

The *Celebrating 60+ Years* Trainmaster

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FALL FOILAGE ALONG THE NEHALEM



The OCSR GP9 Locomotive No 101 along the Nehalem River - Photo by T. Trent Stetz on October 3, 2020

It is not unusual to spot a Holstein (or two) along the Nehalem River, but the OCSR (POTB) locomotive No. 101, painted in the Holstein theme in the area occurs less frequently. The Nehalem River, the 14th longest in Oregon, is a river on the Pacific coast of northwest Oregon in the United States, approximately 119 miles long. It drains part of the Northern Oregon Coast Range northwest of Portland, originating on the east side of the mountains and flowing in a loop around the north end of the range near the mouth of the Columbia River. The river includes critical habitat for some of the best wild salmon and steelhead runs left in the area. Saturday Oct. 3rd was the first day of the Oregon Coast Scenic Railroad's (OCSR) 2020 *Fall Splendor Excursions* between Wheeler (MP 833.6) and Batterson (MP 825.1). In October of 2012, the OCSR operated their first passenger excursion to Batterson from Wheeler, Oregon after much brush removal. The Batterson family roots in North Tillamook County date back to 1877 when Wes's grandfather, William Batterson, brought the family to the area from Eureka, California by boat. The five car excursion train was pulled by two diesels including the No. 101, which is an EMD GP9 built in June 1956 for the Chesapeake and Ohio Railroad as No. 6066.

OREGON 1889, THE STORY BEHIND AN OLD PHOTOGRAPH

by Dan Haneckow

19th century railroad photographs taken in Oregon are relatively uncommon. The same images tend to appear in books and in museum collections, sometimes accompanied by fragmental and contradictory information. A good example is the picture of an Oregon & California Railroad locomotive on its side, taken at Albany Jct, July 29th 1889. A mishap occurred, but what were the circumstances? By gathering numerous newspaper accounts its story emerges.

On the afternoon of Sunday July 28 1889, train #16, the *California Express*, was preparing to depart East Portland. Despite completion of the (original) Steel Bridge the previous year, passenger trains on the Southern Pacific controlled Oregon and California Railroad's mainline departed on the east side of the river. Downtown, passengers gathered at the railroad's two-story, triangular shaped building at the intersection of Front, First and F streets, then boarded a ferry to cross the Willamette. Upon reaching the opposite shore they walked the short distance to the East Portland depot and boarded the train. (Today, the site of the station is where Interstate 5 crosses Union Pacific's Brooklyn Subdivision, some 400 feet south of the current Steel Bridge).

The *California Express* and its counterpart, The *Oregon Express*, were inaugurated two years before. They were the premier trains on the road, offering a 39-hour schedule to and from San Francisco. Summer brought large increases in loadings. Earlier that month the Morning Oregonian reported that the train carried 233-through passengers and a large amount of local traffic. The *California Express* tended to be so heavy it sometimes stalled. "The engines used are rarely equal to the work, and occasionally the heavy grade at Aurora requires that the train backs for over a mile to get it started again".

John William "Big Jack" Miller, was the train's engineer. He was 46, a well-liked and respected nineteen-year veteran on the road. Eustace Quinton "Quint" Guthrie, 27, was fireman. Their locomotive, Oregon and California #23 was a wood-burning 4-4-0 built by Baldwin in 1883. While coal and oil-fired locomotives were making inroads elsewhere, in Oregon wood continued to be a significant fuel source beyond the turn of the century. The Baldwin was one of seven 4-4-0s ordered when construction of the railroad resumed south from Roseburg after a decade long pause. In the six years that followed, the line was completed across Oregon and had passed into Southern Pacific control.

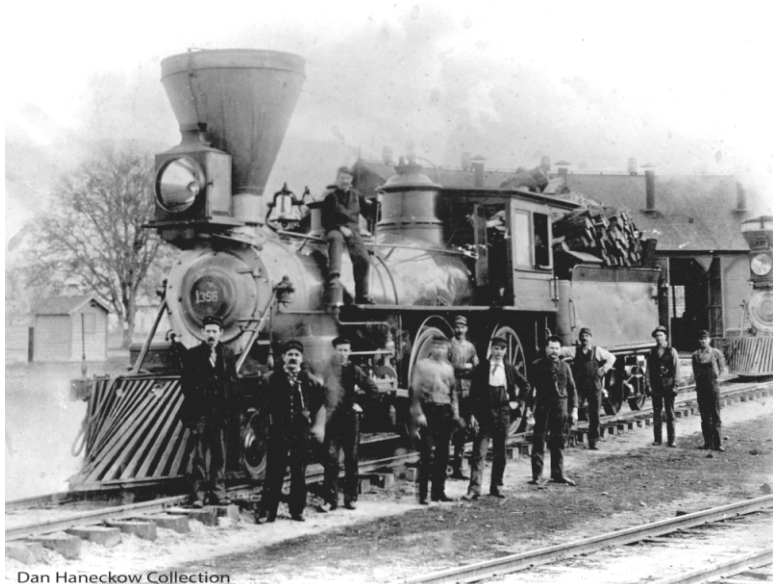
The train departed East Portland one hour late at 5pm. Conductor Wesley S. Conser's large complement of passengers increased at each stop down the Willamette Valley. Among them were State Senator J.W. Norval of LaGrande, State Swamp and Land Commissioner Roe and Sheriff Hamilton of Union County, all bound for Roseburg. Also on board were four tramps hiding in the front baggage car.

The *California Express* was scheduled to arrive in Albany at 8:18. The normal procedure was to release the local to Lebanon immediately after its departure, but due to the delay in East Portland, it was sent out early. The local proceeded one mile to Albany Jct. and entered the branch to Lebanon. The express arrived at Albany at 8:55 and departed at 9:15. In less than five minutes it was at Albany Jct., travelling at the speed of twenty-five miles per hour.

As the train approached the Junction switch, Engineer Miller noticed the switch points were ajar. He set the airbrakes and threw the train into reverse. The locomotive hit the switch and left the rails, continuing on the ties for one hundred feet before falling down an embankment and onto its side. Miller and Guthrie were badly scalded then immersed in cold water flooding from the tender. The baggage car went completely off track but remained upright, injuring one of the four tramps on board. The first Pullman also left the rails resulting in no serious injuries but "considerable screaming".

Rescuers dug through wood spilled from the tender to reach the locomotive's crushed cab to access the gravely injured crew. As Miller was pulled out, he was heard to say "No, leave me alone, I can get out without anyone's help." The men were taken to Albany and put on the next *Oregon Express* to Portland, where both died of their injuries.

The next morning, it was determined that the switch had been tampered with during the interval between the



Dan Haneckow Collection

Oregon and California No. 23 - Dan Haneckow Collection

local and express trains. The same day, W.A. Hill, an itinerant laborer, late of Astoria, confessed to a doctor, ostensibly under the influence of morphine for a hurt arm. Hill had been working nearby fields the previous day driving a traction engine in a thresh crew with brothers Frank and Herbert Rolf. That evening, the three were “partially intoxicated”. Hill said the younger Rolf brother placed a rock between the rails of the switch, unscrewed a bolt and removed the switch bar. The Albany Democrat opined that “The Rolf boys are not very bright and are said to be of an ugly disposition. The noose hangs over them”.

Jack Miller's quick actions, and the fact he and Quint Guthrie stuck with the locomotive when they could have jumped, elevated them to hero status. In Portland, Guthrie's funeral was well attended, after which he was buried at Riverview Cemetery. For Miller, a special train, its locomotive draped in black, was dispatched from East Portland to take his remains to Muddy station between Halsey and Harrisburg. Ninety people, including Miller's wife, were on board. Wesley S. Conser,



This version of the picture came from *The Central Pacific & The Southern Pacific Railroads* by Lucius Beebe. It also appears in one of George Abdill's books, and the Salem Public Libraries collection

who had worked on the wrecked *California Express*, was conductor. More boarded the special as it proceeded down the Willamette Valley. A second train departed northbound from Junction. Over 300 people attended the ceremony at Muddy station. Upon return, the Portland train paused ten minutes at the site of the wreck. Jack Miller was buried at the IOOF cemetery in Harrisburg.

In November the two Rolf brothers were acquitted while W.A. Hill, who offered the initial confession, was convicted and sentenced to prison. (Available newspaper accounts do not specify the length of his sentence.)

The next year, on November 12, 1890, conductor Wesley S. Conser was in charge of another train that was sabotaged, this time by removal of a rail on the bridge over Lake Labish near Salem, where he suffered a broken leg. As with the wreck at Albany Jct. both engineer and fireman were killed. In 1903 Conser was given charge of the special that brought President Theodore Roosevelt to Oregon.

The Oregon and California #23 was repaired and returned to service. In 1891 it was renumbered into the SP system-wide sequence to #1356, pictured as such in Roseburg. It was scrapped in Sacramento on March 16, 1918.

[An earlier version article first appeared on *Trainorders.com* 8/10/2020. It has been revised the by author and Chapter member for publication here.]

SOME STEAM LOCOMOTIVES WERE CERTAINLY NOT EASY TO PHOTOGRAPH

by Martin E. Hansen

One has to admire the resourcefulness of some railfans. Back when there was no Internet and few if any books on shortlines and logging railroads, how were railfans able to find some of the remote steam locomotives hiding far off the beaten path? Here is one such example.

The town of Willard, Washington is not easy to find, even today. It is a very small town on the Little White Salmon River just a few miles north of the Columbia River in SW Washington State. Back in the 1940s it did have a lumber mill in the name of Willard Lumber Co. That small operation happened to have a logging railroad with one of it's locomotives being this 2-truck Heisler #3.

One intrepid railfan, managed not only to go to Willard but he was able to scour the brush until he found #3 hiding deep in the trees out behind the mill. Armed with a machete this railfan was able to clear enough brush away to get this very respectable photo of #3 with her lead truck removed for servicing. Today, #3 is still with us, as it is part of the collection of Heislors on the Oregon Coast Scenic Railroad and is on display in Tillamook, Oregon. Finding #3 deep in the brush at Willard, Washington in the 1940s with no GPS, Internet or Google Maps was pretty impressive in my book. [Built February 15, 1909, shop #1155. On display outside the Tillamook Air Museum. oregoncoastscenic.org]





PNW RAIL NEWS

by Arlen L. Sheldrake



◆ Are you like me wondering about the culture shift we are now living through? This work from home / at home schooling requirements are certainly changing what we have historically considered the norm for “going to work and going to school”. How is this going to affect our downtowns, our transportation systems, our home lives, our education systems, our social interactions, paperless menus, etc.? So many questions, so few answers but at least one of the “knowns” is that our normal after the damn COVID-19 virus is controlled will not be the same normal that we have known. And then there were the September fires and smoke!

◆ I hope you, *Trainmaster* readers, survived what I would call this September's fire storm on the west coast. The hot, dry, and strong east winds coming off the Cascades and Coast ranges were absolutely frightening. There is a definite message to the public when the fire commanders announced that they are pulling the fire fighters from the lines for their safety. My thoughts go out to those displaced and/or who suffered losses. As you are reading this, the fall rains have started and the fire battles are being finally won. Once again, proof that our lives are quite fragile.

▶ As Skagway's long-standing waterfront lease with tourist attraction White Pass and Yukon Route Railroad draws to a close, the municipality plans to diversify its port traffic, Yukon mining interests are paying close attention. When the waterfront lease expires in 2023, the municipality will control its deep water port for the first time in over a half century. **KT100 News 8/28/2020.**



▶ Despite having a suite of COVID-19 protocols to implement, the rail tour company, who operates the Rocky Mountaineer, decided to not operate in 2020 and let go about a quarter of its 325-person workforce, while another 25 per cent was given temporary layoffs. The remaining 162 staff have seen reductions in hours, wages and benefits. The company normally hires an additional 500 seasonal employees annually, but due to the pandemic, about 95 per cent were not brought in. The company doesn't forecast returning to its pre-pandemic operation level, at least not in 2021. The rail tour company hosts about 100,000 guests per year but estimates new travelers next year being about 45,000 due to weakened traveler and customer confidence. 2020 marks the 30th anniversary of the company. **KTW Kamloops This Week 8/29/2020.**



▶ ORHC/ORHF Updates:

- On September 4th it was noted that the MASK UP 4449 banner located at the ORHC entry had been stolen with only broken twist ties remaining. Another banner is being ordered and was installed September 25th.
- A new sign is out near the turntable bridge: This project is being funded in part by a matching grant from the Oregon Heritage Commission, Oregon Parks and Recreation Department.
- Rick Franklin Corporation track crews were scheduled to arrive at ORHC September 8th to extend track 2 but due to fire issues at Mill City and other mid-valley areas, the project was postponed.
- A contractor to sand blast the turntable bridge is being pursued.
- A September 3rd visit to the Inland NW Rail Museum and conversation with Dale Swant was most enjoyable. Rack cards were exchanged. When in the Spokane area, a very worthwhile visit.
- Doyle continues to make progress in getting his NKP 190 operational, a 9/5 task was working on the windshield wipers. A new interpretive sign is being developed describing his project and the Nickel Plate.
- Due to the unhealthy air quality caused by area fires (*yes, Portland was #1 in the world for unhealthy air for days!*), ORHC closed for the September 12th weekend.
- Roger Woehl has stepped up to re-energize the funding effort for the Turntable Project. It appears the fund-raising campaign has a new logo.



▶ PNWC News:

- Rolling Stock: A September 3rd visit to the Inland NW Rail Museum near Reardan noted that the Mt. Hood's sister, Mt. St. Helens, sported an original *Porter's Call Bell* button with label at the B end exterior door. While Bryan Ackler is working to get the Porter call buttons operational, there was some question if the buttons outside the Mt. Hood's exterior doors were original. The Mt. St. Helens looks very nice with replaced curtains in the lounge and a replica Fairmount radio. The galley and multiple bedrooms are also on display. Work is ongoing on the B end vestibule and Porter's area.
- Work continues on exploring what all needs to be done on the 6800 coach to correct the body/wall rust cancer.
- Note the masthead of this newsletter, you are reading Issue No. **699!**





- The PNWC Archives received a most wonderful very fragile August 26, 1915 typed document *Route and Lecture for Special "Seeing Portland" Trolley Trips*. The 2.5-hour tour narration published by the Portland Railway, Light & Power Company is double-spaced with notes to the lecturer [tour guide] typed in red. The descriptions of 1915 Portland are absolute gems. The document has been re-typed and shared with Richard Thompson, trolley historian and Dan Haneckow, Portland historian. The document has also been shared with Allan Classen, NW Examiner newspaper publisher, who plans to publish excerpts in a series with pictures in his monthly newspaper. This is an evolving story, stay tuned. The donation came from Susan Hayden, the widow of Charles Hayden who is credited with getting the Willamette Shore Trolley implemented
- In a follow-up to my question last month about the RDC-9s owned by PNWC. Yes, they have been offered to TriMet with a polite but solid answer of no thanks.
- With the retirement of Dave Larson after years of successful leadership of the Concessions Committee, Grant Carson was appointed as his replacement.
- And speaking of elections, *and who isn't*, I would remind members that the Chapter elections are heading our way with officers and two Director-at-Large board positions up for election. One would hope that there is interest in helping the Chapter move forward on our many, many pending projects.

- ▶ BNSF recently introduced the first 10 locomotives with special paint schemes marking the railroad's 25th anniversary. The General Electric ES44AC No. 5828 now displays a "25th Anniversary" label on the nose and side, as well as logos of predecessor railroads: Burlington Northern; Santa Fe; Great Northern; Northern Pacific; Spokane, Portland & Seattle; Colorado & Southern; and Frisco. The other nine units will be decked out with the same scheme. BNSF was created by the merger of BN and



AT&SF railways in September 1995. Today's BNSF Railway is the product of nearly 400 different railroad lines that merged or were acquired over the course of 170 years. **BNSF News 9/1/2020.**

- In other BNSF news, I am told that our long-time friend of rail history and rail history organizations, Gus Melonas retired from his Public Relations NW position on June 12, 2020. As just one example, Gus was very helpful in the development of the Greek exhibit that was on display at the Oregon Rail Heritage Center for a year or so. Still looking for an official announcement.
- The 36-hour BNSF work window to replace the Drano Lake bridge began early the morning of September 13th and by 6am the old bridge had been removed and the new bridge by 9am was positioned in place with work continuing to bolt it into place and track installation. It was reported on *Trainorders.com* that the first train crossed the bridge eastbound at 2:54 pm, six minutes before the close of the work window
- ▶ The Clackamas County Family History Society publication *Clackamas Legacy*, Volume 32 – Number 2, April, May, June 2019 has an interesting article *The 1910 Oswego Railroad Bridge, A Site of Engineering Triumph and Personal Tragedy* by Steve Dietz, CCFHS. Construction began in 1907 and took some 3 years to complete. The steelwork and trestles together are over one-half mile long; the tallest pier measures 60 feet above the surface of the water. The cost of the bridge was \$375,000. The July 10, 1910 Sunday Oregonian noted: "But however great the cost, the Oswego bridge is considered well worth the while, not only for the benefit it will bring to Portland, in the removal of the steam cars from Fourth street, but to the railroad company in the precious minutes that will be saved in running time of the trains. Great is the cost of the speed demanded in this century of ours." The bridge was built high enough for steamers on the Willamette to pass under. The bridge approach on the east side is just south of Milwaukie; on the west side the approach is just north of Lake Oswego. The Personal Tragedy part of the article described the falling and subsequent drowning death of a riveter working on the building of the bridge.
- ▶ On the night of September 7th the RSG Forest Products Molalla Mill suffered a fire destroying one of their hemlock log decks and one of the Oregon Pacific Railroads locomotives. Here is what owner Dick Samuels posted September 10th on the Altamont Press Discussion Board: "As previously reported, OPR former GN SW-8 801 was involved in one of the large brush fires that are burning in the Molalla, Oregon area particularly the RSG sawmill which is one of OPR's customers. While the mill was not severely damaged and will resume operations next week, one of their hemlock log decks was consumed by the fire as well as damage to the 801. Initial inspection of the 801 disclosed that the cab including the electronics was completely destroyed. The main generator, aux generator, prime mover (recently replaced) and air compressor escaped unscathed. Initial inspection of the friction bearing trucks did not reveal any external damage although we will need to inspect the friction bearings for heat damage to the babbit surfaces. Unfortunately a six-month old set of batteries was destroyed. This means the 801 will become either (a) a "B" unit (cow calf), (b) a slug or (c) a parts source to keep our other EMD switchers running. The GOOD news is that : "former" OPR SW-8 803 which was traded in to Western Rail on the GMD1 1413 ten years ago is in their lease fleet, still in OPR paint and available for sale. As soon as the paperwork is complete and an interchange inspection made

by BNSF, it will be on its way back “home”. Our utmost thanks and appreciation go out to Western Rail in understanding our plight and coming to our aid. Thank you gentlemen...THANK YOU!!!” During a September 18th conversation with Dick he indicated the 801 will be repaired.

▶ The Central Washington Railroad bridge over Yakima River in Benton County caught fire on September 7th with the fire spreading through the entire span. The bridge is located between the towns of Prosser and Benton City and was viewable from I-82. The news article includes a spectacular picture of the entire bridge engulfed in fire. The bridge is owned by BNSF. **KEPR 9/8/2020.** [As if we didn't have enough troubles...now added: snow in Denver and the west coast is burning up.]



OPR No. 801 - Photo by Richard and Craig Samuels

▶ One year after the groundbreaking event for Lynnwood Link Extension, the



construction is more than 15% complete. Among the construction progress made to date: more than 170 drilled shafts have been completed, 15 to go; more than 85 of the project's 188 columns are complete; and more than 25 girder spans are finished. The Lynnwood Extension is scheduled to open in 2024. **Sound Transit 9/9/2020 news**

release.

▶ On Labor Day weekend some 15 motorcars (aka speeders) of the Motorcar Operators West organization, an affiliate of NARCOA, met in Idaho Falls and traveled from Idaho Falls to Newdale, Menan, and Ashton, three trips, on the Eastern Idaho Railroad. Next up for the group is a September 22 on the Goose Lake Railroad out of Lakeview, Oregon. **Idaho State Journal 9/9/2020.**



▶ In 1901 a narrow-gauge Climax Class “A” geared steam locomotive shop no. 313 was built for Wild Goose Railroad (WGRR) and shipped from Corry, Pennsylvania to Council, Alaska. Now the only surviving Climax class A locomotive is returning from Alaska to Corry for operational restoration. Donations are welcome. For more information about this locomotive and its involvement in Alaska gold mining: corryrails.com



▶ New power for the Goose Lake Railway: The railroad purchased the former Central California



Traction/Alameda Belt #44, a rebuilt GP7u, and it arrived in Lakeview late last year where it will be placed in service as GOOS #926. The search for a second locomotive finally ended last month in Raceland, Kentucky, where the railroad found and bought a GP15-1, ex-CSX. The locomotive, now GOOS #106, is now making its way west to its new home rails. I caught it this morning coming into the east end of the Elko yard. The addition of this locomotive will set the Goose Lake Railway up well, at least until the Red Rock biofuels plant in Lakeview opens. **Trainorders.com posting 9/12/2020 by Jeff Moore**

▶ Email message 9/13 from David Horine: “I am writing an article regarding the railroad history of the Pillars of Hercules in Oregon along the Columbia River. Most of that history has been well documented. However, I have found several dates for the point at which the rail line was moved from between the Pillars to a position north of the Pillars. Are there any records from the railroad that document when the move took place?” I sent this question to one of our members Kenn Lantz who has done a whole lot of ground pounding Gorge investigation, both rail and road, with the following response: “The Bridal Veil bridge a short distance east has the date of 1910 on it, which is very probably the same date as the railroad move.” As a follow-up, David is writing another article for the Stereo World Magazine published by the National Stereoscopic Association using the “Watkins' New Series “The Needles,” View West, Columbia River, Oregon, E 32” image of the railroad tracks between the Pillars as the basis for his 9th magazine article.

▶ Canadian Pacific Railway and Maersk have reached an agreement to build and operate a world-class transload and distribution facility in Vancouver [BC] to expand CP's and Maersk Canada's supply chain options for customers. The CP transload facility will be an expansion of CP's existing Vancouver Intermodal Facility and thus will benefit from turnkey rail infrastructure. The transload facility is designed to apply Maersk's global integrator of container logistics strategy and will offer



MAERSK

customers access to multi-commodity transload facility that will rely on the substantial use of rail instead of truck in the Vancouver market, as CP will shuttle containers to and from ocean terminals via rail. Maersk's ambition to establish a

sustainable supply chain aligns with CP's initiatives to fight climate change. The import transload facility will be operational in 2021. **Canadian Pacific news 9/15/2020.**

▶ A new business is being developed using replica handcars. The Museum of Handcar Technology is both building replica handcars and developing a tourist operation. Not to be confused with the Railrider cycling that use legs for propulsion, these

use the arms like the original handcars. In September, the Museum did a successful concept test on the Nevada Northern Railway. The Museum of Handcar Technology is a Clark family operation. One of the partners is Todd Clark, owner of Trainorders.com. More information: www.handcar.com. [Wouldn't this be a fun addition to the ORHC visitor experience?]



► Many of you are way ahead of me, but on September 16th I learned of this Union Pacific Railroad site, www.up.com/customers/track-record/fun/index.htm, that on January 28, 2020 listed the **Best Websites for Rail Fans**. A nice listing as are the other postings.



► Those that know me know that I am sometimes called a “dumpster diver” mostly looking for things to recycle. One of my favorite finds is Styrofoam that can now, with some effort, be recycled....anyway, a recent find in a pile of recycling was this ticket for the Traveller's Rest:

Double-headed from Union Station Rail Fair, SP&S 700 and SP 4449, Monday, November 9, 1987, 4:00 pm

The price of this ticket is a charitable donation to the restoration, preservation and operation of the rail equipment of the City of Portland. This excursion is made possible courtesy of the Pacific Railroad Preservation Association, the crew of the SP 4449, the Pacific Northwest Chapter of the National Railway Historical Society, Northwest Rail Museum, Southern Pacific Transportation Company, the City of Portland Bureau of Parks and Recreation, and Foreign Engine Service. Make checks payable to the City of Portland.

This was a short trip from Union Station.

► The Foss Waterway Seaport sponsored a Facebook event September 17th titled *Where Rails Meet Sails*. The program is part of the Foss Waterway Seaport's “Free Virtual Thursday” series, giving viewers special access to all the stories, artifacts, and beauty of Tacoma's favorite maritime museum during COVID-19. The program is available on their YouTube channel and can be found: fosswaterwayseaport.org/exhibit/virtual-free-3rd-thursday/.



► The Port of Everett awarded BUILD Grant: The Mills to Maritime Cargo Terminal Project was awarded on September 17th \$17,750,000 from the Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program [now there is a title!] of the U.S. Department of Transportation. The \$35,950,000 project will redevelop the 55-acre (45 upland and 13 in-water) former Kimberly-Clark International pulp and paper mill that was demolished in 2012; the \$20 million state mandated site clean-up will be completed in 2020 and the some of the asphalt container ramp will be used to cap the pollution. The site is adjacent to the BNSF mainline. www.transportation.gov/buildgrants.



► Doug Auburg, SP&S Railway Historical Society President, announced that they have awarded a grant of \$1,500 to the Inland Northwest Rail Museum for restoration work on the Mount St. Helens sleeper/lounge SP&S 601.

► Salmonberry Trail: Our partners at Stub Steward State Park have given us a green light to clear trail and expand parking that will connect the Banks-Vernonia Trail to the soon to be developed Salmonberry Trail. The connector trail will allow people on the Banks-Vernonia Trail to access the Salmonberry Trail to the west, or connect to a network of trails in the Portland Metro region to the east via the Manning Trailhead. Construction of the new connector will take place this fall. Donations of \$23,000 have been received, another \$7,000 is needed. To donate: www.salmonberrytrail.org/donate. **Salmonberry Trail email 9/18/2020.**



► Oregon's shortest short line being formed: The Oregon Independence Railroad (OIRR) filed paperwork September 21st with the Surface Transportation Board (Docket No. FD 36442) to restore common carrier operations over certain currently-private track in Polk County, Oregon, extending from a point of connection with tracks of the Portland & Western Railroad at milepost 0.1833 at Independence, Oregon to approximately milepost 0.61 (the center-line of Polk Street grade crossing) also in Independence, a distance of approximately 0.4267 miles. Valley & Siletz Railroad Company transferred its assets, including this track to OIRR on September 18, 2020. **Bob Melbo 9/22/2020.** [Note: Kevin Mannix is listed as a managing member; he is also the Executive Director of the Port of Willamette and a Oregon Shipping Group director.]

► Fire train helps battle blaze in Yakima River Canyon. Nearly 1,000 firefighters have fought the Evans Canyon Fire with an impressive array of machines on the ground and in the air - - at least 127 engines, 13 bulldozers, two tank-like skidgines, 21 water tenders, six helicopters and two airplanes. Joining them in the battle through the Yakima River Canyon is one of two specially equipped firefighting trains from BNSF Railway, both based in Washington. Each train can take firefighters to hard-to-reach hot spots, carries 30,000 gallons of water and uses hoses to shoot water up to 30 feet away. **Yakima Herald-Republic 9/7/2020.**

▶ A September 15th letter from the Cheney Depot Society, provided some updates on their Cheney Train Depot move/rehabilitation project:

- The new foundations have been completed, and within the month, waterproofing the building will begin with repairs to the Spanish tile roof, and to the exterior stucco.
- The Washington State Historical Society's Heritage Capital Projects grant – which provided major funding for this phase of the project – has included the Cheney Depot Project on its ranked list of projects recommended for additional funding in the 2021-2022 biennium (pending approval in the next state budget cycle)! This would complete the interior rehab of the building, making it ready for a commercial tenant, but only if we raise sufficient funds for the required match.
- It is essential to raise at least \$210,000 by December 1!

Cheney Depot Society, 1921 First Street PMB 140, Cheney WA 99004 – www.cheneydepot.com

▶ The October issue of Railfan & Railroad magazine on page 11 has a nice picture “Portland Budds Roll On” and caption describing TriMet's use of the RDCs as backup to the Colorado Railcar's DMUs on the Westside Express Service (WES) between Beaverton and Wilsonville.

▶ The Washington State History Museum in Tacoma is re-opening September 29th after being closed since mid-March in response to the COVID-19 pandemic. www.washingtonhistory.org.

▶ While I try to stick with information pertinent to the title of this column, occasionally I stray for what I think are good reasons. Here is a stray piece: **Inside Detroit's Michigan Central Station During Rebuilding.** This September 25, 2020 *Trainorders.com* posting reminded me that Ford Motor Company had purchased this long dormant and vandalized building and was planning a major redevelopment. This posting included information on a WDIV-TV link that takes you inside the Central Station as construction work for its redevelopment is underway. Using the arrow keys on your keyboard you can “walk through” the construction activity in the station's main hall, waiting room, restaurant, ticket office and other areas. Link:



my.matterport.com/show/?m=nhQitTrsuMP&back=1. Even if you don't care about Detroit's Central Station, I think you will admire the use and technology behind this “tour”.

▶ On September 23rd the U.S. Department of Transportation's Federal Railroad Administration announced the selection of 50 projects in 29 states to receive grant funding under the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program. Selected projects:

- Alaska – Trail River Bridge Replacement, up to \$4,110,480, Alaska Railroad Corporation. Replaces a timber railroad bridge over the Trail River, approximately 23 miles north of Seward.
- Idaho – Magic Valley Rail Safety & Capacity Expansion, up to \$7,491,315, Idaho Department of Transportation. Expands the Eastern Idaho Railroad Gular Yard facility in Rupert. Consists of extending the yard track and adding a new passing track to relocate switching operations that currently block the crossing at State Highway 24/8th Street. It also includes rail replacement on the main line track through the yard, removal of two of the four tracks at the 9th Street crossing and upgrades at the 100 North crossing.
- Oregon – Brooklyn Subdivision Rail Corridor Improvement Project, up to \$3,691,900. Rehabilitates an inactive 1-mile-long siding along Union Pacific's single-track mainline on the Pacific Northwest Rail Corridor between Portland and Salem. [I believe this is the siding just south of Oregon City,]
- Washington – Elma Junction Safety, Capacity, and Efficiency Project, up to \$1,374,399, Puget Sound & Pacific Railroad. Constructs a 1-mile-long mainline siding and automates two switches in Elma, along the Puget Sound and Pacific Railroad. Replaces manual switches and constructs a siding to allow for safer and more efficient operations at capacity-constrained junction point on the PSAP network just north of the BNSF and Union Pacific interchange in Centralia.
- Washington – Pacific Northwest Rail Corridor Reliability – Landslide Mitigation Phase III, up to \$3,719,000, Washington Department of Transportation. Constructs landslide catchment walls along approximately 1 mile of track at Milepost 25 on the Pacific Northwest Rail Corridor between Seattle and Portland. This project is Phase 3 of a Landslide Mitigation Plan, identifying short-, intermediate-, and long-term activities needed to recue rail closures due to landslides.

▶ Washington State Department of Transportation has released September 25th the final Washington State Rail Plan: 2019-2040. The State Rail Plan is prepared every five years to provide a framework for future actions. The 119-page report is available: <https://wsdot.wa.gov/rail/state-rail-plan/home>.



▶ Thunder Island Brewing has opened their new facility over Labor Day weekend on Wa Na Pa Street [main street] in downtown Cascade Locks. They are touting great views of the Bridge of the Gods and Columbia River... No word yet on train viewing but that wrap around deck is enticing; stay tuned.



▶ Portland's Historic Resources Code Project: A proposed draft of the Historic Resources Code Project is now available for public review and testimony. A public hearing on the proposed draft is scheduled for October 27th at 5 pm. Written and verbal testimony are invited by all interested parties. Additional information can be found on the proposed draft website: www.portland.gov/bps/hrcp/historic-resources-code-project-proposed-draft or www.portland.gov/bps/hrcp.

City of Portland Bureau of Planning & Sustainability 9/20/2020 email.

▶ The Northwest Railway Museum is resuming train excursions on October 3rd in the upper Snoqualmie Valley. The excursions are scheduled to continue weekends through the December holiday season. Train excursions include round-trip passage, with a stop at the top of Snoqualmie Falls so passengers may enjoy the breathtaking view of the river valley more than 300 feet below. **Snoqualmie Valley Record 9/25/2020.**

▶ Coming to a future *Trainmaster* is an article: Donald Kendall, who built PepsiCo into a soda and snack-food giant, dies at 99. The article will describe how I believe this corporate giant saved steam locomotive restoration efforts in the mid-1970s and his Pacific Northwest connection.

As I close this month's Rail News I would like to encourage all members to express their appreciation to our Editors T. Trent Stetz and Valli Hoski. Month after month, issue after issue, these folk give us outstanding publications. Val is relatively new to the NRHS News "business" and I sent her a message the other day complimenting her NRHS News publications and especially her NRHS News September article *A Sunday Drive for Rail Gems*. In my opinion a perfect way to make lemonade out of lemons. Her response: "Thanks so much for your kind words on the Sept. issue. They mean a lot to me, more than I can say."

STAY WELL !

THIS CHORE TOOK TIME, BUT EACH STEAM LOCOMOTIVE NEEDED IT DONE!

by Martin E. Hansen

While taking water was part of servicing that was done more often each day with steam motive power, it also went relatively quickly compared to the taking on of locomotive fuel oil. Even with the best facilities as we see here, adding hundreds of gallons of bunker-C still takes time. The colder it is, the more time it takes.

This scene was taken in the SP&S yards in Vancouver, Washington on April 19, 1940. SP&S 4-8-4 #702 has made it to the head of the line of locomotives waiting for their turn under the oil spout. We got a good look at the screw valve used by the hostler to start and stop the flow of oil into the big oil bunker on the nearby new 4-8-4.

From the smile on the engineer's face, he seems quite pleased that he does not need to leave his seat to assist in this slow process.

The above was originally posted by Martin on *Trainorders.com* February 3, 2020 and reprinted with his permission.

And some information about the fuel from the Vancouver Sun, 4/9/2015:

Bunker fuel is the generic term given to any fuel poured into a ship's bunkers to power its engines. Deep sea cargo ships typically burn the heavy, residual oil left over after gasoline, diesel and other light hydrocarbons are extracted from crude oil during the refining process. From Shell marine fuel oil safety data sheet:

- Industry material safety sheets for marine fuel oil classify it as hazardous and very toxic to aquatic life, with long-lasting effects.
- Bunker fuel is graded A, B, or C, with C being the thickest and most viscous, often requiring heating or blending in order to make it flow. Mixed with up to 10 per cent of a lighter fuel, such as diesel, it becomes a cheap fuel for use in shipping.
- Characterized as persistent oil, it is likely to spread large distances because it does not easily evaporate.
- It is a brown to black liquid, with a characteristic odour.
- Vapours are harmful if inhaled, exposure can cause eye or skin irritation.
- Suspected of damaging fertility, may cause organ damage through prolonged exposure.
- Contains constituent parts of the potential to bioaccumulate.
- Left stagnant in storage tanks, deadly hydrogen sulphide gas can form.



Martin E. Hansen Collection

Downtown Portland Gas Manufacturing Plant

by Arlen L. Sheldrake

How's that for a headline? The Portland Gas Manufacturing (PGM) Site consists of five city blocks located along the west bank of the Willamette River between NW Davis and Glisan Streets / between the Steel and Burnside Bridges in downtown Portland. From approximately 1860 to 1913, the manufacture of compressed gas from coal, carbureted water, and oil occurred on-site.

Some of us noted the dredging project on the Willamette River near the west bank just south of the Steel Bridge. This Oregon DEQ clean-up project is under a consent agreement with NW Natural. Sediment investigation efforts were completed in 2009, 2011, 2012, and 2014. In-water investigation has identified MGP contamination in sediment adjoining the former site.

While I am highly interested in improving the health of the Willamette River, especially the lower Willamette, this project got my rail history button pushed as I wondered how, back in the 1800s, they got the coal to the plant. To help answer this question, I reached out to NW Natural gas and received this response from Dave Santen, Senior Writer, NW Natural:



Attached are two documents that should be helpful. Page 87 of the first Oregon Public Utilities Commission document from 1961 (and perhaps updated) states:

The original gas plant consisted of six small retorts and was constructed on the west bank of the Willamette River near the foot of Flanders Street. The six retorts, with a daily capacity of 40,000 cubic feet, carbonized coal brought in from Nanaimo on Vancouver Island. This coal proved of low quality, however, and the company began importing it from as far west as Japan and Australia. The coal arrived in Portland as ballast aboard windjammers. At this time the gas company owned the only dock on the Willamette River, where the coal was unloaded. From the dock the coal was carried in wheelbarrows to the nearby gas plant retorts.

And there is some suggestion that oil may have been delivered by rail in the late 1890s, following the Willamette floods. This is from page 38 of a document produced in 2009 as part of the cleanup planning:

The 1886, 1889, and 1895 Sanborn maps depicts coal storage and iron oxide (gas purification material) storage within buildings constructed on the Wharf. The 1895 Sanborn map is similar to the preceding maps, except that a coal hopper is present. Additionally, by 1895 the iron oxide storage is referred to as the lime house, and a new structure (dry house) is present on the wharf. The dry house is apparently used for the drying out of oxide (gas purification) materials. Gas manufacturing processes changed from coal to carbureted water in 1894, so oil storage became necessary during that time-frame. It is unknown if oil arrived at the site by boat or by train, but no indication of oil storage on the wharf was evident from photos and available maps.

And from the Oregon Department of Transportation:

Thanks to the efforts of ODOT's librarian, Laura Wilt, it appears that there were no railroad spurs directly serving the Portland Gas Company, although there were two tracks fairly close at Glisan and Front Street that may have served the San Francisco & Portland Steamship Co.'s Alaska Dock. The 1908 Sanborn maps indicate the gas plant had frontage on the river so it's most likely the bulk of coal came in that way. Note that this was during the era of the first Steel Bridge, which was downstream of the current bridge. The Northern Pacific Terminal Company roundhouse was located north of Glisan between Front and 3rd Streets.

Following closure, the gas manufacturing operations were relocated downriver to the Gasco site in Linnton. PGM structures were dismantled or demolished at various times between 1913 and the 1940s.

Note: One of the founders of the original gas company, Leonard & Green Company, that became NW Natural was Herman C. Leonard who was the founder of Willamette Valley Railroad.

Sources: Dave Santen, NW Natural; Oregon DEQ Fact Sheet, Former Portland Gas Manufacturing – Summer 2020 In-Water Cleanup; NW Natural 150 Years, 1859-2009; and Bob Melbo and Laura Wilt, ODOT.



Photo of Dredge on the Willamette River by Arlen Sheldrake

PNWC CHAPTER ELECTIONS

Attention all PNWC-NRHS Members - Officer Nominations Now Open - - Please Consider the Opportunity
 PNWC-NRHS Chapter Officers and Two Director-at-Large Board Positions are available, please consider running for an office. We normally have used the October Chapter Meeting to ask for additional voluntary nominations from "the floor". This year our open process will not be possible in person, we the Board of PNWC-NRHS are requesting your serious interest in joining us to lead the Chapter in 2021, the year of recovery. Please consider a self-nomination. Please contact Mark Reynolds at mark.reynolds@powereng.com if you are interested. A separate mailing with election information will be sent to all Chapter members in the coming weeks.



A Visit to the Cheney Depot by Arlen L. Sheldrake

During a late August road trip to Spokane we included a visit to Cheney to see firsthand the Cheney Depot Society's major move project. As previously published, BNSF wanted the 1929 Northern Pacific depot gone. It was located between two active railroad tracks and generated many safety concerns. The long BNSF wait is over and all that is remaining of the original depot location is some fresh gravel. The rest of the story is in the picture of the moved depot in its new location next to the main highway in Cheney at First Street between I and Union Streets. For more information about the project and an ability to donate some much needed \$\$\$: www.cheneydepot.com and/or send them a check: Cheney Depot Society, 1921 1st Street PMB 140, Cheney WA 99004. You can also watch their progress at: www.facebook.com/nprdepot.

Bill of Lading

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Chapter Officers

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

Chapter Directors-at-Large

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

Committee Chairs

| | | |
|---|-----------------|--------------|
| Activities | Ron McCoy | 503.310.4811 |
| Archives | Ed Berntsen | 253.383.2626 |
| Auditor | Bob McCoy | 360.459.3251 |
| Car Host | Mark Reynolds | 503.638.7411 |
| Concessions | Grant Carson | |
| Chapter Rep., Oregon Rail Heritage Foundation Board | | |
| | Mark Reynolds | 503.638.7411 |
| Chapter Rep. Powerland | Mark Reynolds | 503.638.7411 |
| Elections | Jim Loomis | 503.253.3926 |
| Flanger Restoration | Phil Barney | 503.706.0498 |
| Library | Bruce Strange | 503.901.7815 |
| Operations Manager Library & Archives | Bob Weaver | 503.806.4955 |
| Meeting Programs | Al Baker | 503.645.9079 |
| Membership | Lila Stephens | 503.246.2165 |
| Rolling Stock | George Hickok | 503.649.5762 |
| | Keith Fleschner | 503.516.9272 |
| Chief Mech. Officer | Peter Rodabaugh | 503.701.7040 |
| Car Rental Agt. | Bob Jackson | 503.231.4808 |
| Safety Officer | Keith Fleschner | 503.516.9272 |
| S-2 Restoration | Mark Reynolds | 503.638.7411 |
| Webmasters | Jim Long | 360.228.5523 |
| | Mark Whitson | 503.533.7005 |

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PACIFIC NORTHWEST CHAPTER TIMETABLE No. 699

Oct. 16: 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 Friday of the month (October 16, November 20) 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 on October 16th, use Meeting Number (access code): **132 888 7396**. If you just want to use your telephone/cell phone just call **1-866-469-3239**, followed by the Meeting number (access code): **132 888 7396 #**. (Toll Free). So please call in and join in the information sharing!

Nov 20: Chapter Meeting TBD

Check www.PNWC-NRHS.org for updates

September Membership Call-In Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on September 18, 2020

The meeting was called to order at 7:37pm by President Mark Reynolds. Ten members signed in to the WebEx call. The minutes of the August meeting were approved by the members in attendance.

Arlen Sheldrake contended that this was not a meeting because there was incorrect meeting call-in phone number in the September *Trainmaster*. Bryan Ackler suggested that all committees submit a report each month for the *Trainmaster*.

Ed Berntsen reported that the Library/Archives have not 'met' for the last two weeks but will resume telephone conference next Monday. He also reported that they are responding to a request for information and cosmetic appearance for an old steam engine.

President Reynolds said there will be information for yearly elections in the October *Trainmaster* and information of the candidates in the November *Trainmaster* and a mail-in ballot will be made available to all members.

President Reynolds reported that the “Steam-up Drive Through” at Powerland Heritage Park was successful, and they are proposing a Christmas light drive through, with donations given to Oregon wildfire victims. He next reported there had been no recent turntable meeting.

Keith Fleschner reported that the track two extension work at ORHC has been delayed because of losses sustained by Albany and Eastern Railroad during the recent Oregon wildfires.

Bryan Ackler reported Dick Samuels, Oregon Pacific Railroad had some damage from the wildfire to one of his locomotives but it will be repaired.

Arlen Sheldrake said there has been no further movement on the Washington Park and Zoo Railroad projects.

Bryan Ackler said he had done work in the Mt Hood car and now the Porter call bell is mostly functional.

Doug Auburg reported that the SP&S Society has given a grant for the work on the Mt. St. Helens car.

The meeting was adjourned at 8:32pm

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.

PACIFIC NORTHWEST RAILROAD ARCHIVE

NORTHWEST NEWS

The *Friends of PNRA* receive this summary of the activities at the Archive during the third quarter of 2020.

Annual Membership Zoom Meeting

PNRA's Annual Membership Meeting will be held **Nov. 4, 2020**, starting at 7:00 PST as a Zoom Meeting of our members, aka, *Friends of PNRA*. Our *Friends* volunteer their time at Archive work sessions, or contribute funds to help cover PNRA's operating costs. If you worked more than 30 hours or contributed \$50 or more in the last twelve months, you are a *Friend of PNRA* and entitled to vote at our Annual Meeting. **Please plan to attend the Zoom meeting.** Please sign in 5 minutes early so we can start on time. Start by downloading the Zoom application and then click the following meeting link: <https://zoom.us/j/9745840962>

Archive's Response to Covid-19

We are holding bi-weekly Zoom meetings with the active Archive volunteers to keep in touch, share stories and review processes which can be used in their remote work. Nineteen PNRA volunteers are currently working on PNRA projects from their homes. We are using our SharePoint web servers to deliver spreadsheets and the digital materials to the volunteers throughout the United States. Single person work sessions are being scheduled most days at the PNRA facility and building security is checked by leadership during multiple visits each week. Call Gary Tarbox if you want to schedule an individual work session.

While at PNRA masks are required and frequent hand washing is necessary. Cleaning supplies are available in the workroom.

The BEMRRC is holding limited layout work and operating sessions for a scheduled number of members with masks. The members are selected to work or operate in different parts of the layout to maintain proper distancing.

Preservation Activities

Bill Zidel and Kent Sullivan drove to St. Paul, Minn. in early September to load Larry Schrenk's collection into a trailer and drive it back to Burien. This collection includes the material used to write his five books on NP locomotives.

Mike Bergman is working at home on cataloging PNRA's large Ainsworth streetcar photo collection of the Seattle Municipal Railway.

The software coding phase of the development of our user-friendly search interface for the Access to Memory (AtoM) system has been completed by Kerkhoff Technologies and was tested this quarter. The next step is loading collection data into the AtoM catalog using a batch process of data developed for our current SharePoint web sites.

Work has started at the GN-NP Joint Archive office at the Jackson Street Roundhouse (JSRH) in St Paul to clean up their Access database used for cataloging East-End materials. The Database was moved to the Cloud to provide greater accessibility to the volunteer work crews. Once the processes are stable, volunteers at PNRA will be able to login and enter new collection data and assist with additional work.

Brian Ferris asked for an explanation of why the SP&S collection at PNRA contains many files from the GN and NP. Rich Wilkens provided that: "After the BN merger the former



The trailer loaded with Larry Schrenk's donation and items loaded at Jackson Street Roundhouse in St. Paul.

SP&S engineering offices at Hoyt Street in Portland took over the responsibility for GN and NP engineering from Centralia southward, westward out to Moclips, eastward from Vancouver, Wash. to near Toppenish, and the former Great Northern line from Bend to Bieber, CA. The noted files are for general matters that pertain to the assigned lines and date from the 1920's into the early days of the BN."

The large Ainsworth NP Location photo collection was scanned and cataloged by Chuck Soule and has been posted on the NPRHA.org website. Chuck now working on cataloging the Ainsworth aerial photo collection which includes images mainly from Washington State.

The James Turner GN photo collection was scanned and cataloged by Andrew Kalamka and has been posted on the Joint Archive site.

Walt Ainsworth reviewed the posted NP Steam collection and found gaps where books of photo prints apparently were not scanned along with the current 102 books. One of the missing books was found, but the two other books were separated when the collection was being unpacked in 2013 and are likely in a box on the shelving.

The *Camas Prairie - Idaho's Panhandle Railroad* book has been released and contains photos from PNRA's Ainsworth and Fredrickson collections along with information from AFE files and drawings moved west to PNRA in 2019.

Kurt Armbruster is compiling a comprehensive database of the railroad paintings of Jack Christensen who is a regular volunteer at PNRA.

Community Outreach

David Lotz, *Burlington Bulletin* Editor received permission to use three images from the Eugene T. Hawk collection in their article titled *Aurora and its Shops 1900-1974*.

Sue Boggs of the Mountain View Funeral Home in Lakewood Wash. requested information on John Wiley, the first burial in December 1915 by the company. With the 105th anniversary

PACIFIC NORTHWEST RAILROAD ARCHIVE

sary of his death coming up this year, Mount View is seeking information about Mr. Wiley, who was killed while part of a Milwaukee Road excavation crew in Sumner.

Noah Thompson asked for information on the McHenry Railroad Loop (McHenry, ND) which he wants to recreate on his layout. The loop was constructed in 1899 as a way to turn an entire train at the end of the Cooperstown Branch.

The BEMRRC is looking for photos of the town of Concrete WA and the cement plants located nearby to help with the Club's permanent layout.

On August 13th, Mike Bergman presented via Zoom to **110 people**, the lecture: *To West Seattle by Streetcar, 1916 – 1940* for the *Southwest Seattle Historical Society* to explain how streetcars operated between West Seattle and downtown. Lee Corbin was provided with maps of the spurs and stations that served the 1909 *Alaska-Yukon-Pacific-Exposition* in Seattle.

Northwest Railway Museum steamed NP 924 for a second time on its way to restoring the 0-6-0 to service on their track from Snoqualmie Falls to North Bend, Wash. There are still tests to be completed, but this trial run was very successful.

Olaf Danielson is working with a local non-profit to compile a book on the History of Grantsburg, Wisconsin. His assignment is to cover the railroad branchline that served his hometown and was granted permission to include a 1991 *Main-streeter* article on the branchline.

Lynda C. Dostal's uncle, Warren Pratt Upham was described as "a cruiser for the Northern Pacific in 1944." Lynda wanted to understand what he did. It turns out that her uncle worked for the Resources Division of the railroad and evaluated the value of timber on the railroad-owned land granted by its original charter.

Dennis Bryant was looking for passenger train consists from the 1914-20 period. He was told the consist information was recorded on Dispatcher's Train Sheets, and normally discarded after seven years, so it is doubtful any exist from that period. However, public timetables will often indicate the types of cars expected to be used in a railroad's name trains.

Eleanor Boba received a high-resolution file of Pacific Coast locomotive #16 in north Renton for use in her up-coming book, *Around Lake Washington* with credit to PNRA's PCR photo collection.

A diner and baggage car purchased from Amtrak were delivered to the Railroad Museum in Toppenish WA in August.

Carl Trieshmann requested information on the Loewy paint-scheme for the North Coast Limited and was sent the Painting & Lettering drawing.

Robert Scott is writing an article for *Trains Magazine* on the two swing bridges over the Chehalis River in Aberdeen, Wash. and requested information from PNRA's AFE and bridge collections.

Thad Allen working with a Bellingham Public Access Television program on the Wellington Avalanche that occurred on March 1, 1910. Bob Kelly has done extensive research and worked with the authors of two books on the disaster and is helping Thad.

Kent Sullivan has been working with the Cross-Kirkland Corridor Park task force to commemorate the railroad history with some structures and signage along the bike trail on the eastside of Lake Washington. The task force has been given plans for the Kirkland depot and another small depot.



Sean and Kyle Sullivan and Dean O'Neill unload the trailer from St. Paul, MN at the Archive in Burien, WA.

John Curtright of Canton, Michigan requested a copy of the 1979 BN Train Briefs which details the scheduled trains which ran across the system. He had used the earlier Briefs on the NPRHA.org website and wanted to review a post-merger version.

Facilities

The Archive's file server, PNRA45 is backed up each month on two new self-contained units using software that only copies new and modified files.

Because of the instability of the Comcast internet service, the Archive's network connection has been going down every three to four days, requiring a trip to the Archive to reboot the network to give remote access to our volunteers. On August 8th, a phone-activated power switch was added to the system to allow a remote reboot of the network.

Both the GNRHS and NPRHA Stores now provide some back issues as digital files which are downloaded to the customer's computer after the purchase is completed.

Administration

The manuscript Mike Bergman wrote on the *Seattle Municipal Railway* which included photos from PNRA's Ainsworth Collection is being reviewed for publication by the Washington State University Press.

The City of Burien has formed a committee to investigate forming a Creative District which would include 153rd Street. A Creative District is a clearly identified area that contains a high concentration of cultural facilities and programs, acting as a visible and attractive element in a city. PNRA plans to participate in the District when created.

Gary Tarbox
PNRA Executive Director
2020-Quarter 3 Northwest News

