

# The *Celebrating 60+ Years* Trainmaster

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## STEEL BRIDGE MAX TRACK UPDATES



New MAX track work being laid onto the Steel Bridge Eastern Entrance Ramp - Photo by Arlen Sheldrake on August 18, 2020

This August, TriMet was taking up their biggest MAX improvements project to date. They'll be replacing and upgrading track, switches and the signal system across the 108-year old Steel Bridge, which will help improve reliability and keep future trains running on time while reducing disruptions and delays. TriMet will be replacing 8,680 feet of rail, lift joints, expansion rails and two switch sections (where trains move between two sets of track), including the most used switches on the light rail system. They'll also improve the signal system across the bridge with modern technology and safety features.

City streetcars ceased operations across the top deck of the Steel bridge by 1950. The original MAX rails were placed onto the Steel Bridge top deck during the construction projects between 1984 and 1986. The first powered MAX cars across the Steel Bridge, signaling the return of "overhead wires and rails in the pavement", occurred in August 1986.

July 2012 marked the 100th Anniversary of the construction of that most unique of Portland bridges — and indeed, of bridges the world over — the Steel Bridge, built in 1912 by the Oregon-Washington Railroad & Navigation Company, a subsidiary of the Union Pacific Railroad. In honor of this historic milestone, the Pacific Northwest Chapter published the book *Steel Over The Willamette*. Copies are still available. See [www.pnwc-nrhs.org/shop.html](http://www.pnwc-nrhs.org/shop.html) for more details.

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

## Part 4: Epilogue

by Arlen L. Sheldrake

A visit to Junction City and the 418 on a beautiful sunny May 8, 2020 found the locomotive looking good and wearing some night time lighting decoration.

John Oskar Virtanen would, I think, be incredibly pleased that his locomotive some 62 years after coming to Oregon and some 40 years after going to Junction City is still looking good. The current interpretive bronze plaque is well done but could be missed if not looking carefully.

With the support of Junction City, the Honorary Consul of Finland in Oregon, the Junction City Historical

Society and the Pacific Northwest Chapter - National Railway Historical Society a new interpretive sign has been given to Junction City by the Chapter on July 30<sup>th</sup> for installation near the 418 in Founders Park. The sign was manufactured by Signs Now NW and purchased by PNWC-NRHS with donated funds.

Take a road trip to Junction City and give the town and the 418 a visit. Founders Park is located at 5<sup>th</sup> and Holly Street. It is the focal point for the City's annual Scandinavian Festival. Where else on this side of the big pond are you going to see a foreign 116-year-old-broad gauge wood fueled war veteran steam locomotive on display? If you are lucky, a Portland & Western train will pull through town on the street running track next to the 418 and/or Union Pacific will whisk by a block to the east on the former Southern Pacific mainline.

Although a "bit" further, take a trip to St. Petersburg, Russia and visit the 418's sister engine on display at their Finland Station.

The 1904 Tk2s 2-8-0 broad gauge Finnish locomotive 418 built in Tampere is now in its permanent home in downtown Junction City. While one could consider the City of Portland's 1958 endeavor to develop a Museum of Transportation a failure, I would suggest that it was a giant success. The 418 did not go to a scrap yard in Finland, the SP 4449 is operational, the SP&S 700 is soon to be again operational, the UP 3203/OR&N 197 is preserved and has a hoped-for operational future. All these steam locomotives could have been scrapped; all were acquired for the never accomplished Museum of Transportation, but all now have good homes. I would suggest that today's very successful Oregon Rail Heritage Center in southeast Portland is also a direct result of the City of Portland's 1958 effort.

With the support of *The Trainmaster* editor, T. Trent Stetz, the Hickok printing crew and the Chapter, a pamphlet that combines these four *Trainmaster* articles and more is being developed. Junction City will stock this pamphlet in the library, city hall and history museum as well as being distributed to the Chapter membership.



No. 418 in Junction City in May 2020 (Photo by Arlen Sheldrake)



Sister engine on display at their Finland Station  
(Wikipedia: Petersburg-Finlyandsky)

I have enjoyed this research of the 418 and how it got to Oregon; I had wondered for a long time who the point person was in getting this done and why they did it. Thanks for joining me on this journey.



My great thanks to Mr. Greg Jacobs, President, Finlandia Foundation Columbia-Pacific Chapter; Merle A. Reinikka, past member of the Finnish-America Historical Society; Mr. Vesa Vihavainen, Honorary Consul of Finland in Oregon; Mr. Jason Knope, Junction City Administrator; and Mr. Bill DiMarco, President, Junction City Historical Society & Junction City Council President for providing information, input and support during this journey. And thanks also to Dan Haneckow who found, in spite of the wildly incorrect description (now being corrected), the Ben Maxwell photo of the 418 at the Oregon Centennial at the Salem Public Library.



No. 418 at the Oregon Centennial in 1959

Ben Maxwell collection; Salem Public Library Historic Photograph Collections, Salem Public Library, Salem, Oregon



The Author taking a Photo of No. 418 in Junction City  
(Photo by Rita Sheldrake on May 8, 2020)

## FINNISH STEAM LOCOMOTIVE 418

*A gift from the people of Finland to the people of Oregon*

This 1904 steam locomotive was given to the people of Oregon in 1958 for display at Oregon's Centennial Celebration in 1959 and to be included in the planned City of Portland Transportation Museum.

Oregon's Honorary Consul of Finland John O. Virtanen (1916-2008) was singularly responsible for this acquisition. Virtanen arranged for the locomotive donation from the Finnish State Railway, the shipment by Finnlines Ltd from Helsinki to New York and the rail transportation by Southern Pacific Lines from New York to Portland.

Portland's Transportation Museum didn't materialize so in 1980 Virtanen gave the locomotive to Junction City who promised to take care of it. This Founders Park and locomotive display structure was built by the community to fulfill this promise.

This Tk2s 2-8-0 broad gauge Finnish steam locomotive was built in Tampere, Finland. The locomotive was powered by steam generated from burning wood. It still wears some battle scars from its war service.

Newly Developed 3 ft high by 4 ft wide  
Sign for the No. 418 in Junction City



Honorary Consulate  
of Finland in Oregon





# PNW RAIL NEWS

by Arlen L. Sheldrake



While self-isolating away time because the damn pandemic has us not traveling, take a virtual trip on the Rocky Mountaineer blog, [www.rockymountaineer.com/blog](http://www.rockymountaineer.com/blog). There are multiple postings, the one I especially enjoyed was *Engineering Marvels of Canada's Railroad* posted July 23<sup>rd</sup>. Something hopefully to look forward to in 2021.



ROCKY MOUNTAINEER

► And/or take a virtual commute on Sound Transit or TriMet's MAX at [ow.ly/w6js/50aqrqg](https://ow.ly/w6js/50aqrqg) and TriMet's MAX Blue Line at [trimet.org](https://trimet.org) and click on the YouTube button at the bottom. Sound Transit has three videos: 1) Sounder North (sped up), 7 minutes; Link Light Rail (real time), 54 minutes; Link Light Rail (sped up), 7 minutes. TriMet has one 1:40 (yes, one hour forty minutes) video of the Blue Line run between Gresham and Hillsboro. At about the 41-minute mark you watch MAX transit the Steel Bridge. And an interesting one on the History of the Steel Bridge.



► Canadian Pacific August 5<sup>th</sup> announced it hauled more Canadian grain and grain products in the 2019-2020 crop production year than any in its 139-year history. In total, CP moved 29.52 million metric tonnes (MMT) this crop year, exceeding last year's record of 26.77 MMT by 2.75 MMT, or 10 percent. In addition to the record crop year, CP announced its best-ever July for transporting Canadian grain and grain products, with 2.58 MMT hauled. The July record is CP's ninth monthly record set during the 2019-2020 crop year. Shipping containers also played an important role in exporting Canada's crop.



This year, CP moved more than 650,000 metric tonnes of western Canadian grain to export markets in containers. With containerized grain included in the total, CP transported more than 30 MMT during the crop year. **CP 8/5/2020 news release.**

► Rail Heritage Trust awards \$35,000 grant to SP&S 700. The Pacific Railroad Preservation Association received a \$35,000 grant from the John H. Emery Railroad Heritage Trust in a second round of 2020 grants. **Railfan & Railroad RailNews 8/2020.** [additional donations are welcome: [www.sps700.org](http://www.sps700.org) or PRPA, PO Box 2851, Portland OR 97208-2851]



► Oregon Pacific Railroad is doing major work on their Molalla River Bridge at SP milepost 751, OPR Canby branch milepost 3.64. The project is being done in stages with the goal of total replacement. During the week of September 15<sup>th</sup> the line will be shutdown for work on the bridge.



**Dick Samuels 8/8/2020.** [Extensive information about the history of the bridge is available: [www.oregonpacificrr.com/molallabranh.html](http://www.oregonpacificrr.com/molallabranh.html).]

► Updates from the Oregon Rail Heritage Foundation / Oregon Rail Heritage Center:



- Noted on August 10<sup>th</sup> were multiple bundles of railroad ties in preparation for building the extension of track No. 2. The additional track is needed as part of the Turntable Installation Project as the excavation spoils will be transported by rail to a disposal site. And on August 23<sup>rd</sup>, Ron Endicott did the ground track prep work.
- On August 13<sup>th</sup> City of Portland crews were replacing the lights under the MLK viaduct on Caruthers Street with LEDs. A pleasant conversation with the crew indicated the replacements had intensity settings with reduced life the higher the intensity. Lowest intensity rated for a 15-year life; I think the new lights are brighter as suggested. And speaking of LED lighting, the Board approved the project to replace the original fluorescent with LED lighting and taking advantage of the Energy Trust of Oregon 50% rebate that is available until December 1<sup>st</sup>.
- Two August 12<sup>th</sup> blog postings at [www.orhf.org](http://www.orhf.org) worth reading: Laurie McCormack's *American Freedom Train Journey* and *Walt Eisenman: A Fixture in the Enginehouse*.
- Lots of conversations about how to safely keep ORHC open during the coming Fall and Winter inclement/cold weather as this damn virus *physical* distancing and fresh air movement requirements continue.
- The Board determined at their meeting August 17<sup>th</sup> to lay off the Executive Director due to low revenues during this virus crisis at the end of the month of August 2020. Volunteers are stepping up to fill the fund raising void.
- More arrival of relay ties for the track extension project were noted as delivered Aug. 19. Appears they are from Harmer Steel Rail Company in Linnton.
- And on August 21<sup>st</sup> a crew of Dick Samuels, Doyle McCormack, Bob Slover and Pat Tracy moved rail so that the supply would be accessible by the arriving soon track laying crew.

- On August 25<sup>th</sup> ORHC hosted the Design Competition Exhibit Open House for Re-Purposing MAX Cars. The design competition is a collaboration between TriMet, PSU's Center for Public Interest Design and the Portland Bureau of Planning and Sustainability. The project is exploring how retired MAX rail cars can be reused in creative ways. The design teams hung their proposals on the Mt. Hood sleeper/lounge exterior from the Holiday Express wires that are installed for Christmas lights. The proposals will be viewable for some weeks. [There is a push by some to locate one of the retiring MAX cars at ORHC.]
- Many thanks to Valli Hoski, NRHS News Editor for picking up my picture of the MASK UP gate banner at the ORHC entry in the August NRHS News. I think you will agree, Val is doing a great job for us NRHS members; it is a pleasure working with her.
- ▶ And a couple of updates from the Chapter:
  - The October 3<sup>rd</sup> Annual Chapter banquet has been cancelled due to the COVID-19.
  - Keith Fleschner is working on the much-needed body rust repairs on the 6800 coach. The 6800 was built by American Car and Foundry in 1950 and was originally GN Red River 1147 diner-observation. In 1963 it was converted into a 68-seat coach. Purchased by the Chapter in April 1986. On August 23<sup>rd</sup> Jon Clark, rail car restoration consultant, joined Keith in evaluating the needs of the 6800. [Editor's Note: See Photos on Page 11]
  - While viewing the Pacific Northwest Railroad Archive ([www.pnrachive.org](http://www.pnrachive.org)) web site, I noted that the PNWC-NRHS Library Index is one of the items now on their web site. The PNRA Mission: Provide a permanent institution for the preservation of railroad records from the greater Pacific Northwest area and make them accessible over the Internet. [I await word on the relationship between PNWC-NRHS and PNRA]
- ▶ The August 2020 Green Block, Volume 61 #8, newsletter from the Central New York Chapter – NRHS has an absolutely beautiful cover color picture of a Delaware & Hudson 1997 freight being pulled by a brace of Alco PAs with #17 in the lead. In my opinion, the PA and FA units were beautifully designed and one of the multiple reasons the SP&S 866 FA should be preserved and exhibited at ORHC.
- ▶ Sound Transit to increase service on Link light rail effective September 19 and Sounder effective September 21:
  - Link light rail will run every eight minutes during peak hours weekdays and every 15 minutes on weekends and off peak on weekdays, and every 30 minutes on evenings.
  - Sounder South weekday service will increase to nine round trips from seven round trips. There will be no changes to current Sounder North service, it remains reduced from four round trips to two round trips.



Sound Transit hopes to continue to operate these levels of service stably through the next service change, in March of 2021. **Sound Transit news release 8/11/2020.**

- ▶ On August 10<sup>th</sup>, Ken Johnsen, President of the Yakima Valley Trolleys, announced that he believes that the Washington State Historical Society will be awarding them a Heritage Capital Grant of \$150,000 to help restore the 1912 Brill single truck trolley that is being worked on by the Northwest Railway Museum. The 1912 trolley will be very similar to those purchased by Yakima Valley in 1908 and 1910. The grant will require a match! Donations may be sent to: Yakima Valley Trolleys, PO Box 796, Yakima WA 98907-0796.

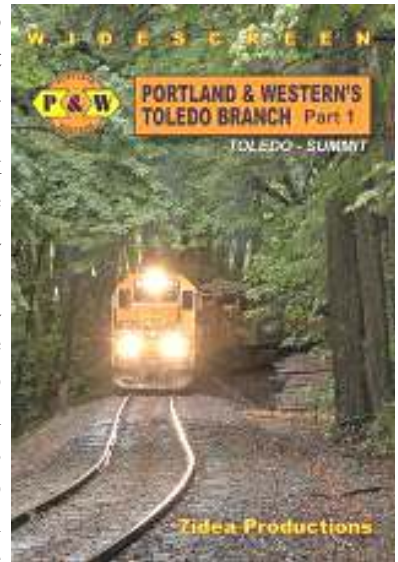


- ▶ The Cheney Depot Project reached our first milestone this summer with the successful relocation of the 1929 Northern Pacific Depot from BNSF Railway property to a prominent site at the south end of Cheney, adjacent to the city's downtown historic district. As you are reading this update, the footings and foundations have been completed at the new site, and we are patiently (sort of) waiting for the concrete to cure sufficiently to support the full weight of the building. By the first week of September, the depot will be lowered onto its new foundation. Next, repairs will be made to the tile roof, the chimney will be rebuilt to original specifications, and exterior stucco repairs will be completed before fall. We are often asked about the eventual use of the building. We envision it to be:
  - An active commercial business, so the Depot is open for public access, and contributing to downtown Cheney's economic vitality;
  - With significant area – inside and out – devoted to displays which interpret local & regional history;
  - And a safe & inviting viewing area for railfans to watch & photograph passing trains.

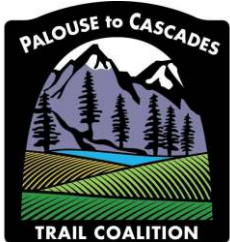
Our design & construction team continues to work on plans for the interior of the building, with some options left open for the input of the eventual tenant. Follow the project on Facebook for regular updates: [www.facebook.com/nprdepot](https://www.facebook.com/nprdepot). Donations: Cheney Depot Society, 1921 1<sup>st</sup> Street PMB 140, Cheney WA 99004. **News from the Cheney Depot Society 8/14/2020.**



▶ As promised, 7idea Productions has released their DVD *Portland and Western's Toledo Branch Part 1: Toledo to Summit*. The two-hour fourteen-minute video starts on the west end and goes to the summit of the Coast Range. Some great historic pictures including a 4449 run and lots of coverage of the lines many trestles \$29.95 + \$4.00 shipping. [www.7ideaproductions.com](http://www.7ideaproductions.com). With help of member and historian Lloyd Palmer, I think Aaron Bentsen nailed another good one! While the video does spend some time at the Yaquina Pacific Rail Historical Society facility in Toledo, this viewer could have had a couple more minutes.



▶ Update on the Milwaukee Road Trestle, aka Beverly Bridge, that crosses the Columbia River in central Washington and is a major missing link in the Palouse to Cascades Trail. The project to rehabilitate and modify the bridge to trail use went out to bid in August with an anticipated completion in June 2021. The bridge was built in 1909, is ½ mile long, and was placed on the National Register of Historic Places in 1982. Due to safety concerns, the bridge has been gated and closed. Current trail users are forced to arrange a shuttle or risk a dangerous crossing at the nearest bridge, the I-90 bridge at Vantage, which has neither a pedestrian walkway nor shoulder. [palousetocascadetrail.org](http://palousetocascadetrail.org) & Washington State Parks.



▶ The FIRE UP 2100 fund raiser of the Legends of Steam September 19<sup>th</sup> banquet in Bellevue, Ohio featuring Doyle McCormack has been postponed to 2021 according to their July 26<sup>th</sup> posting.



▶ Amtrak sets schedules for tri-weekly long-distance operation. Message to employees says service reductions for 10 trains will be phased in over three-week period beginning October 5<sup>th</sup>, our trains:



Empire Builder as of October 19:

- 7/27 Departs Chicago: Monday, Thursday, Saturday
- 8/28 Departs Portland/Seattle: Tuesday, Thursday, Saturday

Coast Starlight as of October 12:

- 11 Departs Seattle: Monday, Wednesday, Saturday
- 14 Departs Los Angeles: Monday, Wednesday, Friday

#### Trains News Wire 8/13/2020.

▶ When we think of the 1986 movie **Tough Guys** it is pretty automatic to associate the SP 4449 and Doyle McCormack with the movie, but how about Ed Immel as one of the two PNWC representatives meeting in San Francisco with Doyle to discuss logistics with Southern Pacific and the Disney representatives. Or how about Rollin Bredenberg who was also in the meeting as the Southern Pacific regional manager. And yet another, David Jorling, City of Portland attorney (now retired) who represented the locomotive owner and now a member of the ORHF board of directors. The Tough Guys movie premier was held at the Music Box Theater, 815 SW Broadway, on September 24, 1986, hosted by PNWC, and attended by 359. The group met at the Red Lion/Lloyd Center for a reception, then MAX transportation to/from the theatre. [The MAX Blue Line, Portland to Gresham, opened on September 6, 1986.]

▶ Previous conversations with Bob Slover about historic rail refrigerator (reefers) cars he mentioned that in addition to icing them to keep the contents cold, in northern climates they also needed to heat the cars to keep the contents from freezing during winters. Persistent Bob found an example of one of these heaters: [www.ebay.com/itm/Vintage-RARE-Preco-Railroad-Refrigerator-Car-Heater-Wabash-R-R-Co-Salvaged-/263179255360](http://www.ebay.com/itm/Vintage-RARE-Preco-Railroad-Refrigerator-Car-Heater-Wabash-R-R-Co-Salvaged-/263179255360) for sale. Bob describes it as basically a sawed-off smudge pot. **Bob Slover 8/19/2020.**

▶ On August 18<sup>th</sup> I received a call from a fellow saying he owned a railroad depot and was looking for a rail car to display next to it. Not one's everyday call, but I listened. Turns out it was Ken Wright who owns the Carlton Red Electric depot in downtown Carlton, Oregon. Red Electric expert Ron McCoy directed Ken to the last remaining Red Electric cars at the Southern California Railroad Museum. Ed Austin and Tom Gill are also helping. Stay tuned for information on Ken's pursuit.



▶ Citing health and safety concerns, a coalition of attorneys general representing 14 states and the District of Columbia yesterday filed a lawsuit against the U.S. Department of Transportation over a new rule that would allow for bulk transportation of liquefied natural gas (LNG) by rail. The Pipeline and Hazardous Materials Safety Administration (PHMSA), in consultation with the Federal Railroad Administration, finalized the rule in June to allow LNG to be transported in rail tank cars. Prior to the rule, a special permit was needed for transporting



LNG. [Oregon & Washington are included in the 14.] **Progressive Railroading 8/19.**

▶ Sound Transit announced August 19<sup>th</sup> that contractors have substantially completed the civil construction of the tunnel that will connect the East Main and Bellevue Downtown stations when East Link begins operating in 2023. Excavation of the one-third of a mile-long tunnel began in 2017. Video of the full construction process is available here: <https://vimeo.com/444591434>. **Sound Transit news release 8/19/2020.**

▶ A beautiful August 20<sup>th</sup> in the Columbia River Gorge occasioned a drop off of some additional Oregon Pony special issue *Trainmaster* copies at the Cascade Locks Historical Museum, home of the Oregon Pony. A brief conversation with Executive Director Janice Crane noted that the Museum is surviving but with fewer visitors during this virus induced reduced travel volume. This special issue of the *Trainmaster* is available to the public at the Museum and the Oregon Rail Heritage Center. The pamphlet is printed by Hickok Publishing. Of special note are the Cascade Locks Attraction exit signs on I-84 that include the Oregon Pony.



▶ The Port of Kalama has again been named the third largest bulk exporter on the West Coast right after Los Angeles and Long Beach, California according to the US Census Bureau and USA Trade Online. The Port is also the 16<sup>th</sup> largest exporter in the nation. Handling well over 13 million metric tons of bulk commodities. The Columbia River is the third largest grain export gateway in the world, exporting more than 50% of the nation's wheat.



**Port of Kalama news release 8/18/2020.**

▶ A Trainorders.com August 21<sup>st</sup> posting noted that the two Amtrak owned Talgo series VI train sets went through Skykomish as noted on the webcam August 21<sup>st</sup> at 9:17am headed for Beech Grove. The two train sets are coupled together; the Amtrak move is following the Empire Builder route. No word yet on the WSDOT sale of their two trainsets.

▶ Bellingham Railroad Museum Closes. "It is with deep sadness that I am writing to you on behalf of the Board of Directors to inform you of our difficult decision to close the Bellingham Railroad Museum permanently. We have begun the process of closing the museum and are making the transfer of our collections to our beneficiary, the Northwest Railway Museum. Message from Shelissa Griffin, Executive Director. **The Train Sheet July 2020, Tacoma Chapter NRHS.**

▶ A picture of the Finnish locomotive No. 418 at the 1959 Oregon Centennial has been found by member Dan Haneckow at the Salem Public Library in their Ben Maxwell collection. While the title: "Early locomotive in Marion County Exhibit at Oregon Centennial Fair in Portland, Oregon, 1959" needs *some* work, many thanks to Dan for the difficult find!

▶ The September 2020 issue of Railfan & Railroad magazine has an excellent article **RDC Update, 398 Budd Cars, where are they now** by Justin Franz and Otto M. Vondrak. The article notes that TriMet's Westside Express Service (WES) is currently the only operator of RDCs in common-carrier commuter rail service in America. The article's included All-Time Budd Rail Diesel Car Roster includes the Chapter's two RDC-9 coaches (6905 & 6911) that have had an unknown future for many years. Did we ever offer them to TriMet?



▶ BNSF News Update August 2020:

- Sandpoint Junction Connector Project moves to the next phase. The work trestle at the north end has been completed and engineering teams are now primarily focused on permanent pile construction for the new bridge. Additional pile installations will take place this month for the new three-quarter-mile-long span adjacent to the existing bridge.
- A piece of railroad history is making its final journey to its new home. Built in 1958 for the Great Northern Railway, an SD9 locomotive was donated by BNSF to the Inland Northwest Rail Museum. The retired locomotive, which has resided at a rail yard in Seattle, will travel from the Puget Sound area to Eastern Washington. Devoted to preserving the railroad history of Eastern Washington and Inland Northwest, the Inland Empire Railway Historical Society, a non-profit corporation and regional chapter of the National Railway Historical Society, operates the Inland Northwest Rail Museum in Reardan, WA.



▶ The new Drano BNSF railroad bridge went on a barge and set sail up the Columbia River on August 27<sup>th</sup>. Installation is expected in mid-September during a 36-hour shutdown of the line. **The Columbian 8/26/2020.**

▶ Mount Hood Railroad in addition to freight is now hauling passengers. From August 21 to October 25 they are offering weekend 1-hour passenger trips. \$30 adult, \$25 child on Fridays-Saturdays-Sundays. [www.mthoodrr.com](http://www.mthoodrr.com). No information yet on who is managing the business.



# Hoping that you all are staying well as we continue to muck through this masked up – physically distancing new world.

# OREGON 100+ RAIL SERVED ACRE SITE AVAILABLE

Text and Photos by Arlen L. Sheldrake

On a recent day of mandated virus isolation, Rita and I decided to do a road trip and drive the full length of a road that starts near our home, Scholls Ferry Road aka Oregon Route 210. This road for us began and begins in Portland's Sylvan area and ends south of the community of Scholls near Newberg.



The Shuttered Paper Plant in Newberg, OR

As one heads southwest passing the new Beaverton School District Mountainside High School, the Urban Growth boundary suddenly puts you into Oregon farm country and then there is Newberg. It doesn't take long to discover a gigantic derelict plant, is this Cuba, Russia, the Iron Belt? No, this turns out to be a closed and abandoned paper mill in Newberg, the heart of the Willamette Valley. Yes, the giant derelict had some interest just because it is HUGE but more importantly it is served by rail.

The former SP Fiber Tech mill was purchased by WestRock Company in 2015 and was permanently closed in early 2016. When the mill shuttered in mid-November 2015, the majority of the 210 workers were laid off and then terminated.

The 220-acre property, site of WestRock's former paper mill, includes 100 acres of developable land adjacent to the Willamette River. The site is part of the Newberg Riverfront Master Plan. The implementation of the Riverfront Master Plan is underway with zoning code changes that will occur between May and October 2020. The Riverfront Project Study area is located on the south side of Newberg, bordered by 9th Street to the North and the Willamette River to the South. It contains approximately 450 acres and is entirely within the City's Urban Growth Boundary. It includes approximately 115 acres of the former WestRock Mill site as well as Rogers Landing Boat Ramp and Park. The recently constructed Newberg-Dundee Bypass is elevated through the project study area. The WestRock property is for sale, Colliers International has been retained to assist with the sale.



According to the book *Newberg* by Tom Fuller and Christy Van Heukelem, *Images of America 2010*, the site was originally the Newberg Spaulding Sawmill per the caption on the page 90 1909 picture. On page 73 is a 1915 picture of a steam locomotive pulling loads of logs on the Spaulding Mill track. The plant employed about 400 and the wood was hauled by rail and river. In 1926 the sawmill was converted to the production of wood pulp. The book also notes the plant was sold to Publisher Paper, then Smurfit and finally to Blue Heron.

The site is served by a WestRock owned industrial spur that includes 4 or 5 acres of land along the rail line. The site is currently served by Portland & Western and early in the plant's history they had their own crew and locomotive. In the early years the plants locomotive operated between the mill and the Southern Pacific Newberg yard where the traffic was interchanged between the customer and carrier. The spur was originally served via the Newberg Branch by Southern Pacific. Willamette Pacific included the line in their Westside District. When Portland and Western was created in 1995 they leased the remainder of the Newberg Branch from Newberg to Cook, that too became part of the West Side District.



Two Tracks to the Plant

Over the years, the paper mill had convinced Southern Pacific to pay a switching per-car allowance rather than SP having to provide the crew and locomotive. Eventually, as traffic began to decline, it was no longer economical for the paper mill to support its own train crew and locomotive, and they relinquished the mill switching and hailing work to Willamette & Pacific crews.

The site settling ponds have signs that say trespassing is a Federal Offense...seems one can put almost anything on signs. Trespassing might result in time in the Yamhill county pokey, Sheridan, however, is not your destination.

It will be interesting to see how this site and the Riverfront Master Plan evolves. Will the new plant owner use rail service? Newberg has some great Willamette River waterfront on their southern border...the Rogers Landing Boat Ramp and Park is worth a visit with or without a boat.

Sources: *Colliers International*, *The Newberg Graphic* 8/7/2019, *Pulpaper News.com* 6/16/2020, Bob Melbo, City of Newberg and *Images of America* book :*Newberg*.



# MITCHELL POINT - COLUMBIA RIVER GORGE

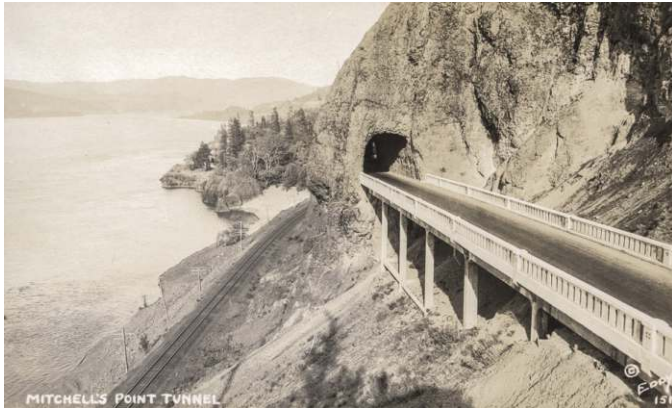
Article and Photos by Arlen L. Sheldrake.

As we drive through the Columbia River Gorge Scenic area on Interstate 84 at 65+ miles per hour, it is difficult to imagine the challenges the Gorge provided the early transportation builders.



This 1923 Mitchell's Point Viaduct iconic postcard view shows the difficulty the designers of the Columbia

River Highway had in 1915 to build around and through Mitchell Point. Below the viaduct is the Oregon-Washington Railroad and Navigation Company rail line, now Union Pacific whose construction pre-dated this highway.



Postcard View of Mitchell point published in 1923

The tunnel was closed in 1953 and destroyed in 1966 to widen the water-level highway, now Interstate 84. This area is the last portion of the Historic Columbia River Highway State Trail to be restored and in this case re-built.

The Oregon Department of Transportation Mitchell Point Crossing project considered three alternative designs for public input and on May 21, 2018 the Historic Columbia River Highway Advisory Committee recommended the 570-foot tunnel

and trail alternative and on June 13, 2018 the Oregon State Parks and Recreation Commission endorsed the same design recommendation. The tunnel plans currently include five arched windows and is about 655 feet in length. Design is continuing with construction targeted to begin spring 2021.



Mitchell Point Overlook is located near Interstate 84 milepost 58, just west of Hood River, and is only accessible while eastbound on I-84. An overlook provides views of both Columbia Gorge railroads, as well as Drano Lake, site of the current BNSF bridge replacement project.

Chapter member and well-known ground pounder/historian Kenn Lantz reports that a bit of concrete remains of the west end of the viaduct as does the right-of-way for both ends of the original tunnel.



Drano Lake BNSF bridge replacement Construction from Mitchell Point [ymuseum.org](http://ymuseum.org), is located at 300 East Port Marina Drive.

This postcard was published on the History Museum of Hood River County Historic Photos web page on July 9, 2020 and used with the kind permission of the Museum. Mark Moore, of the Webfooters Postcard Club, indicates the postcard was published in 1923.

The History Museum of Hood River County, [www.hoodriverhistor](http://www.hoodriverhistor)

Each weekday, a new photo is posted on their web site from their collection with many locals and past locals posting comments about the photo. With other volunteers, former Hood River Mayor Arthur Babitz and newly elected Hood River County Commissioner manages the postings.

Sources: Kenn Lantz, Mark Moore, History Museum of Hood River County and Wikipedia.



Drano Lake BNSF Bridge Replacement ready to be Moved near Mitchell Point



Mitchell Point Overlook Parking Lot and Point

# The Mailing of *The Trainmaster*

by George Hickok

USPS postage rates for qualified nonprofit organizations can mail for much less than First Class postage rates. PNWC applied to the USPS and was approved to mail at Nonprofit rates in January of 1969. The first confirmation I could find of a *Trainmaster* being mailed using a Permit Imprint for Bulk Mail postage payment at nonprofit rates was in September of 1969. With this September 2020 issue, PNWC has been mailing *The Trainmaster* at nonprofit bulk mail rates under the same Permit Number 595 for **50 years**.



How does that work?

Like everything with the USPS, there are lots of rules and everything is complicated. Currently, there is no fee to apply for permission to mail at Nonprofit rates, approval gets you a Nonprofit Mailer ID. There are several options for how you pay for postage when you mail, and in general, each option has an annual fee. PNWC uses an Indicia that is printed on each mail piece where the stamp would be applied. The Indicia includes the Post Office where the account is located, and a Permit Number that identifies the mailer. The Annual Fee for the Indicia is \$240. The minimum for each mailing is 200 pieces or 50 pounds.

The August *Trainmaster* bulk mailing was 293 pieces (1.32.ounces) and 23.9003 pounds. (And yes, the USPS scale is accurate to 1/10,000<sup>th</sup> of a pound. The total weight of the mailing and the weight of a single mailpiece is used to verify the piece count when the mailing is submitted.) Our cost for postage averaged \$0.1833, compared to \$1.10 for First Class.

Beyond the substantially lower postage rates, there are additional cost savings for mailers willing to do more work: PNWC is a “Full Service Mailer”, and as long as we mail on a regular basis, and meet all the requirements, the annual fee for our Indicia is waived. Each mailing is checked when we submit the mailing, and there is an additional audit that is done during processing. If the mailing failed to meet USPS requirements, we could be charged additional postage. And so far, the email report from the audit says “No additional postage due” every month.

If a *Trainmaster* cannot be delivered (Note USPS does not forward bulk mail), the mailpiece is destroyed and an electronic notification is sent to PNWC. This service is provided at no cost. (PNWC was paying \$0.50/each for address corrections before we elected to receive the electronic address changes.) These address changes (as well as any other address change requests we receive via letter, email, or through the Chapter website) are put into the Chapter mailing list every month as the first step in preparing to print envelopes for a *Trainmaster* mailing. New members are also added to the mailing list.

When you mail a stamped letter, one of the first things the USPS does is use a computer to “read” the address on the envelope. The data is checked against the USPS Address Database. The machine applies a barcode to the bottom edge of the envelope – that series of vertical bars of varying height. Other machines read that barcode and use the data to sort and route the letter for delivery. PNWC prints the barcode as the last line in the address on each envelope. Our mailing goes directly into sorting and routing.

As PNWC is providing the barcode, USPS wants assurance the barcode is physically correct (so the USPS machines can



While not a *Trainmaster* mailing, this pile of USPS trays, all with labels, sleeves, and strapping, is sitting on the Hickok front porch, waiting to be loaded for transport to the Post Office. A *Trainmaster* mailing today would use three of the long (2 foot EMM) trays

read the barcode without error), and that the data in the barcode is current. PNWC went through extensive testing with the Mailing Requirements staff at USPS before our first mailing as a Full Service Mailer. The USPS is satisfied that the barcode size, spacing, contrast, and placement on the envelope meet the USPS requirements. PNWC uses a service provider to process our mailing list. For each entry, the service returns the correctly formatted address, City, State, and the current Zip+4 & Delivery Point data. (The 5-digit Zip code identifies a specific area where the mail is to be delivered. Adding the “Plus 4” identifies the face of the block. Adding the Delivery Point identifies the specific location where the mail is delivered.) The Status identifies addresses that are “Not Mailable”, and that cannot be included in a Bulk Mail mailing. Some of these we will mail First Class in part to see if the envelope is returned with a reason why it is not mailable.

# PNWC ROLLING STOCK WORK

The chapter's rolling stock continues to undergo repair and restoration work. Jon Clark has been retained by the Chapter to assist in car evaluation and determination of appropriate work to be completed. The 56 seat stainless steel coach No. 6200, formerly of Seaboard Air Line *Silver Meteor*, was built in 1939 by the Budd Company. The 68 seat converted to coach No. 6800 was built in 1950 by American Car and Foundry. The 6800 started its career as a 41 seat Diner/Observation car for the Great Northern and was converted to a coach in 1963. (Photos by Arlen Sheldrake)



Keith Fleschner & rail car consultant Jon Clark inspecting the No. 6200 on "comfortable" rail bed ballast.



Inspection cuts on the No. 6800 to determine extent of required repairs

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Vice President	George Hickok	503.649.5762
Treasurer	Keith Fleschner	503.516.9272
Secretary	Jim Hokinson	503.635.4826
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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	
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# **PACIFIC NORTHWEST CHAPTER TIMETABLE No. 698**

**Sept. 18: Call in Chapter Meeting. Updates and Questions & Answers**

We have been using an application that allows teleconference calls made by computer or cell phone or regular landline phone. *The Trainmaster* has had the reference information listed for several months. But, we wanted to be sure that each and every Chapter Member knew how to access the “monthly open microphone” meetings every month from 7:30 pm to 9:00 pm on the third weekend (September 18, October 16 ) coming up. The instructions are simple: If you have a PC, download the free WebEx application and use the Meeting ID that we show in the *Trainmaster* every issue (please note that the number changes every month). For the next meeting use Meeting Number (access code): **132 895 4983**. If you just want to use your telephone/cell phone just call 1-888-469-3239, followed by the Meeting number (access code): **132 895 4983 #**. (Toll Free) So please call in and join in the information sharing!

**Oct 16:** Chapter Meeting TBD

**~~Oct. 3:~~ 2020 Annual Banquet CANCELLED due to COVID-19**

The PNWC has made the difficult decision to cancel the 2020 Annual Banquet. Originally scheduled for May 2nd, 2020, the banquet was rescheduled to October 3rd, 2020, in hopes that the COVID-19 coronavirus outbreak would be under control. With the virus remaining widespread and no vaccine available, the Chapter leadership's decision is one of prudence and protection for our membership. All existing reservations for the banquet will be automatically refunded at 100% of value. No action on your part is needed. Payments will be processed within the next 60 days. With a hopeful eye to the future, the Chapter is already working on the 2021 banquet. Watch for updates in future editions of *The Trainmaster* and on our website [www.pnwc.nrhs.org](http://www.pnwc.nrhs.org) - Ron McCoy, Activities Committee Chair

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

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

Pacific Northwest Chapter - National Railway Historical Society

**Held on August 21, 2020**

Again this month the chapter meeting was held on-line.

With the absence of President Mark Reynolds, the meeting was called to order at 7:35pm by Vice President George Hickok. Ten members were signed on to the WebEx site.

The minutes of the July meeting were approved by the attendees.

Keith Fleschner, Treasurer said that it was a quiet month, bills were paid and the accounts balanced.

Keith Fleschner then gave a report on our rolling stock activity. He said the work needed on 6800 side sill was under investigation.

George Hickok reported that the design work on the ORHF turntable project has been stopped for the present. The ORHF Finance Committee made the recommendation to defund the position of ORHF Executive Director due to ongoing the COVID-19 related downturn. Greg Fitzgerald will be leaving that position at the end of August, 2020.

The banquet has been recommended to be postponed until spring 2021.

Dave Larsen has “retired” as Chairman of the Concession Committee and Grant Carson has become the new Chairman. Congratulations Grant! Mr. Carson has interest and experience in online sales.

Holiday Express has been cancelled for 2020 and ORHF is looking for another 'event' for income.

Keith Fleschner said that track two will be extended into the triangle at ORHC.

George Hickok said plans are being made for the annual meeting and likely ballots for office elections will be mailed to all members.

With no additional business to cover, the meeting was adjourned at 7:56pm.

Respectfully submitted by Jim Hokinson, Secretary.

**PNWC – NRHS MISSION**

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