

The *Celebrating 60+ Years* Trainmaster

August 2020

ISSUE No 697



The Official Publication of the
Pacific Northwest Chapter
National Railway Historical Society
Portland, Oregon
www.pnwc-nrhs.org



SUMMER AT THE OREGON COAST SCENIC



The Oregon Coast Scenic Railroad at Garibaldi, Oregon - Photo by T. Trent Stetz on July 29, 2020

The deep shadows indicate it is late in the day in Garibaldi, Oregon. Garibaldi officially became a city in 1946. Note the large “G” on the hill! The Oregon Coast Scenic Railroad (OCSR) has completed its runs of three round-trips between Garibaldi and Rockaway Beach a bit earlier in the day. Note the two stanchions with signs, providing a “signal of the times” reminding guests about COVID-19 social distancing. The Southern Pacific (SP) Garibaldi Depot, built in 1936, is said to be one of the last one-room depots in the U.S. It originally stood across the tracks, and was moved to its present location when donated to the Garibaldi Lions Lumbermans Park. The OCSR is running each daily train at about 50% guest capacity (limited to 60 passengers across their three cars plus caboose used for daily service) during this summer season. Summer locomotive service during the week is provided by diesel No. 274, an EMD F7 built in 1950, with steam locomotive McCloud River Railroad No. 25 typically doing duty on the weekends. Onboard cleaning by the crew occurs at each stop as passengers detrain in either Garibaldi or Rockaway Beach for a 30 minute layover. Face covering is required of all guests at all times. OCSR No. 24508, used for ticketing and gift shop sales, is an ex Rock Island bay window caboose now painted in the blue, matching other OCSR rolling stock.

A Steam Locomotive's 10,000+ Mile Journey:

Part 3: A Permanent Home At Last

by Arlen L. Sheldrake

The March 2020 *Trainmaster* lead article picture, *We've Come a Long Way Since 1970*, clearly shows the Finnish Railways 418 locomotive next to the UP 3203/OR&N 197. Most of us know that this locomotive is now located undercover and on display in Junction City, Oregon. But some may not know the history of how this locomotive was subsequently transferred from City of Portland ownership to ownership by the City of Junction City. As they say, here is the rest of the story.

It was January 15, 1980, when a frustrated John Virtanen sat down to write a letter to the mayor of the City of Portland:

Nearly 20 years earlier, Virtanen – Honorary Finnish Consul in Portland, had been almost singularly responsible for arranging a gift of a pre-World War I steam locomotive from his native Finland to Portland. The locomotive, according to Portland officials, was to have been placed in a Museum of Transportation after being on display at the Oregon Centennial Exposition [1959]. What actually happened to the locomotive in those 20 years was something that pained Virtanen to think about and see as he toured Finns visiting Portland. Engine No. 418 had been left unsheltered at a recreation park to become prey to vandals and the weather. So on January 15, 1980, Virtanen sent the following letter:

January 15, 1980

The Honorable Connie McCready

Mayor of the City of Portland

City Hall

Portland, Oregon 97204

Dear Mayor McCready:

I wish to remind you that on February 18, 1960, this Portland City Council passed a resolution #28246, to accept the donation of a pre-World War I (1904) steam locomotive from the Government of Finland. This locomotive is a gift of the Finnish people to the people of Oregon and is one of the last wood burning locomotives in existence.

At that time, as president of the Finlandia Foundation - - Portland Chapter, I was responsible for arranging this donation and its transportation to Portland without any cost to the city which was an important news event nationally, but especially to the Oregon Centennial where the steam locomotive was first displayed.

The City then planned (resolution #28209 – adopted January 27, 1960) to build an impressive Transportation Museum at the Oaks Pioneer Park. Mayor Terry Shrunk appointed me to serve on the Advisory Oaks Pioneer Park Committee, but, eventually, that committee's term has ceased to exist.

Unfortunately, for the past twenty years this unique transportation relic - - perhaps the only foreign wood-burning locomotive to make a 10,000 mile sea and rail journey to the West Coast - - has been allowed to suffer exposure in the open air at Oaks Pioneer Park. Now it appears that there are some parts missing, such as headlights and may be other accessories whose vandalism can be determined after closer examination.

It appears that the City has abandoned plans for a Transportation Museum. Therefore, I am asking you whether the City would desire to rescind its title to this rare and valuable wood burning steam locomotive to new ownership if I could succeed in finding a new home for this historic engine. (Astoria has once asked [for] it already.)

It might be proper to state that the Finlandia Foundation- -Portland Chapter, has not been actively functioning for several years, and as one responsible for its donation, I would very much desire to arrange its donation and transportation elsewhere, once again, before I retire from my position as Consul of Finland in Oregon, which is to occur this coming spring, when we move back to Finland.

In any event, I would appreciate your giving serious attention regarding what future plans the City may have for the locomotive; and, if none, I would then like to have a definite commitment for its future disposal before my returning to Finland, because there I will be asked about present use of this particular engine which to this day has been of continued interest in the Finnish media ever since its highly publicized donation to the City of Roses.

Very sincerely yours,

John O. Virtanen

Honorary Consul of Finland

Virtanen's letter to Mayor McCready was not a bluff, in any sense of the word. He didn't wait for a reply before taking the next step- -looking for a suitable home for Engine No 418. Several times Virtanen had visited the Scandinavian festivals in Astoria and in Junction City. Two days after sending his letter to the City of Portland, Virtanen wrote the following letter to Mayor Jerry Brown of Junction City:



Dear Mayor:

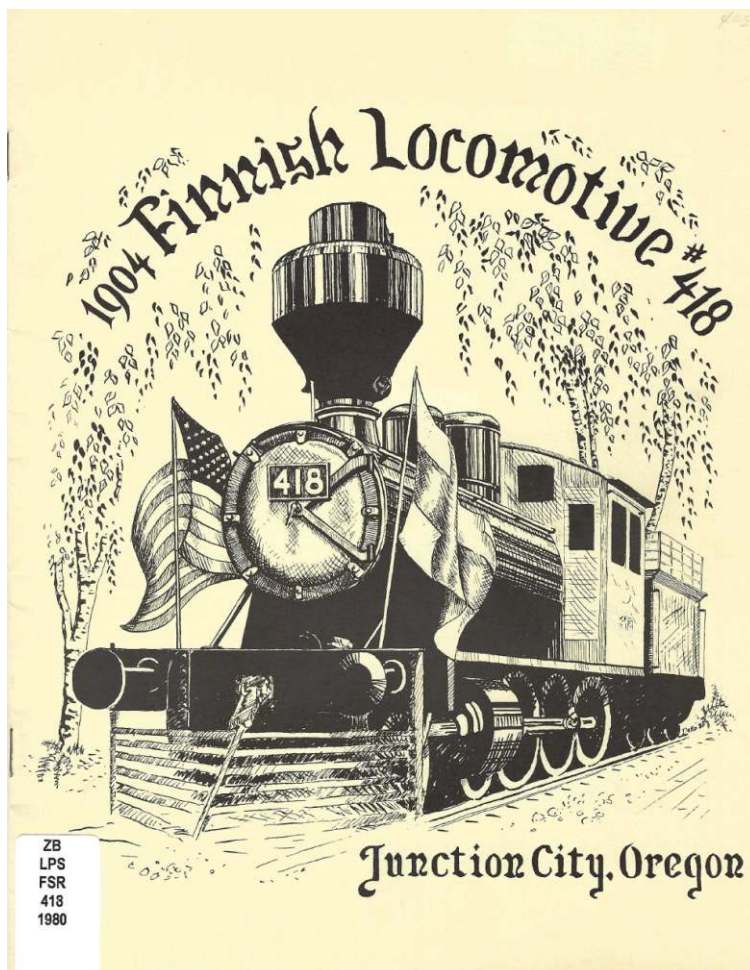
I am mailing you the copy of my letter to the Mayor of the City of Portland which is self explanatory.

Since Junction City is known from its Scandinavian Festivals, I wonder if your city might be interested in housing this unique relic from Finland. I was told by Mr. Robert G. Gustafson of the Park Bureau in Portland that the city will not be able to do anything for the locomotive, therefore, this letter to you.

Sincerely,
John O. Virtanen
Honorary Consul

Communities desiring the 418 included Astoria and Medford, Oregon and Duluth, Minnesota. Virtanen traveled to each to check them out but decided on Junction City. After buying the 418 back from the City of Portland for \$1.00, he loaned the 418 to Junction City on a two-year trial basis. It was delivered to Junction City on May 5, 1980. Junction City proved to be a good permanent home.

The 418's 10,000+ mile journey ends.



Booklet on the 1904 Finnish locomotive No. 418 - PNWC Library



The No. 418 today in Junction City
(Photo by Arlen Sheldrake)

Now you know the rest of the history.....but wait, there is more.....next is the epilogue.

Part 1: The 418's Oregon Finnish Connection – June *Trainmaster*

Part 2: The Idea, Acquisition & Shipment – July *Trainmaster*

Source: The PNWC-NRHS Library contains a 21-page booklet, *1904 Finnish Locomotive #418, Junction City*, published by the Junction City Times in 1980 that describes the move, with lots of pictures, of the locomotive to Junction City and includes the information extracted for this part 3.



PNW RAIL NEWS

by Arlen L. Sheldrake



► The Peninsular Railway and Lumberman's Museum (Shelton WA) has posted their June newsletter, *The Peninsular Lumberman*, on their web site: www.simpsonrailroad.org. The newsletter reports on work is being done on some of their rail equipment and outlines work needed to bring the railroad up to FRA class 1 for passenger service. Two interesting puzzles are included on pages 10 and 11.

► Attorneys from Lewis Rice won a significant victory on May 8 for five Oregon landowners who brought takings claims against the federal government. The claim resulted from the conversion of the abandoned Port of Tillamook Bay Railroad into the Salmonberry Trail, a public recreation hiking and biking trail, which crossed the landowners' property. The landowners sued the federal government when it authorized the conversion of the Port of Tillamook Bay Railroad into the Salmonberry Trail in 2016. They alleged the land underlying the railroad easement belonged to them, and the conversion of the railroad into a public recreational trail was not authorized under Oregon law. As a result of the decision, the federal government is liable for taking the Oregon landowners' property for public use. The next phase is to determine amount of compensation they are owed for the taking of their land. This decision does not affect the Trail. **Tillamook Headlight Herald 5/27/2020.**



► The Northwest Railway Museum took advantage of the required COVID-19 closure to replace the Museum's Train Shed exhibit and collection storage building's High Intensity Discharge (HID) lamps with LEDs in the 38+ fixtures. The new warm white lighting will cut power consumption by approximately 25%. **Northwest Railway Museum Weblog 6/24/2020.**



- On July 27th steam locomotive No. 924 emerged from the Conservation and Restoration Workshop at Northwest Railway Museum for additional testing. The 924 is an 1899-built 0-6-0 Rogers Locomotive that served the Northern Pacific Railway in the Everett-Seattle-Tacoma region until 1923. The locomotive is being restored to its 1908 appearance with a current investment amount of \$500,000. **NRM Weblog July 27,2020.**

► On July 1st the positioning of the locomotives in the Oregon Rail Heritage Center was accomplished to put the NKP PA 190 over the pit for some electrical work. Doyle describes these moves as a *Rubik Cube* process. In front now is the 4449 with the 197/3203 on the next track. A July 10th Blog posting on the ORHF web site gives a bit over a minute overview of this process including shots of UP 96 engineer George Lavacot and conductor Bob Slover doing the move.



- The ORHC is open to the public from 1 to 5 on weekends subject to volunteer availability. Additional opening days may occur after the OMSI summer camps conclude August 14th. Check the ORHF Facebook page for current updates.
- With issues of COVID-19 continuing, the Holiday Express committee on July 17th recommended **not** holding Holiday Express this year. The 29 HE car host vests went the dry cleaner prior to storage.
- The ORHC Development Committee July 9th meeting noted that the Turntable Project cost is estimated at \$3 million with a funding gap of \$1.5 million.
- Oregon Pacific Railroad train trips out of ORHC begin August 8th with four trips on the hour beginning at 1pm. Trips will be with reduced passenger loads and tickets sold online to control numbers.
- A possible BNSF donation to ORHF of an EMD SW 1000 #388 (now GN 3613) locomotive is being pursued. The 388 worked in Vancouver, Klamath Falls, Albany, Spokane, Seattle and from 2009-2020 in Portland. The locomotive is the last end cab switcher in regular revenue service on a class one railroad on the west coast.
- During the week of July 20th, a beautiful park bench was placed in the front of the ORHC entry dedicated to the memory of Walt Eisenman. The bench dedication plaque reads: "Walt Eisenman dedicated volunteer to Oregon's railroad steam program." [March 2, 1942 – June 6, 2020] The bench was beautifully restored by Roger Woehl.
- Over the weekend of July 25th, reflective streamers were installed on the large rail doors at ORHC in a continuing effort to reduce pigeon (*rats with wings*) intrusions when the doors are open.

► On June 30th the Minister of Transport for Canada announced that more than C\$28 million is being invested in three projects that will reduce bottlenecks at three facilities in the Greater Vancouver area:
- C\$17.5 million to expand and improve the Ray-Mont off-dock transload facility in Richmond, British Columbia. The expansion increases terminal capacity by about 160%, representing an additional 64,000 TEU or 1.7 million tonnes per

year. Rail capacity to move specialty grain exports will also increase, and transit times on congested rail corridors will be reduced.

- C\$7.5 million to double on-site rail capacity at the Fibreco terminal in North Vancouver, British Columbia. This improvement reduces congestion between road and rail operations and increase agri-food product and wood pellet exports.
- C\$3.5 million to improve the competitiveness of the gateway industry on Annacis Island in Delta, British Columbia, by increasing rail access to auto terminals and off-dock facilities that serve shipping containers. Improvements will be made to three separate areas of the Southern Railway of British Columbia rail network on the island, including building approximately 1.2 kilometres of new rail track, re-aligning track configuration at key areas, and upgrading existing rail sections to heavier standard.



Transport Canada 6/30/3030 news release.

- ▶ Statement regarding BC Supreme Court Dismissal of Claim Against ICF: We are pleased with the determination by the Supreme Court of British Columbia and the dismissal of claims, in relation to the current and future use of the island corridor as a railroad. This determination brings clarity to the issue of the future of rail operations north of Nanaimo and to Port Alberni. **Island Corridor Foundation 7/2/2020press release.**



release.

- ▶ On July 14, 1873, a crowd gathered in Seattle to hear a telegram from Northern Pacific Railroad executives R.D. Rice and J.C. Ainsworth announcing the railroad's decision on where to locate their terminus. The crowd expects the terminus to be located in Seattle, but the telegram reads "We have located the terminus on Commencement Bay." The railroad had already started building from Kalama but delayed announcing the terminus until they secretly purchased as much of the land at Commencement Bay, a settlement they called New Tacoma, as they could. **HistoryLink.org Essay 922.**



- ▶ On June 19-20 the West Coast Railroaders Group (WCRG) operated a 100-mile speeder fund raiser trip on the Goose Lake Railway. The fund raiser was for the Mighty Oaks Foundation, a non-profit organization that works with veterans who are suffering from PTSD. The Paul Raines article describes the trip and the impact that the Mighty Oaks Foundation has on our war impacted veterans. **Lake County Examiner 6/24/2020.**



- ▶ The BNSF pilot program of a touchless automated in-gate system at their South Seattle Intermodal Facility drives efficiency by admitting trucks more quickly. BNSF sped up the entry process with their RailPASS mobile application, deployed in 2016. RailPASS allows the driver to input the required information upon arriving at the hub by scanning a QR code displayed on the driver's smartphone for approximately 90% of BNSF's intermodal freight volume. The app then instructs the driver how to navigate the intermodal facility. On average, the app cuts gate time from three minutes to 30 seconds per truck. The app currently has more than 65,000 active users. Using RailPass app as a foundation, the new technology coordinates the driver's security clearances, the customer's shipment information and the facility's freight directions, all before the truck tire touches the property. The system first lets BNSF know the truck is on its way to the facility and transmits a waybill. A second information exchange occurs when the trucker approaches a virtual perimeter known as a geofence, located approximately one mile outside of the facility. The truck's GPS alerts the geofence that it is nearing the facility. If the shipment information is



complete, the driver receives confirmation through an Electronic Logging Device (ELD) in the truck cab. Once on the property, the truck's GPS triggers a second geofence announcing its arrival. The truck drives over a ground sensor that identifies its unique vehicle magnetic signature. BNSF then guides the truck through the facility, raising the in-gate and providing the drop-off and pickup directions through the driver's ELD. **BNSF Rail Talk 6/1/2020.**

- ▶ During the requirement for limited travel and social distancing....how about doing a Railrider trip, there are at least three PNW locations:

- Oregon Coast Railriders, Wheeler & Bay City OR: ocrailriders.com
- Vance Creek Railriders, Shelton WA, vcrailriders.com
- Joseph Branch, Joseph & Minam Store OR, www.jbrailriders.com

- ▶ Work continues on rehabilitating the Turntable at ORHC in preparation for eventual installation. As of July 5th, all the rail has been removed from the bridge and as of July 10th all the tie plates and spikes have also been removed and the ties numbered. As of July 11th all the ties have been removed from the turntable bridge.

- ▶ Canadian Pacific announced July 7th its best-ever quarter and June for moving Canadian grain and grain products. The two records are the latest in a standout crop year of linking Canadian producers to worldwide markets.

- In 2020's second quarter, CP moved 8.41 million metric tonnes (MMT) of Canadian grain and grain products. This broke the previous record of 7.9 MMT in the fourth quarter of 2019.
- In June 2020, CP moved 2.76 MMT of Canadian grain and grain products. This broke the previous June record of 2.4 MMT set in 2014.



CP 7/7/2020 news release.

▶ CN announced July 7th it achieved another monthly record in June, moving 2.7 million metric tons (MMT) of Canadian grain. In the first half of 2020, the Class 1 moved 15 MMT. That also represents a new all-time best quarter for CN with 8.15 MMT moved. In addition the Class 1 moved more than 1 MMT of Canadian grain from the Prairies crop year to date via container. **Progressive Railroading 7/8/2020.**

▶ The Port of Moses Lake's Northern Columbia Basin Rail Project (NCBR) received long-awaited Federal Rail Administration authorization with their approval of updated environmental documentation. The rail project received \$20.9 million in state funding in 2015. The Port also won approval for \$9.9 million in federal funding through a FASTLANE grant in 2016. The federal government, however, added a new requirement to update the project's environmental analysis before releasing those funds. The update, along with public comment and technical review, has taken nearly three years to complete. The project will bring a rail connection to the Port of Moses Lake by constructing a new rail line along the Wheeler Industrial Corridor and linking to the existing Columbia Basin Railroad. **Port of Moses Lake 6/29/2020 press release.** www.portofmoseslake.com: The \$30.3 million NCBR project consists of three distinct rail segments that will be owned by the Port and operated by the Columbia Basin Railroad:

- Segment 1 provides five miles of new rail service along the Wheeler Industrial Corridor.
- Segment 2 provides three miles of new rail service to lands adjacent to the Port/Grant County International Airport (GCIA) by extending an existing, unused rail line.
- Segment 3 upgrades and reopens the existing unused rail line that restores rail service to the Port/GCIA and connects Segments 1 and 2.



▶ The top deck of the Steel Bridge in Portland will be closed virtually all of August as crews work on TriMet's light rail tracks, switches and electrical system, a project that will delay every MAX train in the Portland metro area and reroute five bus lines and all vehicle traffic. The project begins August 2 and will continue through August 29. It's the most extensive closure for a light rail maintenance project since the first TriMet trains hit the rails in 1986. The \$17 million project will be worked round-the-clock for the four-week period. The project includes replacing 9,000 linear feet of aging tracks, installing new track switches and other maintenance and technological changes. The lower deck, heavy rail and pedestrians, will not be affected by the closure. **The**



Oregonian 7/8/2020.

- The PNWC published book *Steel Over the Willamette* still has a few copies left for sale both at the Chapter's web site and ORHC. The book published in 2012 provides an extensive history both in text and pictures of Portland's world unique 1912 bridge. The authors Richard Thompson, Bob Weaver, Trent Stetz, Steve Hauff and myself really enjoyed working together, learning and publishing this book. *At least two of the authors were not consulted about this closing...the needed repairs are another reason for a MAX tunnel.*

▶ G3 Terminal Vancouver opens on Canada's West Coast and transforms Canada's grain supply chain. G3 announced July 8th the opening of G3 Terminal Vancouver, a state-of-the-art grain export terminal at the Port of Vancouver. The terminal:

- The facility is designed with a focus on high velocity grain receiving, shipping and best-in-class environmental and safety standards.
- It can receive up to three 150-car trains on its loop track with trains quickly unloading without detaching from their locomotives.
- The dock can accommodate vessels up to Capesize [too large to transit either the Suez or Panama Canals, Wikipedia], and its three large ship loaders move grain on board at up to 6,500 tonnes per hour.
- The terminal has a storage capacity of 180,000 metric tonnes and receives and ships a variety of grains and oilseeds.



G3 is a Canadian grain company headquartered in Winnipeg Manitoba created in 2015. **G3 7/8/2020 press release.**

▶ On July 18, 2009, Seattle's light-rail era begins as Sound Transit's Link light-rail trains carry their first passengers between downtown Seattle and Tukwila in south King County. About 45,000 people ride the light-rail trains on the first day. The 14-mile line is known as Central Link and it runs between Tukwila and downtown Seattle's Westlake Center Station. Within six months the Central Link line will be extended south another 1.7 miles to Sea-Tac Airport. **HistoryLink.org**



Essay 20711.

▶ Sound Transit celebrated the start of construction on the 7.8-mile Federal Way Link Extension with the debut of a new video (<https://vimeo.com/438341470>). Federal Way Link will extend light rail from Angle Lake Station in SeaTac to the Federal Way Transit Center; opening in 2024. **Sound Transit 7/16/2020 news release.**

▶ This author is very pleased that one of my contacts with the Finnish community to develop the 418 series, Greg Jacobs, has distributed the July *Trainmaster* to the 13 members of the Board of the Finlandia Foundation Columbia-Pacific Chapter. Greg is also encouraging the Chapter to put the four parts of the **A Steam Locomotive's 10,000+ Mile Journey** into a pamphlet (like the Oregon Pony one) for our members, the Junction City community and visitors to the 418. An email message from Greg 7/27/2020: "You have done a wonderful service by making people aware of the story of the Finnish Steam Locomotive 418. Wow, 418 interpretive sign! I have copied the board members of FFCPC, as well as previous members." Greg is President of the Finlandia Foundation Columbia-Pacific Chapter.



**Finlandia Foundation®
Columbia-Pacific Chapter**



- And on July 15th the Junction City Administrator approved the interpretive sign for the 418 that will be produced by Signs Now NW and provided by PNWC via a donation. The sign was delivered to Jason Knope, Junction City Administrator, on July 30th. The City Public Works will be installing the sign near the 418 at Founders Park.
- And continuing with the idea of a 418 pamphlet, Jason also really likes the idea and thinks it could be stocked in the at least three locations in Junction City: library, city hall, and history museum.
 - June *Trainmaster* = Part 1: The 418's Oregon Finnish Connection.
 - July *Trainmaster* = Part 2: The Idea, Acquisition & Shipment
- I am looking for photos of the 418 at the 1959 Oregon Centennial, its first display site in Oregon. (asheldrake@comcast.net)

▶ Some updates from the Oregon International Port of Coos Bay:

- Posting June 23rd for the position of Railroad Bridge Inspector to inspect 120 bridges along its 134 miles of track.
- Resolution 2020Res11 establishes revised and updated capital projects rail car surcharge tariff for 2020 to pay for debt service and other expenses related to the rail line.
- CBRL (Coos Bay Rail Line) handled 534 revenue car loadings for June 2020.



Oregon International Port of Coos Bay 7/16/2020 board packet.

▶ The Friends of the Joseph Branch Board of Directors has watched the status of the COVID-10 virus pandemic closely and recently made the decision to not run the Eagle Cap Excursion Train this season. When considering the average age of passengers and volunteers, the enclosed and close environment on the train and what it would entail to reduce the risk for all involved, the board members voted unanimously not to run. **Wallowa County Chieftain 7/11/2020.**

▶ Effective July 22nd the Rocky Mountaineer canceled their 2020 season. **www.rockymountaineer.com**

▶ The Spokane Preservation Advocates donated a \$5,000 Heritage Grant earlier this year to the Cheney Depot Society for the move of the depot and in February provided help in demolishing the two existing buildings on the new depot location. **Save Our Station July 10th Facebook posting.**



Advocate - Educate - Preserve

- The July *Trainmaster* with the Cheney Depot move cover was provided to the Cheney Depot Society. A message from the Cheney Depot Society secretary Susan Beeman indicated her appreciation and that she was sending it on to her fellow Board members.
- A bit more information about the Cheney Depot move: D.B. Davis Structural Movers was picked to move the depot because they were the only structural moving company that said they could move the building in one piece, rather than in sections. That was a challenge, Davis said, because it was a "slab on ground" construction rather than possessing a traditional flooring system; it was not as rigid as other structures. **Cheney Free Press 6/25/2020**

▶ Reminder, the Friends of SP4449 2021 calendar is available for sale at either the Oregon Rail Heritage Center or on line at www.4449.com. Another excellent Dave Houston effort as the Friends help us look forward to a better 2021.



▶ Facing the Interstate 5 corridor, behind an old and rusty chain link fence, languishes an historic steam engine, donated by the Southern Pacific Railroad to the City of Dunsmuir in 1956. A grass roots effort launches a campaign to raise the funds needed for a complete refurbishment of the steam locomotive #1727 and tender. Not only does the project propose to repaint the engine and signals within the enclosure but also install a new, attractive fence, landscaping, paths, picnic tables, benches and drinking fountain. The 1727 is a 2-6-0 M6 built in 1901 by the Baldwin Locomotive Works. The locomotive is located in the Dunsmuir



Botanical Gardens. Donations to help the project may be sent to: Friends of Locomotive 1727, PO Box 412, Dunsmuir CA 96025. **mtshastanews.com 7/8/2020.**

▶ Cantara Loop spill was 29 years ago. More than 19,000 gallons of a soil sterilizer and weed killer called Vapam was leaked into the river on the evening of July 14, 1991, killing fish and vegetation and sickening hundreds of people in the Dunsmuir and Sweetbriar area. Work to rehabilitate the river went on for 12 years. Ultimately, more than a million fish and tens of thousands of amphibians and crayfish were killed by the spill. Millions of aquatic invertebrates including insects and mollusks were lost, according to the final report penned by the Cantara Trustee Council, which was formed to address restoration, land acquisition and protection, research and public education. In addition, hundreds of thousands of willows, alders, and cottonwoods eventually died. “The chemical plume left a 41-mile wake of destruction, from the spill site to the entry point of the river into Shasta Lake,” the final report states. The Dunsmuir News July 17, 1991 article ***Train spill poisons river*** was reprinted that noted the train consisted of four engines pulling 97 cars, only 11 of which were loaded, according to Bob Melbo, SP superintendent out of Portland. **mtshastanews.com 7/15/2020.**

▶ BNSF is testing two automated straddle carriers (autostrads) at their Logistics Park Kansas City (LPKC) Intermodal Facility. When a truck driver arrives at LPKC, they are directed to fenced truck portals that are adjacent to the hub's production area, where the containers are loaded and unloaded onto trains. After backing into one of the portals, the truck driver exits the cab, then moves safely behind the fence, where there is a kiosk for entering container data. Once information has been input, the fully automated driverless autostrada, using navigation and positioning technology, then “drives” to the portal and picks up the container. The container information tells the autostrad where to take it for loading onto a train with an overhead crane. The reverse happens when a driver is picking up a container; the autostrad takes the container from the stacks in the production area to the truck and then loads the container onto the truck chassis – all safely and in a matter of minutes. **BNSF Rail Talk 7/15/2020**

▶ On July 14th the Washington State Department of Transportation sent an email announcing that they published a blog [very informative] that provides an update on several Amtrak Cascades topics including: COVID-19 challenges, Ridership levels, Train equipment, Point Defiance Bypass and Plans for the future. You can read the blog at: <https://wsdotblog.blogspot.com/2020/07/an-update-on-amtrak-cascades.html>.

▶ Trainsets for sale: WSDOT is selling passenger rail cars previously used in Amtrak Cascades service. These Talgo Series VI cars are configured as two 12-car trainsets and three spare cars. They were manufactured in 1998 and are being sold “*As Is and Where Is.*”. Each trainset includes:

- Eight passenger cars with a total of 240 seats and eight restrooms.
- One bistro/café car.
- One dining car with tables.
- One baggage car.
- One power car equipped with two diesel generators.

The spare cars include one baggage car, one bistro car and one power car. The sale does NOT include locomotives. Bids are due by August 3, 2020. The winning bidder will be announced in early September. **WSDOT 7/18/2020.**

▶ The Alaska-to-Alberta Railroad Development Corporation (A2A), which plans to construct a \$9.5 billion 2414km railway between Fairbanks, Alaska, and Fort McMurray, Alberta, has begun detailed surveying of the planned route through the Canadian province of Alberta. Ground crews will begin setting targets and benchmarks immediately for the aerial survey, which will go ahead pending the approval of flight plans by NAV Canada. The work will be carried out by engineering firm HDR and will include field investigations and topographic modeling with the process expected to be completed in three to six months. HDR will work with local contractors including geospatial analytics firm Quantum Spatial, and indigenous-owned surveying firm Lawson. **International Railway Journal 7/14/2020.**



▶ Amtrak will cut its passenger train service on the Empire Builder to just three days a week starting October 1st, due to ridership declines from the COVID-19 pandemic. The goal is to restore daily service on long-distance trains as demand warrants, potentially by the summer of 2021. The cut back in service is also being done on the California Zephyr, Capitol Limited, City of New Orleans, **Coast Starlight**[bolding added], Crescent, Lake Shore Limited, Palmetto, Southwest Chief and Texas Eagle. **Daily Inter Lake 6/18/2020.**



- ▶ The Medford Railroad Park has launched a Go Fund Me page to raise funds during the COVID-19 required park closure.



The park relies on visitor donations made during their April through October Sunday run days and concession sales that are not possible this year. Ongoing costs include insurance, utility bills, and regular maintenance; your donation will help the 40-year old park survive. Take a look at their web site: <https://www.soc.nrhs.org> where you will find the Go Fund Me link or direct: <https://gf.me/u/yfp242>. The goal is to raise \$50,000 that will be divided equally between the four clubs that operate the park to tide them over until welcoming the public back in 2021. The four organizations: Southern Oregon Live Steamers Club, Rogue Valley Model Railroad Club,

Medford Garden Railroaders, and Southern Oregon Railway Historical Society.

- ▶ The BC Forest Discovery Centre in Duncan, British Columbia as of June 25th is fully open with restrictions. One of the restrictions: If you are exhibiting any flu-like symptoms or have just returned from traveling, please do not enter this facility. Take a look at their web site for, what I think, is an interesting video *Vancouver Island Logging 1938-1944* Historical Footage (bcforestdiscoverycentre.com). This-25-minute video was done in 1987.

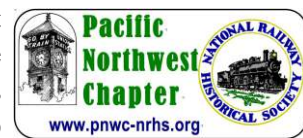


- ▶ Salmonberry Trail Planning update 7/15/2020: Salmonberry Canyon and River. The Canyon Segment extends from the confluence of the Nehalem and Salmonberry Rivers through the Salmonberry Canyon to a Washington County/Tillamook County jurisdictional boundary approximately 4 miles west of the community of Timber. The segment is 18.4 miles in total. The Canyon was subject to major damage in 2007, including outright destruction of sections of rail bed and some trestles, and blockage of tunnels. There are 24 trestles/bridges and 9 tunnels in the Canyon Segment. The middle 11 miles of this segment includes most of these trestles and tunnels and was most damaged in 2007. In contrast to the

Coast, Valley, and River segments, the future trail through the Canyon may not follow the original rail alignment in many places. Bypasses may be necessary to avoid highly damaged areas and keep trail construction costs down. Steep surrounding slope conditions, combined with proximity to the river, difficult access, and destroyed infrastructure (particularly rail beds), makes development of a paved 10-foot-wide multi-use trail through most of the Canyon technically challenging, prohibitively expensive, and probably impossible to environmentally permit. salmonberrytrail.org.

- ▶ On July 27th Mark Witson, one of the PNWC web site gurus, announced that a Google search feature has been added to the PNWC-NRHS.org web site. Log on to the www.pnwc-nrhs.org web site and you will see immediately under the top banner the new search feature. The search will pull information from the PNWC website and all publicly available *Trainmaster* editions. Note: the most recent five years of *Trainmasters* are only available to Chapter members. MANY thanks Mark and the web site crew for this neat addition!!

- On July 27th I received an email message from John Williams asking for information on the Chapter sponsored NRHS 2005 convention *Go By Train*. John was interested in seeing the program event booklet that described what was offered during the convention. After sending him the information, he suggested that it would be a nice addition to www.pnwc-nrhs.org to have at least this information on the web site. This suggestion has been forwarded to Ron McCoy who heads up our web site team. Over the years the Chapter has hosted multiple national (& at least one international) events including in the years 1965, 1969, 1978, 1984, 1997 and 2005. It would be most interesting to provide a method for at least Chapter members to post their memories of these events....I have at least a "couple" from 2005....



- ▶ Once Canada's oil relief valve, rail shipping grinds to near halt. After moving record-large Canadian oil volumes by rail just five months ago, shippers have hit the brakes, idling thousands of cars and tens of millions of dollars' worth of infrastructure. Rail was Canada's oil lifeline in recent years when cheaper pipelines ran full and crude had no other exit from landlocked Alberta. But oil production cuts this year opened pipeline space and eliminated demand for trains, leaving producers like Cenovus Energy Inc. with high fixed expenses and monthly payments still owing to railways. Canadian crude by rail volumes in May fell to 58,048 barrels per day (bpd), the lowest in four years, the Canada Energy Regular said. In February, they had peaked at nearly 412,000 bpd. **Reuters 7/28/2020.**

Closing with the hope that all our readers are staying well as this damn pandemic continues !

Long-time Volunteer Honored

On July 25th the Walt Eisenman family came to the Oregon Rail Heritage Center to view the unveiling of the park bench dedicated to Walt's memory. [See Picture Below] Seated on the bench: granddaughter Amanda and wife Jeri; standing: son Bob, granddaughter Emily and daughter-in-law Tracy.

The bench was beautifully restored by Roger Woehl with a plaque reading: "Walt Eisenman dedicated volunteer to Oregon's railroad steam program."

Long-time volunteer Walt died June 6, 2020 at age 78; born March 2, 1942. Walt was well known and well liked by all the volunteers that worked at the former Brooklyn Roundhouse and more recently at the Oregon Rail Heritage Center (ORHC).

Some of their comments upon learning of Walt's death:

- All of us will be catching the steam train out of this world at some point. Right now we can wave goodbye to a great guy who is hopping on the Pullman ahead of us. *Sarge (Pat Tracy)*
- Definitely one of the good ones. He will be missed on many levels. *Betty & Neil Ferris*
- We learned a lot from Walt and laughed a lot. He was truly a classy guy without an ego. He was gentle and easy to love. His spirit will remain with us. *William Habjan*
- Definitely one of the unsung heroes. He will be sorely missed. An encyclopedia of knowledge gone. *Scott Gordon*
- He was a great teacher and a great friend. I have learned so much from him that I will cherish for a long time. He will be missed. *Bob Frazier*
- Much of Walt's work was in the background keeping things in order and sharing his knowledge with the rest of us. That smoothed the way for the show on the stage. He will be missed. *Bob Slover*
- He was a prince among many and will be missed for years. *Laurie McCormack*
- He was always a pleasure to talk to with loads of information. He will be missed. *Luke Irwin*
- Walt was always happy no matter what he was doing. Always willing to help out, work on anything. He would teach you anything you needed to know and then he would let you do it as he walked off to do something else that needed to be done. He will be missed deeply. *Forrest LeCaine.*



Walt's family at his Memorial Bench at ORHC
(Photo by Laurie McCormack)



Walt at ORHC in front of the SP&S 700 on Nov 27, 2019
(Photo by Randy Woehl)

While this is by far an incomplete list, it is representative of the deep feelings of all the volunteers who knew and worked with Walt. Rest In Peace.

Article developed by Walt's friend Arlen L. Sheldrake.

SPS PASSENGER CAR

The SP&S No. 215 Passenger Car was built in 1912 by the Barney and Smith Car Company. It is one of the last generation of wooden body coaches made for U.S Railroads. It was donated to the Garibaldi Lions Lumbermans Park in the 1960s and was acquired by the OCSR in May 2019 and continues to rest in Garibaldi, Oregon. (Photo by T. Trent Stetz)



CHAPTER WEBSITE HAS SEARCH CAPABILITY



The Chapter's website (www.PNWC-NRHS.org) has a new "search" feature! This will focus the search on items within the Chapter's website, including ALL of the publicly available issues of *The Trainmaster* back to March, 1956. Check it Out!

Bill of Lading

Oregon Coast Scenic at Garibaldi.....	Page 1
Finnish Steam Locomotive No. 418 - Part 3.....	Page 2
PNW Rail News.....	Page 4
Long Time Volunteer Honored.....	Page 10
SP&S Wooden Coach at Garibaldi	Page 11
Update to Chapter Website.....	Page 11
Officers, Committees & Contacts.....	Page 11
Chapter Meeting Minutes.....	Page 12
Mission Statement.....	Page 12

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	Bob Weaver	503.806.4955
Library & Archives		
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
S-2 Restoration	Mark Reynolds	503.638.7411
Webmasters	Jim Long	360.228.5523
	Mark Whitson	503.533.7005

Printed in the USA

The Trainmaster is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members. Articles which appear in *The Trainmaster* do not express the official position of the organization on any subject unless specifically noted as such.



Material from *The Trainmaster* may be reprinted in other publications provided credit is given as to the source, except in cases where the article originated in a third party publication and special permission was given to *The Trainmaster* to print the article here. Please address contributions and correspondence to:

Attn: *The Trainmaster* Editor
 PNWC-NRHS, Union Station, 800 NW 6th Ave Rm 1
 Portland OR 97209-3794
 Phone: 503.226.6747
 Chapter email: pnwc@pnwc-nrhs.org
The Trainmaster email: trainmaster@pnwc-nrhs.org
 Website: www.pnwc-nrhs.org/trainmaster.html
 ISSN: 0041-0926

Editor	T. Trent Stetz	503.643.1494
Circulation	George Hickok	503.649.5762
Mailing/Distribution	Jean Hickok	503.649.5762
	George Hickok	503.649.5762
TM Liaison/Reporter	Arlen Sheldrake	503.351.9881

PACIFIC NORTHWEST CHAPTER TIMETABLE No. 697

Aug. 21: 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): 132 890 8619 #
Or Join on computer via Webex, see Chapter “Railway Express” Email Announcement for details

Sept. 18: Chapter Meeting TBD

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

Check www.PNWC-NRHS.org for updates

July Membership Call-In Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on July 17, 2020

Again this month the chapter meeting was held on-line. Thirteen members participated. The meeting was called to order at 7:30pm by President Mark Reynolds. By majority consensus the June Meeting minutes were approved.

President Reynolds reported that the turntable restoration review continues, now that it is more accessible for inspection.

Bryan Ackler reported continuing work on the small donated “electrical” building now in place at ORHC. The lock has been upgraded and exterior holes have been sealed.

Powerland Heritage Park is planning the Great American Drive-by Steam-up throughout weekends in July, during the hours of 9am to 5pm. Vehicles can drive through the grounds for twenty dollars per car. Cell phone accessible beacon information was provided by Trent Stetz for the onsite Chapter equipment. Willow Creek will also be providing rides.

Mark Reynolds reported continuing work at Park 217 in securing the equipment from trespassers.

Ed Bertsen reported ongoing weekly Monday conference calls for the Library and Archives group. The group has received a donation of the Portland Union Station Clock posters from Prosper Portland. The group is developing procedures for future on-site work whilst adhering to regional COVID-19 restrictions.

Ron Nierenberg reported ORHF has re-open on Saturdays and Sundays starting in July, with thus far seeing about 40 to 50 guests per day. The OPR might begin round-trip excursions with social distancing and cleaning protocols on Aug 15th.

Doug Auburg reported on the status of Chelatchie Prairie (BYCX) Operations. A car accident at a crossing damaged track work, which is under repair. Depending on county re-opening phasing, excursions might start sometime in October.

Mark Reynolds noted that an article by Arlen Sheldrake (previously published in *The Trainmaster*) was part of a recent *NRHS Bulletin* mailing. Congratulations Arlen.

The meeting was adjourned at 8:30pm.

Respectfully submitted by T. Trent Stetz, Editor

PNWC – NRHS MISSION

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