

The *Celebrating 60+ Years* Trainmaster

June 2020

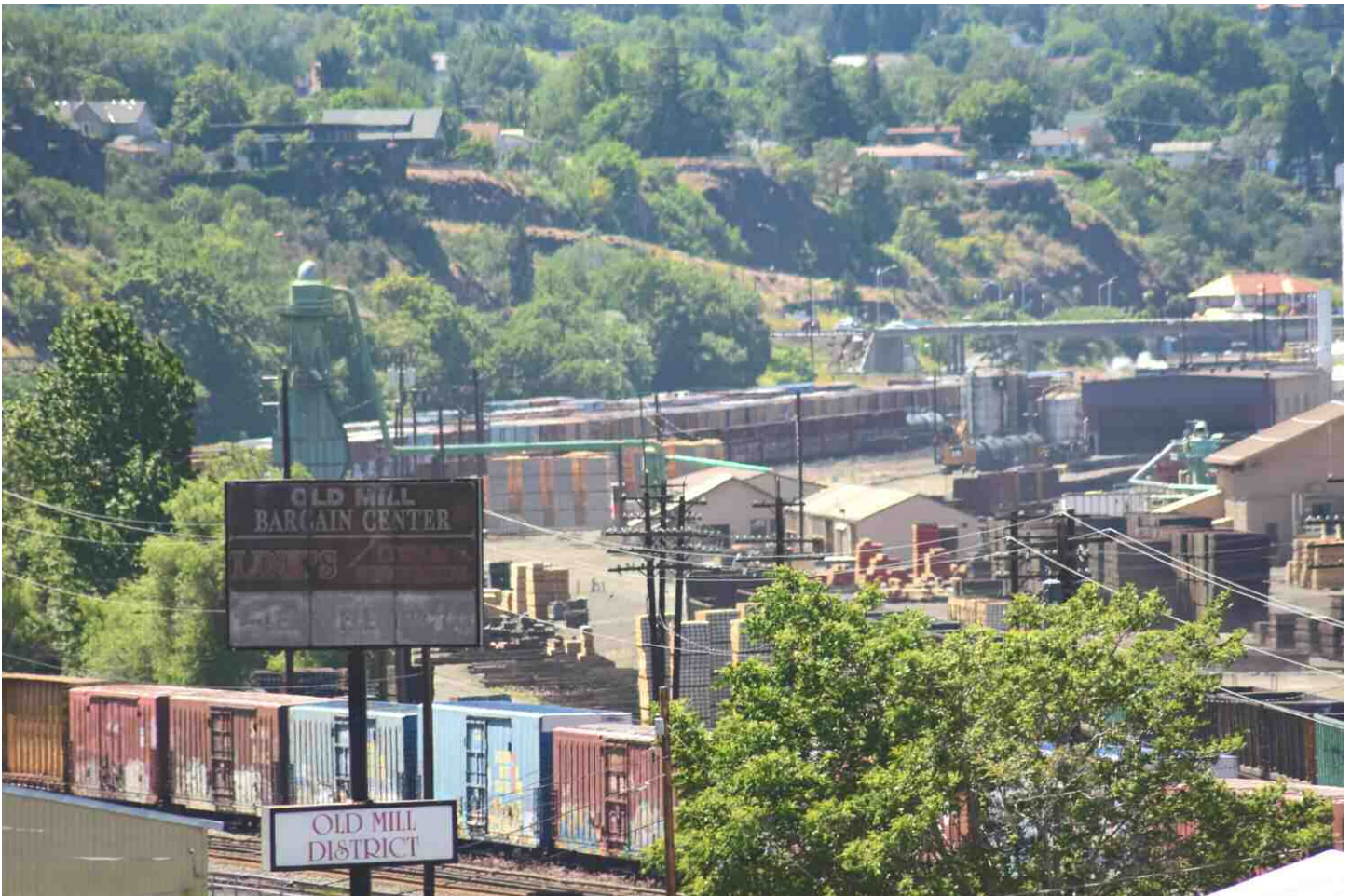
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RAILROADS PLAY A CRITICAL ROLE



The Union Pacific Rail Yard in the Dalles Oregon, June 2020 - Photo by T. Trent Stetz

Union Pacific transports a broad array of commodities and products important to Oregon and the national economy, including Hood River Valley fruit, plant nursery products and Oregon lumber products vital to construction projects across the country. The top five commodities shipped by volume in 2019 in Oregon were; 1: Cement/Roofing/Misc. Minerals. 2: Frozen & Refrigerated 3: Intermodal-Wholesale. 4: Lumber & Building Materials, And 5: Paperboard/Printing Paper

“Railroads are a critical part of America’s Infrastructure, as they play a critical role in ensuring continuity of functions critical to public health and safety, as well as economic and national security. They deliver the materials that power hospitals, stock grocery shelves, purify water, make medicine and feed livestock. Functioning critical infrastructure is imperative during the response to the COVID-19 emergency for both public health and safety as well as community well-being. Certain critical infrastructure industries have a special responsibility in these times to continue operations.”

The rail yard in The Dalles is also host a rail tie plant. It was established in 1922, with AmeriTies West assuming operations in 2005. The wood is primarily sourced from Oregon and Washington sawmills.

from Union Pacific May 28, 2020 update from www.up.com/aboutup/community/covid/index.htm

A Steam Locomotive's 10,000+ Mile Journey: Part 1: The 418's Oregon Finnish Connection

by Arlen L. Sheldrake

I started this research in an attempt to learn how a steam locomotive from Finland, whose sister is in St. Petersburg, Russia, got to Oregon. This is a bit of a slog as my journey turned into four (4) parts. Join me as I learn and share what I find with you.

The following information is from The Finnish American Reporter, November 2008 furnished by Greg Jacob in April



2020. Greg was one of the contacts that my inquiry to current Honorary Finnish Consul for Oregon Mr. Vesa Vihavainen referred me. John O. Virtanen is the man who single-handedly, yes single-handedly, got the Finnish steam locomotive 418, now proudly on display in Junction City, to Portland for the 1959 Oregon Centennial Exposition and International Trade Fair (June 10, 1959 – September 17, 1959) and donation to the City of Portland.



TURKU, Finland – Long-time Portland, Oregon resident and honorary consul to Finland John Oskar Virtanen died in Turku on 21 Sep. 2008. He was born on 24 Oct. 1916 in Pusula, Finland, where his father had recently moved, taking the name Virtanen. His father was a war casualty in 1918.



In 1936 Virtanen moved to Helsinki to pursue a music career, but also tried his hand at being a cobbler and locomotive engineer. The war changed his plans; instead Virtanen witnessed hand-to-hand combat in Kannas during the Winter War. [Virtanen was wounded in WW II losing an arm.]

In 1941, during the War, he married Kirsti. She had relatives in the U.S. and in 1946 the Vitanens and their 5-year-old son moved to Portland. In Portland, Virtanen recovered from injuries in a local hospital. Later they established the Finnish import store Finlandia House, well-known

along the entire West Coast. Virtanen also developed one of the first American-made commercial-produced sauna stoves.



In 1955 he received a law degree after four years of correspondence courses. Virtanen was appointed Honorary Consul of Finland for the State of Oregon in 1964.

Virtanen was active in Finnish cultural activities in the Portland area. During his tenure as Finlandia Foundation (Portland) chair the Finnish Room was established at Portland State University. In 3006 [2006] he was named honorary chairman of the Finnish Room, as well as honorary member of the Finlandia Foundation—Columbian Chapter.

During Portland's [Oregon's] centennial celebration in 1959 Virtanen coordinated a Finnish exhibit and was able to secure a Finnish steam locomotive for the event.

The Virtanens returned to Finland in 1980, settling in Turku, where his wife Kirsti died in 1997. They remained active in cultural pursuits in Finland, in particular in their work on Paavo Nurmi Legacy Foundation and the Finnish-American Literature Society.



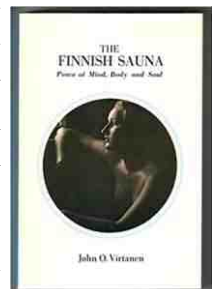
One of his greatest achievements was to widely distribute Eino Friberg's American English translation of "Kalevala" into American Schools.

Virtanen was an accomplished writer. He wrote "Molotov Cocktail" and "The Finnish Sauna." He also penned the autobiography, "Suomi-kuvaaluomasa 1946-1980," which has had three printings.

Even in 2006, when he celebrated his 90th birthday, he was working on a novel titled "Omenavarkaissa."

Source: The Finnish American Reporter, November 2008 published by Finlandia University.

This article is part 1 of 4 parts that will describe Virtanen's efforts to acquire, move and find a permanent home for the 418.



No. 418 in Junction City in Sept 2012 - Photo by T. Trent Stetz

An Artifact Hiding in the Closet

by Arlen L. Sheldrake

With the “lock down” in place, one suddenly has lots of spare time to read a book or two or ?, watch some DVDs, organize rail pictures or clean out some closets. As I'm sure some will agree, years of closet accumulation has a tendency to overwhelm.

One of the books that we discovered in our cleaning was *The Guardians of the Columbia* by John H. Williams published in Tacoma. This 1912 book was cherished by my Mother as it was sent to her parents, Purl & Della (Latham) Sheirbon in Iowa prior to their eventual move to Odell, Oregon in February 1921. The 142-page hardbound book is chock full of photos (200), eight in color, with a clear intent to sell and entice people to the lower Columbia River area. My mother noted in the book that she had it rebound in 1991; clearly it was a keepsake to her.

In the back of the book, in the notes section is, what I think, an interesting insight into the ways in 1912 to travel from Portland to the book's highlighted areas:

Transportation Routes, Hotels, Guides, etc. –

The trip from Portland to north side of Mount Hood is made by rail (Oregon-Washington Ry. & Nav. Co. from Union Station) or boat (The Dalles, Portland & Astoria Nav. Co. from foot of Alder street) to Hood River, Ore. (66 miles), where automobiles are taken for Cloud Cap Inn, \$5.00. Round trip, Portland to Inn and return, by rail, \$1.90; by boat, \$1.00. Auto fare, Hood River to the Inn, \$5.00. Round trip, Portland to Inn and return, by rail, \$12.50; by boat, \$12.00. Board and room at Cloud Cap Inn, \$5.00 a day, or \$30.00 a week. Accommodations may be reserved at Travel Bureau, 69 Fifth street.

To Government Camp, south side of Mount Hood (56 miles), the trip is made by electric [rail] cars to Boring, Oregon, and thence by automobile. Cars of the Portland Railway, Light & Power Co., leave First and Alder streets for Boring (fare 40 cents), where they connect with automobiles (fare to Government Camp, (\$5.00)). Board and room at Coalman's Government Camp hotel, \$3.00 a day, or \$18.00 a week.

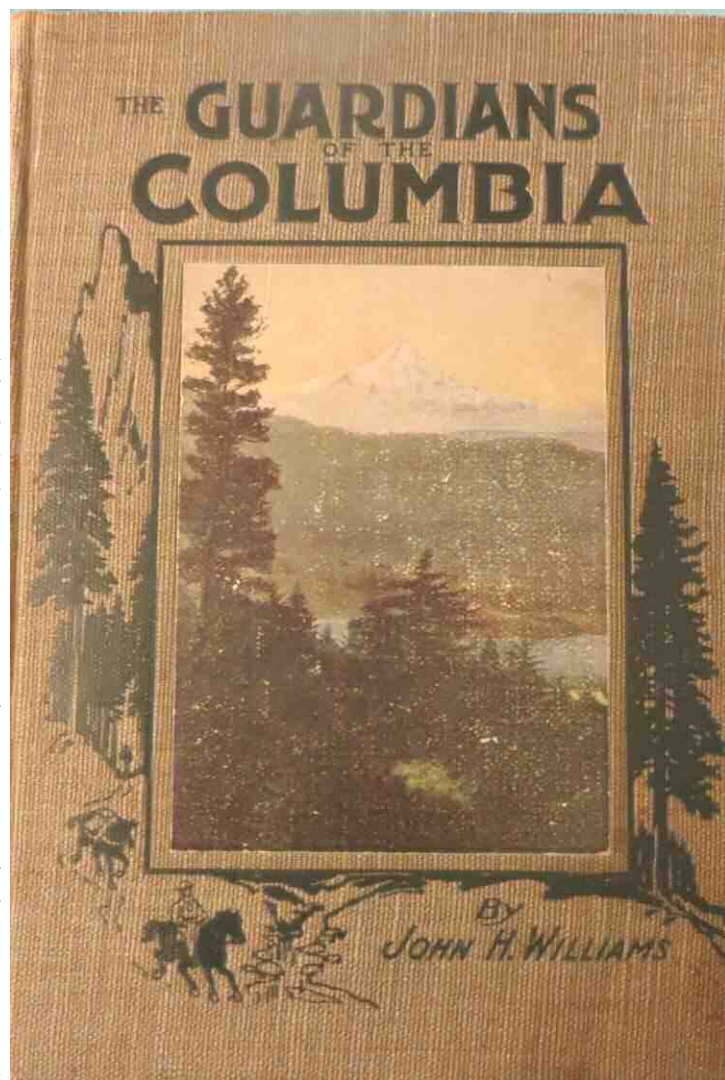
Guides for the ascent of Mt. Hood, as well as for a variety of side trips, may be engaged at Cloud Cap Inn and Government Camp. For climbing parties, the charge is \$5.00 per member.

The trip to Mount Adams is by Spokane, Portland & Seattle (“North Bank”) Railway from North Bank station or by boat (as above) to White Salmon, Wash., connecting with automobile or stage for Guler or Glenwood. Fare to White Salmon by rail, \$2.25; round trip, \$3.25; fare by boat, \$1.00. White Salmon to Guler, \$3.00. Board and room at Chris. Guler's hotel at Guler P.O., near Trout Lake, \$1.50 a day, or \$9.00 a week. Similar rates to and at Glenwood. At either place, guides and horses may be engaged for the mountain trails (15 miles to the snow-line). Bargain in advance.

The south side of Mount St. Helens is reached by rail from Union Station, Portland, to Yacolt (fare \$1.30) or Woodland (\$1.00), where conveyances may be had for Peterson's ranch on Lewis River. To the north side, the best route is by rail to Castle Rock (fare, \$1.90), and by vehicle thence to Spirit Lake. Regular guides for the mountain are not to be had, but the trails are well marked.

I hope you enjoy this “how to travel” excerpt from this interesting and cherished family keepsake.

Note: it appears that this 1912 book has been reprinted in 2015 and is available from Powell's City of Books.





PNW RAIL NEWS

by Arlen L. Sheldrake



▶ The March 2020 Peninsular Lumberman newsletter reported that the Peninsular Railway and Lumberman's Museum in Shelton recorded 44 volunteers who put in 2,949 volunteer hours for 2019.

▶ The dismantling of the former PGE substation next to OMSI continues as on April 27th multiple loaded covered trucks were leaving the site with the Hazardous Materials placard 3432 on them indicating the materials were PCB contaminated. The ORHC neighborhood continues to change.



▶ Thanks to Kenn Lantz for sending his copy of *The Northwest's Own Railway Winter 2020*, Volume 37 – No. 1 to the PNWC Archives, I intercepted it and took a look. The **Stations on the A-Line, Rainier to Astoria** Part 2 by Richard Wilkens is absolutely outstanding. The 16-page text and excellent pictures really spell out the history of this line and the communities that developed along the line. This official publication of the Spokane, Portland & Seattle Railway Historical Society is, in my opinion, very well done. www.spsrhs.org.



▶ The Union Pacific Steam Club update #12 on April 29, 2020 included the message from Senior Vice President and Chief Administrative Officer Scott Moore that the planned 2020 steam excursions have been cancelled due to the COVID-19 issues. Asking Aaron Hunt, Senior Director, Public Affairs, UP-Portland, a question about dispatching trains to either the Kenton or Graham lines, I also asked him about the potential of UP bringing the 4014 to Portland, his response: “We are going to get a steam locomotive out here sooner rather than later.”



▶ Oregon Governor Kate Brown's executive order 20-24 issued May 1st states that Oregon museums will remain closed through July 6, 2020 unless extended or terminated earlier by the Governor. By definition this includes the Oregon Rail Heritage Center. So another month to get our railroad pictures organized per Lila's May *Trainmaster* article guidance!



- In addition to the two May train trips that were canceled, the Eagle Cap Train Rides out of Elgin have canceled their June 6 Wine & Chocolate train trip. <https://eaglecaptrainrides.com>
- The Rocky Mountaineer passenger-rail service between Vancouver, British Columbia and, and the Canadian Rockies has further postponed its 2020 opening date until July 31 due to the COVID-19 pandemic. The travel season was originally scheduled to open April 13. **Progressive Railroading 5/18/2020.**
- As of this writing (May 24th) the OMSI summer camps that are being held at ORHC beginning June 15th are still on. The day camps will follow state rules with not more than 10 campers in any one area. One cohort will be in the Greg Kamholz baggage car and the other in the ORHC party space with no mixing. No word yet on when ORHC will again open to the public.

▶ On May 3rd, I sent a message to the World Forestry Center that in addition to hyping the Peggy steam locomotive at the Center's entry, they should also be hyping the log loaded disconnect trucks hooked behind Peggy. As far as I know, the World Forestry Center in Portland's Washington Park has the only loaded disconnects on display at least in the Pacific Northwest.



▶ Canadian National has filed suit against protesters in British Columbia who blockaded its tracks in February, seeking damages, a permanent injunction against blockades, and an enforcement order by police. CBC reports that the suit against unnamed individuals who blocked its main line between Smithers and Terrace, B.C., on February 8-9 caused the railroad to suffer “significant economic damage” because the blockade affected traffic to and from the port of Prince Rupert, B.C., worth \$135 million a day. It was one of more than 30 blockades over three weeks that halted rail traffic across Canada in support of a First Nations protest over a planned gas pipeline. **Train News Wire, March 2, 2020.**



▶ VIA Rail Canada, Vancouver to Toronto, Train #2, depart September 28, 2020, car 212, unit F:
Dear Passenger, This [5/6/2020] email is to advise you that VIA Rail has cancelled your upcoming train trip. Your health and safety as well as those of our employees are at the heart of everything we do at VIA Rail Canada. Train #02 is a unique and social multi-day/overnight experience. As a measure of great caution, and in order to help prevent the spread of COVID-19 (also known as Coronavirus), we will be suspending this train until further notice. VIA Rail is providing full refunds for all cancelled trips. [I am sure many of you are also experiencing these travel cancellations. The good news is that, at least with our cancellations, all the companies have been great about returning our funds. Train #2 has been suspended until 11/1/2020.]



- And yet another cancellation: Dunsmuir Railroad Days 2020 as of May 6th has been canceled.

▶ The U.S. Department of Transportation's Federal Railroad Administration announced May 5th more than \$22 million in grant funding to three projects. One to Wisconsin Department of Transportation: Twin Cities-Milwaukee-Chicago Intercity Passenger Rail Service Project \$12,569,200. The project adds a second daily roundtrip passenger train between Union Depot in Saint Paul, Minnesota, and Union Station in Chicago, Illinois. These endpoints are currently served along Amtrak's Empire Builder long distance service. This additional train will provide travelers with more reliable service at convenient times between Saint Paul and Chicago, as poor on-time performance from the eastbound Empire Builder currently results in unreliable daily passenger service from Saint Paul. The proposed service will make 12 station stops. **USDOT news release 5/5/2020.**



- And speaking of the Empire Builder, it is interesting to see during this virus crisis both the Builder Portland section and the Coast Starlight running with their baggage cars on the end. I am told that with the fewer cars this eliminates the need to turn the consist at the end points.

▶ Another Friends of SP4449 calendar for 2021 is heading our way so hold off your other purchases until it is available. Dave Houston is leading the development; expect more outstanding photos. An availability announcement will be in the *Trainmaster*. And watch their web site: www.4449.com.



▶ An April 30th road trip to Kalama found the Port of Kalama building to be in fine shape after the placement of the NP 1762 / SP&S 539 locomotive through the building "wall". Nice design in anticipation of this acquisition! While the Port building was still closed, the next door McMenamins Harbor Lodge was doing a nice take out. The park playground was closed but the restrooms were open. A copy of the April *Trainmaster* featuring the locomotive installation was mailed to Steve Lee at the request of one of our readers.

- NP 1762 / SP&S 539 Update: I have a historian doing work on the history of the locomotive, NP and SP&S (Tim Hills, who also works for McMenamins). The intent is to develop exhibits/text/photos to be placed around the locomotive. We also are working with someone to develop the correct logos and text for the locomotive. I expect that work to identify the correct colors and markings for the NP and SP&S configurations. There is also some work that needs to be done to repair and complete reassembly of the locomotive after the multiple moves (WA to AZ and back). There are a couple of cuts in the walkways along the boiler that had to be made to facilitate the crane work. I also hope to use the photos to identify additional work needed to get us closer to original condition. All this effort has been slowed down by the COVID situation. I hope to be able to focus more efforts on the project as things get back to normal.



Thank you for your comments on the parks and waterfront. Our team takes great pride in the quality of the place here. **Mark Wilson, Executive Director, Port of Kalama 5/7/2020 email.** [Response to my 5/6 inquiry and compliment on their GREAT waterfront park and walk. Among the many opportunities Mark has is dealing with the damage a speeding freighter caused to the Port's moorages and tenant boats.]

- Thanks to NRHS News editor Valli Hoski for picking up the April *Trainmaster* lead article **NP 1762 Comes Home** in the April-May NRHS News issue. A copy was sent to the Port of Kalama CEO. The monthly *Trainmasters* are electronically sent to Valli.



▶ Customers were notified early May 8 that Union Pacific was ceasing operations of its multimodal service Cold Connect, which offered end-to-end transportation service for refrigerated loads. UP purchased assets of Railex a refrigerated rail and cold storage distributor, back in January 2017. Loup Logistics, a UP subsidiary, arranged door-to-door transportation services of refrigerated goods using its Cold Connect platform, that allowed trains to load and unload shipments of produce, wine, frozen foods and dairy products through its cold storage and distribution facilities in Delano, California, Wallula, Washington, and Rotterdam, New York. **Freight Waves 5/10/2020.**



▶ The Oregonian on May 11th reminded us on the 40th anniversary of the Mount St. Helens big blow that Harry R. Truman originally leased the land for his Spirit Lake lodge from Burlington Northern Railroad in the late 1920s. Harry was last seen on May 17th, Mount St. Helens blew the next day. **Oregonian 5/11/2020.**

- For the 40th anniversary of the Mt. St. Helens eruption, KGW posted to YouTube its evening news broadcast from May 18, 1985 that included not just a commemoration of the eruption, but also two segments on local rail news: an update on the MAX light rail construction and a report on the launch of the fundraising effort to restore the Union Station neon signs – youtu.be/EdfW2Yd9TkE?t=920. [The PNWC-NRHS was one of the sponsors of the neon sign restoration funding effort.] This and the following from **Michael Byrnes 5/21/2020.**

- At the time of the Mt. St. Helens eruption Burlington Northern owned the top of the mountain and the land on which eruption victim Harry Truman's Mt. St. Helens Lodge at Spirit Lake stood, the result of land grants to the Northern Pacific. The cover story for the November 1969 issue of the Northern Pacific employee magazine recognized Truman for his 40 years of leasing NP land, noting that he “rightfully claims to be the smallest but loudest NP lessee!” historylink.org/File/8741 and nprha.org/Publications/GO/1969_11_NOV_GO_WITH_NORTHERN_PACIFIC_RAILWAY_M.pdf

- ▶ A sequel to the American Freedom Train (AFT) is being worked on. It happening depends on being able to secure the corporate co-sponsors needed to fund its \$100 million cost (the 1975-76 AFT cost approximately \$60 million 2020 dollars). If the corporate support materializes, AFT 2.0 will be a clone of AFT 1.0 in nearly every respect except its 48-state tour will be for 36 months (2023-2026) versus 21 months (April 1975 – December 1976) for AFT 1.0. **Ross Rowland, President, American Freedom Train Foundation, Inc., Trainorders.com 5/11/2020 posting.** This posting was in response to the question: American 250...in 6 years?



- ▶ The Pipeline and Hazardous Materials Safety Administration (PHMSA) on May 11th announced it has determined that Federal Hazardous Material Transportation Law preempts the State of Washington's vapor pressure requirement for the transportation of crude oil by rail. As part of its decision, PHMSA determined that Washington State's vapor pressure requirement does not conform to U.S. Hazardous Materials Regulations and is an obstacle to accomplishing and carrying out Federal Hazardous Materials Transportation Law. **U.S. Department of Transportation 5/11/2020 news release.**

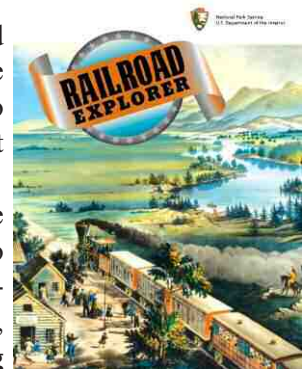


news release.

- ▶ State regulators on May 12th approved more than \$36,000 in safety grants for the Columbia-Walla Walla Railroad to upgrade signals at eight public railroad crossings in Walla Walla County. The Utilities and Transportation Commission approved the Grade Crossing Protective Fund grants to replace existing incandescent lights with LED lights on the signal equipment and gate arms. **UTC 5/12/2020 press release.**



- ▶ The National Park Service on May 9th announced the release of their new Junior Ranger Railroad Explorer program. The program is one of many Junior Ranger programs available online (<https://www.nps.gov/kids/become-a-junior-ranger.htm>). The 16-page booklet is available to print online and seems to be well done...lots of history. The program was produced with support from Union Pacific Railroad and the National Park Foundation.



- ▶ The Northwest Railway Museum is reporting progress on their steam locomotive 924 despite the encumbrances of the Covid 19 crisis. A skeleton staff has been able to advance the project with installation of the new cab. The Rogers-built 0-6-0 1899 Northern Pacific Railway 924 has received extensive boiler work, and work is continuing on the brakes and running gear. **NRM Weblog 5/13/2020.**



- And on the NRM blog reported that on May 18th, the 924 returned to steam and operated under its own power in testing on the shop track.

- ▶ **Connect Oregon**, four projects, authorized by House Bill 2017 and further clarified in HB 2592, status:
 - Mid Willamette Valley Intermodal Facility: Project sponsors have entered into an intergovernmental agreement with ODOT which establishes land acquisition in early 2020, construction beginning in mid-2020 and operations commencing at the end of 2021. [Millersburg site]
 - Treasure Valley Intermodal Facility: Project Plan approved by the OTC at their July 2019 meeting. The project sponsors have entered into an intergovernmental agreement with ODOT which establishes land acquisition in late 2019, construction beginning in late 2020/early 2021 and operations commencing in 2022. [Nyssa site]
 - Rail Expansion at the Port of Morrow – Project Plan approved by the OTC at their September 2018 meeting. Construction is underway with completion expected in early 2020.
 - Oregon City siding work plan – Passenger and freight rail improvement project. In 2016, the Oregon Legislature allocated \$2.6 million in dedicated *Connect Oregon* funding for dispersal by the Oregon Department of Transportation to Union Pacific Railroad for constructing a new siding at Brooks, Oregon on UP's Brooklyn Subdivision. Subsequently, UP concluded more benefit would be derived from a reactivated siding (Project) at Oregon City. The project is approximately 6,200 linear feet and will return to service a retired siding that previously supported the Blue Heron Paper Mill, which ceased operation in 2011. New dispatcher-controlled power switches will be installed at MP 755.6 and 754.46. Estimated cost of the project is \$5.55 million. Project completion is planned for March 2021.



<http://www.oregon.gov>

- Oregon transportation regulators are postponing key objectives that truck-to-rail reload projects in the Willamette and Treasure alleys must complete to secure further funding. Both projects were to submit fully executed agreements with terminal operators as well as updated financial statements to demonstrate their viability by the end of the year. The updated financial data and operator agreement are now due on September 30 for the Millersburg site. For the Nyssa site, the financial data is due June 1 and the operator agreement is due October 30. The Millersburg facility initially received \$376,00 while the Nyssa site received \$525,000. **Capital Press 4/21/2020.**

▶ The biggest load of grain ever transported was transported by Canadian Pacific for Paterson Grain. The train consisted of 167 new high capacity, high efficiency product (HEP), hopper cars; with a total of 16,313 metric tonnes of grain. It was loaded at Paterson's Foothills Terminal located in Bowden, Alberta in under 14 hours and delivered to Alliance Grain Terminal in Vancouver, B.C. by Canadian Pacific in 4 days. www.660citynews.com



▶ As Doyle McCormack continues to move ever closer to having the NKP 190 PA operational, news of its sister comes from the Museum of American Railroad in Frisco, Texas. Transglobal Services LLC, scans utilizing their cutting-edge laser scanning technology to build a 3-D model of the Alco PA-1 #59L which will ultimately aid in its restoration. **Transglobal Services 5/11/2020.**



▶ The conversation to cosmetically restore the former SP&S 866 FA continues in the Oregon Rail Heritage Center exhibits committee as the Northwest Rail Museum works to downsize their holdings. **ORHF Exhibits Committee 4/11/2020.**

▶ On May 18th ORHF posted a new BLOG entry, **ORHF Featured in Video by Eisenbahn-Romantik.** This 30-minute video was noted in last month's Rail News; this link works. Even for those like me who don't understand German, the Portland area train scenes, both current and past, and the visit to ORHC, Columbia Gorge Model Railroad, and Jan Zweerts layout (and view!) are worth the 30 minutes. Some great train scenes in the Columbia River Gorge are also special. www.orhf.org



▶ Tuesday morning, May 19th, Union Pacific suffered a derailment that damaged the Lombard Street overpass in North Portland. It was reported that this line is UP's connection between Barnes Yard and Terminal 4. Mobilized to remove the cars was Rick Franklin Corporation (RFC), UP's go to contractor for these mishaps. On one of these trips through Portland, the RFC crew and equipment will stop by ORHC to take the turntable bridge off Rick's flatcar. **The Oregonian 5/19/2020**



▶ As we honor the passing of State Representative Mitch Greenlick, we in the rail community should also remember that he was a strong advocate for the West Side Express (WES) service and he made multiple legislative attempts to get the WES service extended from Wilsonville to Salem. Greenlick was first elected to his District 33 seat representing Northwest Portland and parts of unincorporated Washington County in 2002; he died during his ninth term in office on May 15th.

▶ The June 2020 issue of Railfan & Railroad has a very good article **My Day with a GMD-1** by Justin Franz. His one-page article with four pictures describes his November 2018 visit to the Oregon Pacific Railroad's Milwaukie yard, riding the OPR 1413 out of the Oregon Rail Heritage Center and enjoying a brew next door at Tilikum Station. And a nice picture of our friend Brian McCamish at the throttle.

▶ An interesting posting by Joe Molinani on Trainorders.com May 22nd shows the 4449 on the Brooklyn turntable December 13, 1988 as it prepared for the Shippers Special trip. What I found especially interesting about the picture was the speed limit sign posted on the turntable.....**2 M.P.H.** and the red/green signal on the pole showing whether or not the bridge lock was in place. The signal will go back on the turntable when it gets installed at ORHC.

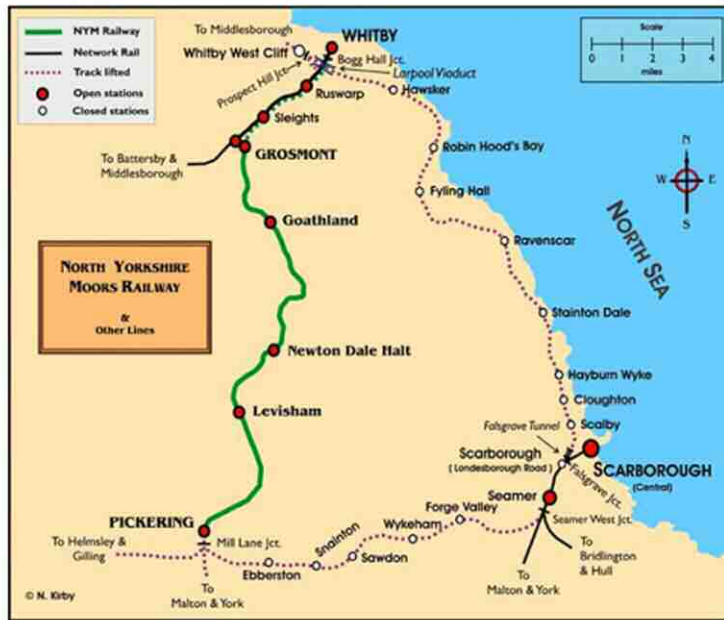
▶ As of this May 24th reporting it is a bit difficult to determine what is really going on with Mount Rainier Scenic Railroad as American Heritage Railways, Inc. has announced closure. Reasons include COVID-19 and ongoing financial problems. American Heritage Railways purchased the Mt. Rainier Railroad in 2016. While The Durango Herald noted May 19th that the railroad "will be closing for the foreseeable future" and the Trains Newswire May 20th reported that American Heritage Railways will announce further details in the near future regarding its plans for the facility, including finding a new owner and overseeing the divestiture of its famed locomotives and other important infrastructure assets. One of the operational steam locomotives on the MRRR is a Willamette Iron and Steel Works construction #34, a three-truck geared locomotive formerly owned by Jim Gertz, a charter member of Tacoma Chapter NRHS.



As we move through this virus crisis, I hope you are also surviving and adjusting to the necessary changes in our lifestyles. Adjustments like not greeting others with an outstretched hand, avoiding people in public, and wearing a mask....all foreign to our past lives but now the norm. In the general scheme of things, not big issues but, knock wood, for those still reading *The Trainmaster*, our lives have changed. Stay well!

STEAMING THROUGH YORKSHIRE

Text by Dave Larsen, Photos by Dave Larsen and Barry Robertson



Map of the NYMR as published by the *North Yorks Enquirer* on May 25, 2019

A must see stop for every rail enthusiast who visits the United Kingdom is the magnificent National Railway Museum in the city of York. However, just a short drive north of York, in the town of Pickering, is a fantastic heritage railway. The North Yorkshire Moors Railway is a fully operational scheduled steam railway that runs between Pickering and the sea port of Whitby. The portion of the railway from the town of Grosmont to Whitby is part of the National Rail Network. Trains between Grosmont and Whitby make an engine change to a heritage diesel electric. On certain occasions, steam is used all the way to Whitby.

Imagine if you will, an operating heritage railway with a roster of 18 steam locomotives, most in operating condition, and several heritage diesels as well as a DMU for operation in the winter. The lineup includes the following wheel arrangements: 0-6-0, 0-8-0, 0-6-2T(2), 0-6-0T, 2-6-4T, 2-6-0(2), 2-8-0, 4-4-0, 4-6-0(5), 4-6-2 (2), and a 2-10-0. The most famous engine, the Nigel Gresley, a twin of the record setter Mallard, is currently

in the York museum undergoing a complete overhaul. Three locomotives were being worked on in the railroad shops when we were there. Three of the locomotives we rode behind or saw operating were a 2-6-4T, a 4-6-0, and 2-6-0. I am sure I missed a few.

On a typical day, a ride behind steam from Pickering to Grosmont is scheduled at forty-two minutes including stops. If you continue to Whitby, it is another twenty-five minutes. Most of the ride takes you through the North York Moors National Park. The area is beautiful and unspoiled. The ride takes you to small village intermediate stops including Levisham, Newton Dale Halt, Goathland and the previously mentioned Grosmont. At each stop you can detrain, look around and board the next train. Our group, Barry Robertson and Merrill Hugo and myself opted to go all the way to Grosmont and work our way back station by station. The railway runs three different schedules during most of the year.



View of Grosmont Station (photo by Dave Larsen)



Railway Sheds at Grosmont (Photo by Barry Robertson)

Bronze is the lowest level of service and it has six roundtrips per day. Our day was Bronze and we had no trouble.

The railway also operates a Pullman first class dining train throughout most of the year. It is always pulled by steam and has four dedicated restaurant carriages. They operate both lunch and dinner trains with an impressive four course menu.



Working in the Engine Shed at Grosmont
(Photo by Dave Larsen)

Grosmont is the site of the main railway engine sheds and servicing facilities. A trail from the station leads through an 1836 tunnel built by George Stephenson, yes, that George Stephenson, to the locomotive sheds and servicing facilities. There is a gallery in the main shed where you can watch the work on locomotives. The path leads around for good views of coaling and watering locomotives.

The station itself is decorated in the style of a 1952 British Rail station. Many of the station buildings date back to 1845. Grosmont was originally named Tunnel and was very industrial at one time. It suffered bomb damage in World War II. Today, it is anything but industrial. The railway to Tunnel was originally pulled by horses before the conversion to steam.

Goathland station is decorated as a rural station with gardens and a tea room. Sharp eyed visitors, not me, might recognize it as Hogsmeade from the first Harry Potter film. The train in the film is also NYMR. The town has starred in numerous British TV shows and movies. So, visitors who are familiar with the shows walk around looking at recognizable landmarks. Unfortunately, it never starred in *Midsommer Murders*, my favorite.

Newton Dale Halt is a flag stop. They don't use that term in the UK as far as I know. So, if you want to get on at Newton Dale Halt, you are supposed to stand and wave your arms as the train approaches. If you want to get off, you let the guard (conductor) know. People use this station primarily as a jumping off point for several forest walks.

Levisham station is decorated in a 1912 style. It has flower beds and a tea room. The village itself is a mile away. So, if you want to visit, be prepared to hike. It has also been used in various series including *All Creatures Great and Small*, *Brideshead Revisited* and *Sherlock Holmes*. In addition, you can book space in a Camping Coach at Levisham and watch trains all day when not riding.



Guards Van at the Yard in Grosmont (Photo by Barry Roberson)



Entering Pickering Station (Photo by Barry Robertson)

Pickering station, circa 1845, is a covered station with long platforms. What struck me the most was waiting on the platform on a September Thursday and seeing over a hundred people waiting to board. The railway used to continue south from Pickering, but it was torn up. There is a man powered turntable for turning the engines and some passenger car facilities. However, on the day we were there, engines ran backwards from Pickering to Grosmont. They would do a run around and face forwards on the return to Pickering. Pickering also has a castle, but I didn't know it at the time.

This is a great railway to visit. It isn't very far from York. The next time I visit, I will go all the way to the seaside town of Whitby. Merrill, AKA the Wise Wizard, of course, asked me if I knew why Whitby was famous. I had no idea. "That is where Captain Cook's ship was built." Yes, that Captain Cook.

May Membership Call-In Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on May 15, 2020

Again due to ongoing COVID-19 health issues, the membership meeting was held via telephonically. The meeting was called to order at 7:30pm by President Mark Reynolds. Thirteen members signed in to the meeting.

President Reynolds reported that he has been busy at Powerland Heritage Park adding to the public address system. He said work is being done on the Powerland grounds by various member groups but all public activities have been cancelled until at least November.

Bryan Ackler reported that there was one new chapter member renewal today.

Keith Fleschner reported that he has been at ORHC doing small jobs and making the grounds look used for security purposes. He said he has been working on the 6800 and the Mt. Hood railcars.

President Reynolds reported that the Emery Rail Heritage Trust check has been deposited into our bank and projects can begin on the railcars.

Ed Berntsen reported that the Archives Committee continues with the weekly conference telephone calls and are working with the Pacific Northwest Archives in Burien, Washington on digitizing and on the web cataloging our resources for researchers. He reported that the telephone problems for rooms 1 and 1A are being resolved. The new number for Archives is 503-228-9111, the old number 503-226-6747 goes to the answering machine only. The new number is also the one that in the old days went to the telegraph room in the Northeast corner of Union Station.

Also the mail sorting was done in the annex area at the north end of track one. Hopefully these area can be marked and saved for historical reasons.

Ron McCoy reminded members that the annual banquet is now scheduled for October 3, 2020 and asked that members sign up for the event on the Chapter's website.

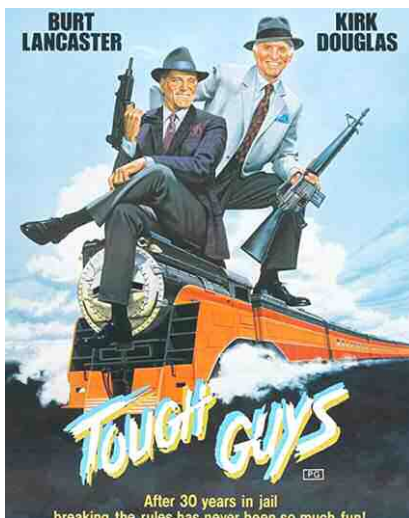
President Reynolds reported that the ORHF Board meeting is soon, and hopefully the Holiday Express may happen. The turntable project has been slowed, but the ground has been cleared for the unloading of the turntable bridge from the flatcars.

Keith Fleschner said Arlen Sheldrake is checking the ORHC grounds every day and some group members are doing some solo work.

Without further questions or information the meeting was adjourned at 8:30pm.

Respectfully submitted by Jim Hokinson, Secretary.

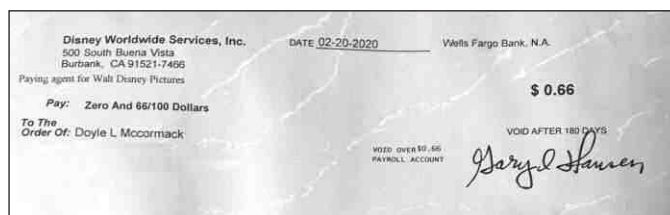
TOUGH GUYS CHECK



One of the major events in the long and event filled life of the SP 4449 was the locomotive starring in the 1986 Disney film Tough Guys. The City of Portland loaned the locomotive to Disney but specified that the locomotive was to be returned as received, thus it did not crash into Mexico, and that Doyle McCormack would be the engineer. As the locomotive engineer, Doyle, while not a star in the movie, was in the movie. He continues to get residual checks and “gets” to file California income taxes. As he was worked in the movie for less than 30 days, he was not required to join the Actors Guild. Here is a 66-cent check recently received. Thanks to Laurie for providing the check photo.

In discussing this event with Doyle, he related that this 4449 trip was unique in that it didn't involve any passengers, just something less than 10 crew members.

Article by Arlen L. Sheldrake



COVID-19 RAIL REDUCTIONS

Call for Information and Photos

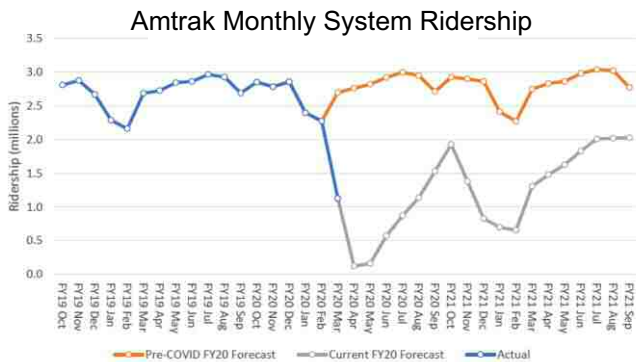
With freight and passenger traffic being greatly reduced over the last few months due to the response to COVID-19, have you noticed a change in rail traffic or types of rail equipment at locales around the Pacific Northwest? if so, send us your observations and possibly a photo or two. We very much like hearing from our readers [Editor]

Amtrak Service Reductions

Cascade Service

- Train 518(16MAR) terminated in SEA, alternate transportation was provided to passengers already ticketed onboard the train.
- Train 518(17MAR to 25MAR) terminates in SEA –No ALT SEA-VAC
- Train 517(17MAR to 25MAR) originates in SEA –No ALT VAC-SEA
- Train 516(17MAR to 31MAY) canceled no alternate service provided
- Train 519(17MAR to 31MAY) canceled no alternate service provided
- Train 500(21MAR to 31MAY) operates 7 days a week EUG-SEA
- Train 504(21MAR to 31MAY) operates 7 days a week PDX-SEA
- Starting Saturday, March 21 to Sunday, May 31 the following trains are canceled:
 - Trains 502-506-508-511-513-507

(from Amtrak COVID-19 Train Adjustments Version 10 Mar 27, 2020)



Amtrak Ridership Report and Projection
(from Funding Letter to Congress May 25,2020)

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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

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Safety Officer	Keith Fleschner	503.516.9272
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PACIFIC NORTHWEST CHAPTER TIMETABLE No. 695

June 19: 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): 132 491 4729#
Or Join on computer via Webex, see Email Announcement for details

July 17: Chapter Meeting TBD

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

Check www.PNWC-NRHS.org for updates

COLUMBIA RAIL

With a focus on safety, customer service, and value, Columbia Rail operates short line railroads covering 150 miles in Eastern Washington and Eastern Oregon. Founded and owned by Paul Didelius, Columbia Rail and its 25 employees deliver compliant, and cost-effective transportation and other rail services with an industry leading safety record.

Columbia-Walla Walla Railway - CWW

- Connections to Union Pacific and BNSF
- Dayton to Walla Walla line leased from the Port of Columbia since 2016, Wallula to Walla Walla/Weston line leased from Union Pacific since 2019.
- Main commodities: grain, stone, fertilizer

Kennewick Terminal Railway

- Connections to Union Pacific and BNSF.
- Purchased from City of Kennewick in 2009.
- Main commodities: cement products, fertilizer.

Port of Morrow Rail Services

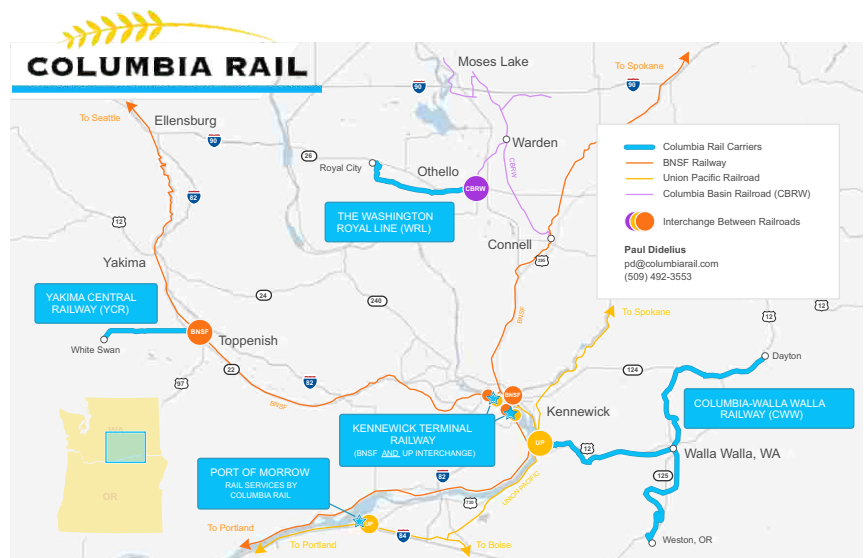
- Private switching rail operator for Port of Morrow.
- Connections to Union Pacific.

Washington Royal Line - WRL

- Connections to BNSF via Columbia Basin Railroad
- Leased from the Port of Royal Slope since 2016.
- Main commodities: wheat, fertilizer, agricultural products.

Yakima Central Railway - YCR

- Connections to BNSF.
- Leased from Yakima County since 2010.
- Main commodities: NGL, lumber, beef tallow, fertilizer.



Columbia Rail also offers track construction, repair services and rail car storage. Columbia Rail offices: 1104 Dell Avenue, Walla Walla, Washington. Information extracted from columbiarail.com.

PNWC – NRHS MISSION

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

PACIFIC NORTHWEST RAILROAD ARCHIVE

NORTHWEST NEWS

This progress report details the activities at the Archive during Q1 of 2020 for the *Friends of PNRA*.

Covid-19 Closes Archive

On March 5th, the Health Officer of Washington State issued building use and cleaning rules to better protect our community from exposure to the virus causing Covid-19. Three days later, all meetings at PNRA's building were cancelled for the coming week based on further advisories from King County and the State of Washington. PNRA leadership conducts a situation review each Sunday and extending the cancellations as required. Check the status of the Archive closure at the top of the home page on www.PNRArchive.org. Fortunately, some of our volunteers are able to work on their projects at home during this Stay-At-Home period.

GiveBIG Is May 5-6, 2020

The annual *GiveBIG* campaign promotes community support of non-profit organizations throughout Washington State and has grown into one of the largest giving campaigns in the nation. We thank the many *Friends of PNRA* who contributed nearly half of our individual contributions during last year's *GiveBIG* campaign, and encourage you to support the Archive again in time of uncertainty. We ask our *Friends of PNRA* (aka: members) for donations only once each year and your contribution during *GiveBIG* will renew your membership for 2020.

Contributions can be made easily at the Archive's website, www.PNRArchive.org by clicking the **Donate Now** link near the top of the Home page. This takes you to the PNRA page on the *GiveBIG* website where you can make your donation securely using a credit card from April 15th through May 6th and have your donation counted as a *GiveBIG* contribution. If you would rather contribute by check, mail it to the address at the bottom of this page. Either way, you will be a *Friend of PNRA* for 2020.

Community Outreach

Harry Nicholls, a researcher at the DeGolyer Library at Southern Methodist University in Dallas, Texas, asked for help finding information on EWD&W Company of Seattle. The initials stand for *East Waterway Dock & Warehouse Company* a switching operation that handled traffic for a large food-oil storage operation with a single 0-6-0 locomotive on Harbor Island in Seattle's Elliott Bay.



EWD&W No. 2 switching cars on Seattle's Harbor Island in 1937.
(Harold Hill Photo, Ainsworth Collection WWASL-0588)



Dan Kerlee, a historian of the Alaska-Yukon-Pacific Exposition toured the Archive on March 3rd and discussed the role the railroads played in promoting and facilitating the Exposition which organized Seattle's University of Washington campus and ran from June to mid-October 1909. Dan has conducted a world-wide search for Exposition-era photos.

Our first book, *Pacific Coast: Seattle's Own Railroad* book continues to sell well through the GNRHS.org Online Store. The book has increased the visibility of PNRA by reaching new communities with our railroad history message. On Jan 6th, Kurt Armbruster, the book's author presented the PCR history to 67 people at Judson Park Senior Living Des Moines, Washington.

Diane Leist requested photos and plans for the NP depot on the mainline at Kiona, which is now within Benton City, Washington. The depot was closed in 1920s and apparently not a favorite of photographers as only one photo has been found to date. If you know of any Kiona Depot photos or plans, please let us know.

Mark Entze, the UPHS editor of their quarterly *Mainliner* history journal, called to discuss the SharePoint operating system used on our website servers to display photos.

With the early planning stages of the Portland Union Station refurbishment underway, the Pacific Northwest Chapter of the National Railway Historical Society (PNWC-NRHS) asked for a PNRA visit to review of facility options, processes and methods they could consider implementing in Portland in the future. Bob Kelly visited the Portland Oregon Chapter on Feb. 3rd in preparation for their leadership's planned PNRA visit on Feb. 15th. The ensuing six-hour PNRA visit by ten Chapter members included an Archive tour and a complete review of the processes we used to establish the Archive in Burien, followed by an open-ended discussion of their many questions.

PACIFIC NORTHWEST RAILROAD ARCHIVE

Ruth Pickering of the Fall City Historical Society has been given permission to republish the "Raging River Trestle Collapse" article from the Winter 2018 issue of the *Mainstreeter*. She received the high resolution photos from the Jim Fredrickson Collection that illustrated the article.

Clay Eals, who recently took over Paul Dorpat's long-running *Then & Now* column in the Sunday *Seattle Times* newspaper, visited PNRA on Feb. 5th for a tour and discussion of our photo collections. Clay is very interested in locating "Then Photos" with interesting stories that he can use in future columns.

In February, Board member, Dave Sprau was in Moclips, Washington, and met with Kelly Calhoun, executive Director of the "Museum of the North Beach." The station at Moclips is the furthest west any U.S. Class 1 railroad served. Their museum has a good collection of photos and archival material from the NP Grays Harbor, and they are interested in working with the Archive to scan and catalog their collections. Volunteer Kurt Armbruster followed up with Kelly and they hope to start a joint project after the quarantine is lifted.

Ken House has been asked to help organize the archives of a local grange and remembered from his tour of the Archive that we had manuals to guide our volunteers' work on our collections. Ken has been sent our Collection Management Policy and discussions have started on the other issues he is handling.

Preservation Activities

John Mantle completed scanning of the Union Pacific steam locomotives from the Ainsworth print collection. When the images have been cataloged, the collection will be posted on the PNRA website.

Greg Overton donated a large box of BN drawings created in the 1970s and 1980s from the yard office in Missoula, Montana. The drawings describe projects on the Rocky Mountain Division involving bridge replacements, highway grade crossing realignments, private grade crossings, removal of spur tracks, and removal of buildings.

Jonathan Fischer has begun arranging and scanning black & white Milwaukee Road negatives from the John Henderson collection on loan from Mike Faletti to prepare them for post the collection on the Cascade Rail Foundation website.

Work on the Digital Archive Project Phase 3 continues with the delivery of the production server by Dean O'Neill on Feb. 29. Two incidences the Access-To-Memory (AtoM) software has been installed on the server providing a test and a production platform. The graphical search pages have been developed by Bill Petryk and consultant Ryan Zimelman to make it easier to search the AtoM databases. The Project's Phase 4 will complete the software design of PNRA's new user-friendly front-end for AtoM which will begin when the Phase 4 funding is received mid-2020. In the meantime, the writing of the collection descriptions for the AtoM databases will continue.

Glen Comstock of Battle Ground, Washington, who compiled a major collection of logging photos and information, passed away on Feb. 20, 2020. In 2016, Glen gave copies of many of his logging industry files to PNRA. He will be missed.

Lissa McKee donated photos her grandfather, Albert M. Nash took while he served on a 1915 ICC Valuation crew working on the Great Northern in the Pacific Northwest when he was 18 years old.

Facilities

In 2019 we received a Washington State Heritage Capital Projects (HCP) grant to install three new mobile shelving carriages on the Archive's lower floor to fill the remaining space for such shelving. While the three new carriages were installed in December 2019, the final parts needed to extend the height of the four existing SpaceSaver carriages located in the Mid-Bay arrived in February. Those extenders were installed on Feb. 18, 2020, to complete our 2019 HCP project.



The mobile shelving carriages in the Archive's mid-bay have now been extended to the full 88-inch allowed height.

Our new file server, PNRA45 installed last quarter, has been loaded with 7.7 terabytes of data produced by the scanning of photos, maps and technical drawings from the collections preserved at the Archive. That data is being backed up to a "cloud computing service" which also required upgrading the Archive's internet connection.

Administration

The Covid-19 pandemic impacts in the community are being monitored for any effect on PNRA's financial health. With reduced activity in the closed building, some savings in utility costs will be realized and our fixed costs are manageable with the current level of our revenue. Phase 3 of the AtoM Project is wrapping up and the expenses appear to be within the \$7,000 raised for the project. The revenue generated by the *GiveBIG* campaign accounts for about half of our yearly individual contributions and will be important to the Archive's recovery this year.

On March 11th, the GNRHS online Store fulfilled by PNRA switched to Shopify software for their order processes. This new software incorporates the printing of the postage for orders and improves the Store site inventory management. In recent months, the GNRHS Store has nearly doubled the number of products offered on their website.

Gary Tarbox
PNRA Executive Director
2020-Quarter 1 Northwest News

