neighborhood.

Stan and I were known for having conversations during every shift at the Rose Quarter Campus. These were discussions about the railroad industry here in the Pacific Northwest, many of which had become known by many of our fellow co-workers who regarded our discussions as being almost legendary. Having thought about the uncertainty with the COVID-19 Coronavirus pandemic that had quickly reached the Portland Metro Area, we were pondering the future. Outside, we heard what we assumed to be a UP freight train passing by on the track, heading towards Albina Yard. The engineer laid on the horn, almost sounding a long goodbye. It was a special moment in of itself. It was late, we were all tired from such a particularly long and unusual shift, and Stan and I both became a little bit emotional in thinking about the future of our work and all of the events that were to be held in the future at the Rose Quarter Campus. He said and I quote, "Due to all of the uncertainty, we may soon find ourselves not working here much

longer, unfortunately.” His statement would soon ring true for all of us. I still occasionally think about how his statement seemed to foreshadow things to come.

The very next day, on March 11th, 2020, the NBA had announced the suspension of the season indefinitely due to the fact that several of their players and coaches had tested positive for the COVID-19 Coronavirus. All NBA activities had been abruptly cancelled indefinitely that night on March 11th. All of our 1,000 hourly-waged part-time employees would soon receive notice within a few days of having been laid off, or maybe furloughed due to our reduced hours, because we would still receive pay for all remaining Portland Trail Blazers basketball games that were still on the schedule through April 15th, 2020.

The NBA has said that they will announce a full cancellation of the season, by May 1st, 2020, but by learning regular news updates that came from our supervisors and co-workers, we all learned that the official announcement had already come. The NBA has decided to announce a full cancellation of the 2019-2020 basketball season. The last time there was a full cancellation of the season was during the time of World War II in the 1940's! This was definitely a record-breaking announcement! Many of these employees, including me, now have lots of time to find other things to do, and even a few other Rose Quarter Campus co-workers have already gone on to find other jobs elsewhere.

This story leaves us here in Portland, Oregon, now curious as to what the future holds for the time when we resume business at the Rose Quarter Campus with all of the different events that have been canceled, postponed, or otherwise rescheduled indefinitely. Could it be at least a year or two, or maybe even longer? I miss our conversations about the railroad during every shift that I had with Stan, during my short tenure of just 7 months as a Guest Experience Attendant at the Rose Quarter.

We are able to maintain regular contact with Rose Quarter co-workers on Facebook. Who knew what the season would hold for us? It was certainly life-changing. Who could have ever predicted this pandemic disrupting our daily life? I certainly enjoyed working in this job for 7 months. I certainly have more stories of my time at the Rose Quarter, including more railroad conversations with Stan, in the time before COVID-19. To quote the late SP&S locomotive engineer Kenny Prager, “that reminds me of another story.” Someday down the tracks, things will eventually return to normal, whatever that will be.

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## **April Membership Call-In Meeting Minutes**

**Pacific Northwest Chapter - National Railway Historical Society**

**Held on April 17, 2020**

Due to the unusual circumstances we find ourselves in, the April 2020 general membership meeting was changed to a telecommunication situation. Members could participate by computer or telephone.

The *meeting* was called to order at 7:30pm by President Mark Reynolds and was a basic Chapter activity reporting followed by a question and answer session.

President Reynolds reported that some work goes on at ORHC. The turntable project is slowly continuing, but each evaluation notes the project cost going up. It now stands at about a total of \$3.5 million, so donations are needed to get the project done. The Portland Train Day at ORHC has been cancelled. Holiday Express is being reviewed and time and circumstances will dictate if it will run.

Treasurer Keith Fleschner said income from holdings are down due to the epidemic, but monies have been refunded from various venues that we had paid for concession space at cancelled events. He said that continued planning for upholstery work on the Mt. Hood and the 6800 cars is underway. Disassembly and inspection work has started on the 6800 car seats, prior to upholstery work being started. The work will be paid for by the recently received Emery Rail Heritage Trust grant. Much thanks to Ed Berntsen and committee. Some volunteers continue at ORHC, Arlen Sheldrake checks the grounds daily during the week and Keith Fleschner is there on the weekends, while he is doing some outside work on several railcars, such as brake hoses on the 6200 car.

President Reynolds reported that there is now video surveillance at ORHC, inside and out, and more will be added later. He added the Archives and Library Committees are meeting weekly by phone conference.

Ed Berntsen reported that the Archive and Library volunteers are working on maps and drawings in our collection, and have received a great amount of help from the Pacific Northwest Railroad Archive in Burien, Washington. Mr. Berntsen urged all members catalog their own collections and share with the chapter. He also requested any oral history from anyone who can share with us, to preserve the information for future generations.

Lila Stephens urged anyone you know to contribute to the oral history of railroad experience. Please contact the Archives telephone at 503-228-9111 with your requests.

President Reynolds noted that we will probably be doing this same format next month and urged all to stay safe.

The meeting was adjourned at 8:34pm.

Respectfully submitted by Jim Hokinson, Secretary.

# McBROD AVENUE REHAB



As part of the underway project to rehabilitate SE McBrod Avenue in north Milwaukie, the Oregon Pacific Railroad crossing will be upgraded with concrete panels. Service to the OPR refrigerated products customer will be curtailed during crossing re-construction per Dick Samuels, OPR President. Text and Photo by Arlen Shel Drake

## WHAT IS THIS?

Can you railfans identify this piece of circa 1949 rail related equipment? What does this do? On what type of equipment would I find this item? Hint: the Chapter has something similar in its collection. Photo by T. Trent Stetz.



## Bill of Lading

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### Chapter Officers

President	Mark Reynolds	503.638.7411
Vice President	George Hickok	503.649.5762
Treasurer	Keith Fleschner	503.516.9272
Secretary	Jim Hokinson	503.635.4826
National Rep.	Al Baker	503.645.9079

### Chapter Directors-at-Large

Don Klopfenstein (1st Term)	2019-2021	503.777.8209
Chuck Fagan (2nd Term)	2019-2021	
Bryan Ackler (2nd Term)	2018-2020	503.246.2165
Phil Barney (1st Term)	2018-2020	
Rolf Schuler (2nd Term)	2020-2022	503.285.7941
Bruce Strange (2nd Term)	2020-2022	503.901.7815

### Committee Chairs

Activities	Ron McCoy	503.310.4811
Archives	Ed Berntsen	253.383.2626
Auditor	Bob McCoy	360.459.3251
Car Host	Mark Reynolds	503.638.7411
Concessions	Dave Larsen	503.946.8648
Chapter Rep., Oregon Rail Heritage Foundation Board		
	Mark Reynolds	503.638.7411
Chapter Rep. Powerland	Mark Reynolds	503.638.7411
Elections	Jim Loomis	503.253.3926
Flanger Restoration	Phil Barney	503.706.0498
Library	Bruce Strange	503.901.7815
Operations Manager Library & Archives	Bob Weaver	503.806.4955
Meeting Programs	Al Baker	503.645.9079
Membership	Lila Stephens	503.246.2165
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
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# **PACIFIC NORTHWEST CHAPTER TIMETABLE No. 694**

**May 15:** Call in Chapter Meeting. Updates and Questions & Answers  
Dial-in Phone Numbers are: , **1-866-469-3239** USA Toll Free, (+1-650-429-3300 USA Toll)  
Meeting number (access code): 797 679 580 #  
Or Join on computer via Webex, see Email Announcement for details

**June 19:** Chapter Meeting TBD

**Oct. 3:** **Chapter Annual Banquet**, Stockpot Broiler, 5pm

**Check [www.PNWC-NRHS.org](http://www.PNWC-NRHS.org) for updates**

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## **CORRECTION: BNSF BRIDGE AT MP 66.4**

By Arlen L. Sheldrake



I incorrectly reported in the April *Trainmaster* that the Drano Lake BNSF replacement bridge was being built in Port of Portland facilities and it would be barged up the Willamette and Columbia Rivers to its final placement. The project is costing about \$15 million.

The bridge is in fact being built at Vigor in Vancouver near the Columbia Business Center. The bridge construction is viewable from the Vancouver Marine Park boat launch. The bridge will consist of a roughly 360-foot central steel through-truss span and two short precast concrete approach spans, one on each side of the bridge. Installation is planned for August.

The Vigor Vancouver, WA Facility is located at 3525 SE Columbia Way. The 11.5-acre facility serves as a fabrication, fit, weld and assembly shop with access to rail, truck and barge loading for efficient transit of large projects. It is located in the former Kaiser Vancouver Shipyard.

Sources: *The Columbian* 4/18/2020 and Vigor (<https://vigor.net>). April 23rd photo and article by Arlen L. Sheldrake

### PNWC – NRHS MISSION

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

# PACIFIC NORTHWEST RAILROAD ARCHIVE

## NORTHWEST NEWS

This progress report is published to update the *Friends of PNRA* on the activities at the Archive during 2019-Q4.

### Community Outreach

The *Boeing Employees Model Railroad Club* and PNRA held our Annual Holiday Open House on the Thanksgiving weekend, November 29, 30 and December 1. The many visitors were entertained by trains running on the portable layout in the Archive's Main Work Room, along with those running on the Boeing's permanent layout on the west side of the Main floor. At the same time, PNRA volunteers conducted tours of the Archive and the collections



A young railfan enjoys the trains running on the portable layout in the Main Work Room during our Holiday Open House

Kim Ju-Wan, a Korean master's degree student in records management at Seoul, requested information on how we manage our collections. He was sent PNRA's Collection Management Policy which he found a great help in his research. This fall, the Pullman depot was successfully nominated to the National Register of Historic Places. The NPRHA contributed historical photos of the structure from the Ainsworth collection for use in the nominating submittal.

Kurt Armbruster presented the history captured in his book, *Pacific Coast: Seattle's Own Railroad* at meetings of the Skykomish Historical Society, White River Valley Museum and Northwest Railway Museum during Quarter 4 of 2019. The presentations, the sales of the book at a number of retail locations, and by the GNRHS Online Store has increased the visibility of PNRA's mission by reaching new populations with our railroad history message.

Heidi Scott is writing an article on the gas-electric passenger service that ran from Spokane to Coulee City in Washington during the 1940's and 1950's and requested information and photos from collections at PNRA. The article is expected to be published in *Wheat Life* magazine, sponsored by the Washington State Wheat Growers Association.

Chris Rea from Olympia, Washington, is studying library

science via an online program at the University of Maine. She visited PNRA on Oct. 30th as part of her research for a paper on digital preservation.

The Prairie Line Trail in Tacoma now connects the Brewery District and University of Washington campus to the Foss Waterfront a few blocks from the NP's 1873 "Western Terminus." The Trail integrates the historic right-of-way with gathering spaces, original artworks and interpretive features as shown online at [prairielinetrail.org](http://prairielinetrail.org).

On Nov. 12th 4Culture's Heritage Team, Chieko Phillips and Megumi Nagata visited PNRA for a tour and a discussion of our mission and processes.

In December, PNRA received 4,320 slides of structures taken in the 1970s by Mike O'Connell. These new slides are being added to the *Mike O'Connell Structures Photo* collection on [www.PNRArchive.org](http://www.PNRArchive.org). This donation included eleven different views of the Roy WA water tank which is being restored by a community group. The image files were provided to the group for use in their project.

Events on the PNRA calendar include:

- Monroe, Wash. Railroad Swap Meet, Feb. 22-23, 2020.
- Milwaukee Road Spring Meet at PNRA, March 7, 2020.
- PRRT&HS meetings at PNRA, March 28, 2020.
- Santa Fe 2020 Mini-Meet at PNRA, April 18, 2020.
- Camas Prairie Day at PNRA, May 2, 2020.
- SP&SRHS Swap Meet, Vancouver, Wash. May 9, 2020.
- Open House for FOBNR Members at PNRA, June 9, 2020.

### Preservation Activities

The master class in image scanning and post processing conducted by Dale Sanders for PNRA volunteers this spring, has been transcribed into an eight page scanning guide by Dean O'Neill. A copy of the guide may be downloaded from the Digital Archive Project folder on [www.PNRArchive.org](http://www.PNRArchive.org).

Now that the Archive's facilities are nearly complete with the installation of the last three mobile shelving carriages this fall, we are training many of our volunteers to support the Collection Management processes at PNRA. We are using a standard process that starts with sorting donated materials to select what will remain in the permanent collections. Materials not retained are handled through a deaccession process and approved by the RHO representatives. After the sorting is complete, the retained material is inventoried and then repacked into a "finished box" which is then placed on its permanent location on the mobile shelving to wait for final cataloging. As we proceed, the box catalogs are posted on the appropriate RHO website and PNRA's master collections database allowing users to search our collections to find items they seek.

To assist our preservation efforts, Ken Iverson, retired Administration Manager for BNSF Railway has been appointed the Archive's Collection Curator to oversee the Collection Management effort.

We provided information to Heather Miller on a manufactured gas plant site that operated in Wenatchee till it was demolished in the 1960-61 era and the later development of its parcels.

Robert Alexander was a senior engineer on the NP's Idaho

# PACIFIC NORTHWEST RAILROAD ARCHIVE



The contractor's crew installs the Borroughs carriage of mobile shelving on the west side of the lower floor.

Division and a member of a legendary railroad family which worked out of Spokane. His family donated his time books which detail his entire career.

Members of the Union Pacific Historical Society working on a Camas Prairie Railroad (CSP) book traveled to PNRA on Oct. 8 & 9 to review the 36 boxes of CSP material recently received from the East-End. They plan to use some of PNRA's photos and AFE information in a forth coming CSP book.

Graham Johnson requested information on the car his grandfather, Robert Fulton Graham used as the Rules Examiner for the Western Division of the NP in the early 1950's. As it turns out, Dave Sprau remembers that he had at least two rules exam sessions in the car after Graham's grandfather had retired and identified the car as "Examination Car 1922." At this point we have not found a photo of the car at PNRA. If anyone does have a photo of this car, please email us.

PNRA provided drawings of Great Northern Bridge 24.1 to the Ballard Terminal Railroad to assist their inspection of the bridge.

Earl Overlie is closing the house of his father, Barne Overlie the long-time NP Road Master who reportedly walked every mile of NP mainline and most branchlines during his career. In October Earl donated five boxes of Barne's work records.

The goals of our Digital Archive Project Phase 3 are to produce a user-friendly front-end to the generic Access-To-Memory (AtoM) search portal and make data descriptions of materials at PNRA and JSRH compliant with the international-standards. We received funding of \$3,500 from each of the GNRHS and NPRHA, plus PNRA committed \$1,500 toward the project. However, another granting source did not award any requested funding. The scope of Phase 3 has been rephased and additional grant funding is being requested to complete the project.

In December, Mike Bergman and his former workmates at Sound Transit in Seattle identified a circa 1912 cable hanger found by a teenage archaeologist. He was looking for rail spikes along an abandoned spur off the Highland Park & Lake Burien streetcar line that served the original Boeing factory on West Marginal Way in West Seattle.

Jim Mattson scanned the eight-sets of NP Branchline Title Plats donated by Montana Rail Link in 2016 and arranged them

into a single PDF file for each branch. These files can now be viewed on the NPRHA.org website.

Rick Schroeder, archivist for the Chicago & Eastern Illinois Railroad Historical Society, transferred four 1938 photos of the interior of the tavern cars used on the Seattle-Portland trains.

## Become a *Friend of PNRA*

Our members, *Friends of PNRA* support the Archive and our mission to preserve the history of our region's railroads and make it available on our web sites. Our members live throughout the United States, as-well-as in the Puget Sound area. There are two ways you can become a *Friend of PNRA* by:

- **Joining a work crew** at one of regularly scheduled weekly sessions on Tuesdays, Wednesdays, Thursdays evenings or Saturdays. Email us to get started working on a collection that interests you at a time you are available.
- **Contributing funds** each year to help cover PNRA's operating costs. You can join the hundreds of contributors that regularly support PNRA online at [www.PNRArchive.org](http://www.PNRArchive.org), or mail a check to the address below and become a *Friend of PNRA!!*

## Facilities

The three new mobile shelving carriages funded by our 2021 *Washington State Heritage Capital Projects* grant award were installed before Christmas. The grant required that we match each dollar we receive with two dollars of capital investments. The invoices covering our matching investment and reimbursing the cost of the carriages were submitted before the end of the quarter.

A new file server for the Archive has been assembled by Dean O'Neill from high-end parts donated by Microsoft's Server Group and a purchased case and motherboard. This server, PNRA45 is capable of copying data at greater than 250 MB/second which is ten times faster than any of our other computers. This transfer speed cuts the backup times from our workstation to PNRA45 by a factor of five, even though the path incorporates a wireless connection. A second server is being assembled using similar parts to run the AtoM software for the Digital Archive Project.

## Administration

GiveBIG 2020 is being held on May 6, 2020. As before, commitments made within two weeks before GiveBIG day will be credited during the day. GiveBIG provides a significant amount of the individual donations each year.

A number of PNRA's Volunteers have agreed to lead our operating committees starting in 2020. They include:

- Collection Management: Ken Iverson
- Community Outreach: Kurt Armbruster
- Facilities: Cosmo DiFrancesco
- Financial Management: Bill Petryk
- Fulfillment Admin: Chris Haaland
- Info Technology: Bill Kajdzik

Gary Tarbox  
PNRA Executive Director  
2019-Quarter 4 Northwest News

