

The *Celebrating 60+ Years* Trainmaster

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SWITCHING DUTIES IN TOLEDO, OREGON

Text and Photos by T. Trent Stetz



WATCO Rail Services's GP-35 Locomotive No. 3516 (Ex-PCC 2353/CR 2353/PC 2353/PRR 2353), built by EMD in March 1965, is seen doing switching duty in Toledo, Oregon on April 6, 2021. These boxcars are destined to be filled with linerboard and corrugated medium from the Georgia-Pacific Plant. This railroad from Corvallis to Yaquina City, 9 miles beyond Toledo, was first completed in 1884 by the Oregon Pacific Railroad Company. Toledo became the western end of the railroad in 1937 when the line between Toledo and Yaquina City was abandoned by Southern Pacific. Since 1993, the 74.7 miles from Albany to Toledo are part of the Portland & Western Railroad.

A large lumber mill in Toledo was originally started in 1918 as part of the Army's Spruce Division, Yaquina Bay District, during WW-I. It was nearly 90% complete at the end of the war and was later purchased by C.D. Johnson Lumber Co. The Georgia-Pacific Corporation purchased the site in 1951, with ongoing rail service needs to the mill operation since then.

[Editor's Note: While in Toledo, be sure to visit the Yaquina Pacific Railroad Historical Society (www.yaquinapacificrr.org). You can learn more about this railroad in Scott Gavin's 2016 book *Empire of Dreams - The Story of the Oregon Pacific - Oregon's Most Controversial Railroad*.]

IN REMEMBRANCE OF TOM DILL

by Scott Inman on Apr 8, 2021

Retired Southern Pacific locomotive engineer, historian, and author Thomas E. “Tom” Dill took his final “highball” on Easter Sunday, April 4, 2021. A devoted husband, father and grandfather, Tom passed away peacefully with family at his side following a brief reoccurrence of illness. Tom Dill was in engine service on the Southern Pacific Oregon Division in the 1970s.

Born September 5, 1946, Tom grew up in the San Francisco Bay Area and became enamored with the twilight of steam



Tom Dill in engine service on the Oregon Division in the 1970s.
Photo by Todd Montgomery.

railroading on the Southern Pacific. A gift of a Lionel trainset as a youth from his uncle further enriched his love of trains and model railroading from an early age. While Tom never knew his father, his paternal Uncle Melvin Dill was a locomotive engineer on the Coast Division. Through a series of events, Tom was inspired to apply with Southern Pacific (SP) in San Francisco and was hired in engine service. On June 30, 1967, he marked up as a fireman at Bayshore Yard, beginning a career in railroading that spanned more than three decades.

After three years of seniority working several terminals on the Coast Division, Tom traded to the Oregon Division and was promoted to engineer on October 10, 1974 at Eugene. Tom would eventually go on to work nearly every mile of existing Southern Pacific trackage in Oregon.

Tom dedicated his personal time and hobbies to the preservation of Southern Pacific history, authoring almost a dozen book titles on railroading in the Pacific Northwest and across the SP system. His signature work, *The Southern Pacific in Oregon*, co-authored with Ed Austin, remains the definitive history of SP railroading and operations in the Beaver State. Tom wrote a series of five pictorials on the major routes of the Southern Pacific featuring color photography with quality captions and supporting information. This work remains regarded as the only major series covering the entire SP system by a single author. He also co-authored *The Red Electrics: Southern Pacific's Oregon Interurban* with Walter R. Grande, and *S.P.&S.: Spokane Portland & Seattle Railway* with Ed Austin.

Following his passion for steam locomotives, Tom worked tirelessly to promote the preservation of surviving SP steam. He led an effort to cosmetically restore and shelter former Southern Pacific 2-8-0 No. 2579, which has been on display in the Veterans Memorial Park in Klamath Falls, Oregon since 1957. Tom provided assistance and hardware for the preservation of other

steam locomotives including Nos. SP 1727, SP 1785, SP 2252, SP 4449, and SP 4294.

Tom was an award-winning model railroader and actively participated in model contests at historical society conventions. Learning from his mentors such as the late Dallas Gilbertson, Tom loved upgrading and super detailing models of steam locomotives, especially those which operated on the SP Portland Division in the early '50s. This desire ultimately led Tom to construct a model railroad of SP's historic Siskiyou Subdivision based in 1950s Medford area featuring the division point and station of Ashland, Oregon.

In a vigorous effort to preserve the history of the Southern Pacific, Tom organized oral history recordings with retired railroad employees in Oregon. Many of the recordings were transcribed and used to produce numerous articles Tom wrote for *S·P Trainline*, the official publication of the Southern Pacific Historical and Technical Society (SPH&TS). In recognition for his accomplishments, the SPH&TS awarded Tom the Guy L. Dunscomb Award of Outstanding Achievement in 2008 for his exemplary work and actions. Tom was one of the very few who achieved every category of consideration for the award which includes accomplished work as an author, photographer, videographer, preservationist, and historian.

Tom Dill's incredible legacy of achievements in the community of railroad history and preservation will be treasured by future generations of enthusiasts long after his story is written. Few were so generous, humble, caring, and willing to share as Tom Dill. He will be greatly missed by all he knew who called him "hogger." Clear blocks all the way!

This remembrance by Scott Inman also appeared in the Southern Pacific Historical and Technical Society's newsletter and will be published in *Classic Trains Magazine*. We thank Scott for permission to reprint in *The Trainmaster*.

Remembrance by Arlen L. Sheldrake

For a nice view of Tom's model layout see: model-railroad-hobbyist.com/node/23266. (Tom Dill's Southern Pacific in Ashland, Oregon.) Tom's books included *Southern Pacific's Historic Overland*; *The Southern Pacific in Oregon* (with Ed Austin); *S.P.&S: The Spokane, Portland and Seattle*; and *Southern Pacific's San Joaquin Valley*. Martin E. Hansen posted on *Trainorders.com* 7/16/2013: "Tom Dill deserves a lot of the credit for the fine cosmetic restoration of the SP 2579 in Klamath Falls." More recently Tom assisted with the cosmetic restoration of the SP 1727 at Dunsmuir.

The Friends of Silver Falls State Park in Oregon, posted June 30, 2020 this information about volunteer Tom Dill: "Looking for a job mostly out of doors in 1967 he applied to the U.S. Coast and Geodetic Survey and Southern Pacific railroad. SP came through first with an option to be a locomotive fireman and eventually engineer where he worked for the next 39+ years retiring in 2006. In 2009 he moved to Silverton, Oregon and continued his desire for being out of doors by volunteering at the State Park". Thank you! Rest in peace!



Tom Dill entertained visitors in 2009 inside the cab of SP 2579, a 2-8-0 Consolidation on display in Klamath Falls, Oregon. Tom cosmetically restored this locomotive and worked with the city to provide shelter for it. Photo by Mark Huffstutter.

TIMBER TITANS TO THE LIBRARY

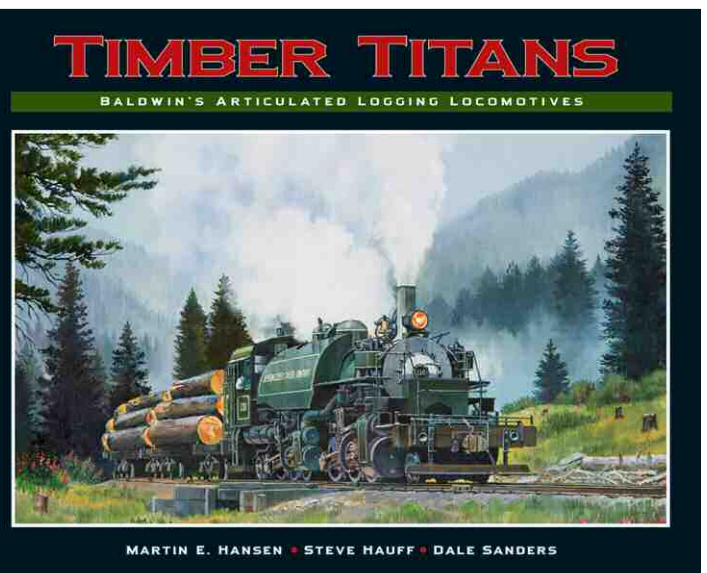
With great appreciation to White River Productions and the book authors Martin E. Hansen, Steve Hauff, and Dale Sanders, the new book *Timber Titans: Baldwin's Articulated Logging Locomotives* (Bucklin, MO: White River Productions, ©2021, ISBN: 1932804641) has been donated to the PNW Chapter library by the publisher.

Summary: History and description of the Baldwin Locomotive Works forty-four specialized articulated steam locomotives built between 1909 and 1937. Most worked in the Pacific Northwest logging industry. The book includes individual histories, with specifications, statistics and history of ownership, presented in construction number order.

Table of Contents: A titan tales – Marketing department – The competition – Exported cousins – The timber titans – Mechanical minutia – Paint and style – Titan tabulation – Titan territory.

Contains 256 pages: color illustrations, photographs (color, black and white), drawings, map; 24 x 32 cm (9.5 x 12.5 in.)

By Arlen Sheldrake with information from the PNW Chapter library book listing.



LONGVIEW, PORTLAND & NORTHERN RAILWAY COMPANY

By T. Trent Stetz

Summary per Finance Docket No. 36509 of the Surface Transportation Board dated April 16, 2021 for Longview, Portland & Northern Railway Company --Acquisition and Operation Exemption -- in Douglas County, OR.

The LONGVIEW, PORTLAND & NORTHERN RAILWAY COMPANY (LPN), a class III rail carrier, hereby provides notice of its class exemption from 49 U.S.C. § 10901 for its acquisition from Industrial Harbor USA, LLC (Harbor) and operation of a rail line that extends between a point of connection to Coos Bay Rail Line, Inc. (CBR) at Gardiner Junction, Milepost 0.0, and the end of track at Milepost 3.32 at Gardiner, a distance of approximately 3.32 miles in Douglas County, Oregon.

The Rail Line from Gardiner Junction to Gardiner was constructed by a predecessor of LPN in 1952 to serve lumber and plywood mills. In 1964, the Rail Line was expanded at Gardiner to serve a large kraft paper mill constructed by International Paper Company (IP). That mill generated significant inbound carloads of wood chips and outbound carloads of paper. That necessitated extension of the interchange track at Gardiner Junction and relocation of the 2-stall engine house at Gardiner in 1964. In 1974, Bohemia Lumber Company constructed a planing mill on Bolon Island that processed rough lumber into finished dimension lumber. The IP paper, plywood and lumber mills, and the Bohemia Lumber Company planing mill, all made substantial use of the Rail Line.

The Rail Line connects to CBR at Gardiner Junction. CBR connects to Union Pacific Railroad Company (UP) at Eugene, OR.

The mills at Gardiner and Bolon Island were operated successfully for many years. However, they eventually became unprofitable. The last of the mills closed in 1998. The last LPN traffic reported to the Oregon Department of Transportation was 20 carloads in 1999. Nevertheless, the Rail Line remains substantially in place.

In 2016, Harbor purchased the former IP mill site and the stock of LPN. Inasmuch as Harbor did not control any other rail carrier at that time, Harbor's acquisition of control of LPN did not require Board approval. See 49 U.S.C. § 11323(a).

Harbor intends to undertake a broad industrial redevelopment of the mill site and surrounding property at Gardiner. That will require substantial use of rail transportation, including rail-truck and rail-water transloading. Harbor will transfer the Rail Line assets to LPN to provide the needed rail service. LPN will undertake a broad refurbishing of the rail facilities to ensure their utility and safety.

While the Rail Line has not been used for a considerable time, it has never been authorized for abandonment. Consequently, the Rail Line remains subject to Board jurisdiction. This Notice seeks approval of transfer of the Rail Line assets from Harbor to LPN for revival of needed rail service in the Gardiner area.

An agreement has been reached between Harbor and LPN for LPN to acquire the assets and operate the Rail Line. LPN will be the operator of the Rail Line. A total of approximately 3.32 miles of Rail Line will be acquired and operated.



Railroad Route Map as included in Finance Docket No. 36509

LONGVIEW, PORTLAND & NORTHERN RAILWAY COMPANY

HOWARD MORTISEN, President
and General Manager, Longview, Wash.
C. E. NOLTE, Vice-President—Traffic,
C. E. LEAF, Secretary-Auditor,
B. HOWARD WILLS, Traffic Manager,
J. D. BOWERS, Superintendent, Chelatchie, Wash.
DALE W. ZBAEREN, Master Mechanic, Longview, Wash.
HOWARD K. MITCHELL, Supt. of Transportation,

Terminal Division
Terminal work for Northern Pacific Ry., Great Northern Ry., Union Pacific R.R. and Chicago, Milwaukee, St. Paul and Pacific R.R. at Longview, Wash.

Northern Division
Extends from Grand Ronde, Ore., to Willamina, Ore. (8.75 miles).

Southern Division
Extends from Gardiner Junc., Ore. to Gardiner, Ore. (3.5 miles).

Chelatchie Division
Extends from Chelatchie, Wash. to Rye, Wash. (29.5 miles).

Freight service only. February, 1965.

Connections.—At Willamina and Gardiner Junction with South. Pac., and Rye, Wash., with Northern Pacific.

From the The Official Guide of the Railways, New York, NY,
July 1965 issue

The Oregon Coast Historical Railway (orcorail.org) restored the 1949 Alco S-2 diesel switcher engine that was used at the International Paper sawmill and paper plant up in Gardiner. Members and volunteers cleaned and painted engine No. 111 in OCHR colors in its Gardiner shed before it was moved to the Coos Bay museum display area on Nov. 17, 2006.



PNW RAIL NEWS

by Arlen L. Sheldrake



As I start this month's News on March 22nd, I am greeted by the news that the NRHS RailCamp for 2021, both East and Northwest, have been canceled. Nice the decision was made early, yet another impact of this damn virus.

► On March 22nd the John Emery Rail Heritage Trust announced their 2021 grant awards. Forty-one applications were received requesting in excess of \$1,000,000. Twenty-two grants were awarded totaling almost \$325,000. PNW area awards:

- Friends of SP4449: \$22,000 for repair and restoration of their passenger car fleet.
- Oregon Rail Heritage Center: \$1,000 towards installation of their turntable.
- Pacific Railroad Preservation Association: \$35,000 for their SP&S locomotive #700.

THE
JOHN H. EMERY
RAIL HERITAGE TRUST



► The Port of Kalama is moving forward to develop specifications for replacing the pedestrian overpass over the BNSF rail lines between the City of Kalama and the Port. The project is estimated to cost \$4.4 - \$5 million. A motion to approve hiring WSP to perform 30% design and permitting for the replacement of the existing pedestrian overpass was approved at the February 24th meeting. If funding is found, construction could begin in the first or second quarter of 2022. The overpass would be in the same location as the current one. [I messaged Mark Wilson, Port of Kalama CEO, that having a couple of photographer ports on the overpass would be much appreciated by the rail fan community. He responded, March 23rd, that they will be considered and an



interpretive sign will be re-installed. He also noted that the Port offices including the Museum will be reopened in the next few weeks.] **Port of Kalama 2/24/2021 meeting minutes.**

► The Oregon Cultural Trust reports a donation record of \$5.2 million in 2020. The total represents a 13% (close to \$605,000) increase over 2019. The \$5.2 million includes 11,161 donations, with 2028 new donors. Oregon taxpayers donating to the Trust can qualify for an Oregon tax credit. **Oregon Cultural Trust March 2021 update.** [ORHF donations qualify as matching Oregon Cultural Trust donations.]



► The Multnomah County Sheriff's Office (MCSO) will assume command of TriMet's Transit Police Division following approval of an intergovernmental agreement by the Multnomah County Board of Commissioners today. The Transit Police Division is currently made up of officers from six law enforcement agencies in jurisdictions TriMet serves. As the command agency, MCSO will provide a captain to serve as TriMet Transit Chief of Police, as well as lieutenants, sergeants and deputies. Overall, the 7-year agreement will not exceed \$82.5 million, or about \$12 million a year, with TriMet reimbursing MCSO for salaries, overtime and equipment. The initial agreement goes into effect on April 1, 2021 and lasts until June 30, 2025. After that, the agreement



will be automatically renewed for three one-year periods through June 30, 2028, unless terminated before then. **TriMet News 3/18/2021.**

► The Woss Heritage Park & Interpretive Center on northern Vancouver Island has added CanFor No. 303, (an EMD SW 1200), per a posting on *Trainorders.com* 3/23/2021. The Heritage Park already has ALCO-built 1920 2-8-2 former Portland, Astoria and Pacific Railway steam locomotive last known as Canadian Forest Products No. 113. A December 2020 report by the Vancouver Island *Free Daily* noted the addition of a logging rail car purchased from Westcan Rail for CA\$4,200. Western Forest Products is supporting the Woss Heritage Park to honour the legacy of the Englewood Railway, the last operating logging railroad in North America, which closed in 2017. Some pictures are posted on the Vancouver Island Railways Historical Discussion and Modeling site: www.facebook.com/groups/120690895262396.



► ORHF Turntable Project, March update:

- Track No. 2 extension and other switchyard work is in the planning stage.
- Permit package was submitted to the City of Portland in January 2021.
- Anticipated date of approved permit = May or June 2021.
- Center pivot bearing assembly repair work plan is set.
- Fund raising is in full swing.
- Restricted and Guided visitor tours of the turntable bridge may be in the offing.



And in April, the high-quality steel that was removed and recycled with the assistance of RFC brought in just under \$2,000. The sand blasting has been completed and the bridge painting has started the week of April 12th. Each and every bolt (not rivet) is being hand painted to ensure a good seal. Expect to see the turntable bridge to be moved to the front display track to assist with fund raising.

► Oregon Rail Heritage Center (ORHC) Update:

- As of March 24th struggles continue to get volunteers to staff the weekends.
- On March 24th the Portland Bureau of Transportation called ORHC stating that the Portland Fire Bureau had extinguished a car fire in the City owned ORHC leased parking lot under the MLK Viaduct. The burned-out hulk is being removed at ORHC cost.
- March 24th COVID-19 protocols for Public Visitor Days was posted on the Volunteer Information Center/Scheduling site and posted at ORHC. These protocols will enhance visitor and volunteer safety.
- The Turntable Project bridge welding contractor reported April 1st that their part of the project will be done April 2nd with the sandblasting/painting crew coming in on April 5th to paint. Expect to see the tent removed as soon as the painting is completed in about three weeks. Painting complete as of April 23rd.
- Beginning April 22nd ORHC will be open to visitors on Thursdays in addition to weekends, 1 to 5 pm. David Larsen has kept his Thursday team together over the many months of COVID-19 required closure.
- And from the April 10th Exhibits Committee meeting:
 - ◆ The Portland Union Station exhibit being developed by T. Trent Stetz is being planned with installation by July 1st.
 - ◆ *The Tough Guys* movie exhibit being developed by yours truly should be up in late April.
 - ◆ Mark Kramer is working with the Chapter to bring the Davenport locomotive to ORHC.
 - ◆ The Telegraph operating exhibit being developed by Ed Bohm and Phil Marceau should be up in May.
 - ◆ Docent training materials for the new exhibits will be produced by the developers.
 - ◆ Phil Barney will be installing a panel on the Section House with Turntable Project pictures provided by Dale Birkholz.
- With freezing weather in the rearview mirror, the UP 96 is again out of doors opening more space in the building.

► PNWC Update:

- Back on December 2nd a City of Beaverton police officer arrested a person at one of our rail car storage sites as he was cutting a brake pipe off one of our rail cars. The Washington County District Attorney with Chapter support pursued the case #396199 with extensive work by George Hickok in presenting information. With George as a witness for the prosecution in the Washington County Court, the Judge awarded the Chapter the full damage amount requested of \$3,827.72.
- *The Trainmaster's* Kenneth G. Johnsen January 2021 **Fresno Mallets** article was included in the March 2021 NRHS Newsletter...3.5 pages. A copy was sent to the *Friends of the 1727* prime contact Cheryl Petty asking if she would like copies sent to the local area news outlets. Cheryl provided a list of 6 and they were sent electronic copies. The electronic file was kindly and quickly provided by NRHS Newsletter Editor Valli Hoski. The email to the news outlets was titled *Dunsmuir Locomotive is National News*. Could also have been titled *Trainmaster goes National*. Thank you Ken for your article and additional pictures provided to NRHS.
- I will again get on my soap box and hype the Chapter's *Mt. Hood* sleeper/lounge as one of the premier exhibits at ORHC. Where else can Docents lead a tour of roomettes, bedrooms, shoe shining cubbies, a galley, a lounge, and the Farnsworth radio with Columbia Gorge radio station pre-sets? The only "downer" is the car's exterior is in dire need of painting. When will this get accomplished in the long list of rolling stock needed projects?
- A most interesting email message came in to pnwc@pnwc-nrhs.org that Keith Fleschner monitors. The message was from Cynthia Stowell and John Miller who are researching the Metropolitan Railway Company trolley line that ran from downtown Portland to Southwest cemeteries during the 1890s. They found the 2010 *Trainmaster* article by Ron McCoy about the Oregon Electric retaining wall that was removed during the reconstruction of the Iowa Street Viaduct on I-5. Ron is working with them to help identify some of the early route. The Stowell/Miller evolving web page may be found: dialectrix.com/trolley/ [Another example of the benefit of our *Trainmaster* newsletter.]
- The PNWC Board March 11th meeting minutes report that further discussion is happening with Union Pacific on the status of two historic SPMW rail cars located in Cheyenne. Also developing a proposal with the Willow Creek Railroad Museum for potential transfer of the Union Pacific Caboose 25527 to them.
- The *Trainmaster Special Edition A Journey of 10,000+ Miles -Finnish Locomotive No. 418*, went to the printer April 11th. This 12- page pamphlet will be distributed to the chapter membership as well as the City of Junction City, the Junction City Historical Society and the Finlandia Foundation (Columbia-Pacific Chapter) as well as others. The Special Edition includes *The Trainmaster* recent articles plus more material and is yet another masterpiece of editing by T. Trent Stetz. Buel's Impressions Printing, of Oregon City, did another great printing.

- More information from the Friends of 4449 web site about the recently purchased SP 2395 chair car: Built in 1949 by



Pullman Standard in lot 6805 to plan 7571A as SP 48-seat chair car 2395 for the Shasta Daylight service. Among other notable excursions, the No. 2395 was part of the PNWC 1984 Worlds Fair Daylight consist Portland to New Orleans. More information: www.4449.com.

- On a recent trip to ride on the Santiam Excursion run on 4/11, it was good to see the Friend's Travellers Rest rail car in the consist. Of note, the previous day the Albany and Eastern Railway (AERC), ran two Beer Fest trains with some 500 total passengers per Rick Franklin, AERC owner. Rick is now also a member of the ORHF board of directors.
 - With being fully immunized against COVID-19, the Friends volunteer crew returned to work April 14th after a forced hiatus of 13 months.
- ▶ On March 24th Santa arrived at my house, well it was my USPS mail person Josh, with my Christmas gift of **Timber Titans, Baldwin's Articulated Logging Locomotives** by Martin E. Hansen, Steve Hauff, and Dale Sanders. Published by White River Productions, www.whiteriverproductions.com, it is a **WOW**.

• And on March 26th Santa (*the authors and publisher*) delivered a complimentary copy to the Chapter library.

▶ Savage Services Corporation and Union Pacific collaborating to build and operate Idaho's first intermodal rail terminal in Pocatello. Savage Railport – Southern Idaho is beginning construction now and is expected to be operational by mid-year 2021. Savage teams will place loaded containers onto railcars at Pocatello terminal that will be transported by Union Pacific to the Northwest Seaport Alliance ports in Tacoma and Seattle. **Savage 3/24/2021 news release**. Initially the facility will load about 150 containers per week on 75 rail cars. By year's end, Savage hopes to be shipping up to 250 containers per week on 125 rail cars. Initially the facility will load primarily agricultural goods, but it will be available to ship dry goods in general that don't require refrigeration. Hay should be the top commodity shipped from the facility. **Idaho State Journal 3/24/2021**.



▶ The Southern Oregon Railway Historical Society (SORHS), Chapter of NRHS, January-March 2021 *Manifest* newsletter included an extensive history of the Butte Falls Railroad: *From Logging to Tourism* by Allen Dobney. Covers the history from 1889. Includes an update on their efforts on the Butte Falls rail project: (www.soc-nrhs.org and then click on the Butte Falls logo). A joint venture of the SORHS and the town of Butte Falls is to create a tourist railway on 3 miles of the original Medco line.



▶ One of many byproducts of the Finnish 418 locomotive articles is my discovery of the Appelo Archives Center in Naselle, Washington. Their focus is on the local Scandinavian and Finnish history. They are selling a 2021 calendar that is themed Logging Tools & Equipment....this is the first in a five-calendar series: 2022 = Naselle Logging Companies, 2023 = Naselle Logging Camps & Families, 2024 = Logging Structures, and 2025 = Logging Locomotives & Historical Ads. Nice web site: www.appeloarchives.org. The center is open Tuesday, Thursday and Friday, 9 to 3. [A visit is now on my bucket list.]

▶ The schedule for 2021 Eagle Cap Excursion Trains out of Elgin, OR has been announced with trips beginning July 3rd and running to October 23rd. Some 16 trips are offered by the Friends of the Joseph Branch. Due to needed additional track and bridge repairs, trips to and from Wallowa will not happen this year. Readers will remember that Eagle Cap's 2020 season was totally cancelled. New this year is the opportunity to buy a one-way cab ride. More information and to book online at: www.eaglecaptrainrides.com. The line is owned by the Wallowa Union Railroad (Wallowa and Union Counties) located in northeastern Oregon....an area worth visiting.



▶ The Community Planning Association of Southwest Idaho (COMPASS) is studying high-capacity transit options for the Treasure Valley between the communities of Boise, Caldwell, Meridian and Nampa. Options include light and heavy rail, as well as bus rapid transit. A January 19 – February 27, 2021 survey was completed by 11,706 participants. The question of having a “separated from traffic” versus “shares roads with other vehicles” received a resounding vote for separated. More information: www.compassidaho.org



▶ The Yamhelas Westsider Trail may get a second life with interest to purchase the property being shown from the Chehalem Park & Recreation District. Earlier this year the Yamhill County Commission pulled the plug on the 12.48-mile trail from pressure from adjacent property owners. The former SP railroad right of way goes from Carlton past Cove Orchard to Gaston.



▶ As hopefully you also are moving through this COVID-19 “jab” process, I was surprised to learn that my vaccine “jabs” were not being automatically added to my Kaiser Permanente medical record. Your provider may be different but my medical provider told me the process was to take a picture of my CDC card and send it to my advice nurse and it would be added. I continue to believe this CDC card with my record of “jabs” will be nearly as significant as my passport.

▶ A 1996 National Film Board of Canada 53-minute film, *The Road Taken*, takes a nostalgic ride through history to present the

experiences of Black sleeping-car porters who worked on Canada's railways from the early 1900s through the 1960s. There was a strong sense of pride among these men and they were well-respected by their community. Interviews, archival footage and the music of noted jazz musician Joe Sealy (whose father was a porter) combine to portray a fascinating history. www.nfb.ca/fil/road-taken/



► The **Troutdale Historical Society** newsletter, *By Gone Times* April-June 2021, included an update on the Troutdale Depot. The entire 1907 depot building is undergoing renovation by the City of Troutdale. The west end will remain as the Troutdale Historical Society museum with the east end becoming the Troutdale Visitor's Center. The renovation is expected to be complete in late April or early May.

► What I thought was an **interesting discussion** of the current status of Oregon rail history was on “street running”. The consensus was that currently street running happens in Albany, Harrisburg, Hillsboro, Independence, Junction City, Lebanon, Newberg and Salem. Former street running locations of Beaverton, Corvallis and Rainier have been recently street separated. Other locations?

► The **South Columbia County Chamber of Commerce** will be celebrating their 100th anniversary in St. Helens, Oregon on September 11th. The Chamber is located in the former Northern Pacific (NP) Railway St. Helens depot. NP built through St. Helens by 1883. The depot is located on Columbia Boulevard just off Highway 30 and the Portland & Western Railroad.

► In anticipation of a big move of the former SP 2955 *James Gilmore* round end and DLMX 5659 baggage car *Gordon N. Zimmerman*, on March 31st, some rail car switching occurred at the ORHC that included moving the Friends of 4449 *Magnolia Grove* SP 9021 (Sunset Limited) rail car to the future turntable location in front for painting. Visitors will note Phil Barney's recently installed beautiful sign “Sunset Limited SP 9021”.



► While doing some banking at Banner Bank in Beaverton, Oregon on April 1st, I noted a beautiful, framed picture on the wall of Portland's Union Station. I asked the branch manager out of her office and asked her about the picture and why it was on the branch wall in Beaverton. She didn't know why and said she would work to find out. While I am curious to see if she will follow-up, I found the both the picture location and the branch manager's unfamiliarity interesting, yet another example of the beauty of Portland's Union Station.

► Pullman, Washington was incorporated on April 11, 1888. Entrepreneur Orville Steward had arrived in June 1881 and promptly opened a store with a post office which he named Pullman in honor of Chicago railcar magnate George Pullman. Pullman began to stand out when the Columbia and Palouse Railway, a subsidiary of the Oregon Railway & Navigation Company, completed its much anticipated line into Pullman in 1885. Two years later, the Spokane and Palouse Railroad, a branch of the Northern Pacific Railroad, built its north-south line through Pullman. Extracted from **HistoryLink.org Essay 11117**.



► Washington Eastern Railroad in northeast Washington state is acquiring 4 ex-CSX GE Dash 8-40W locomotives, replacing the SD40-2 locomotives. They are reported headed west on April 1st. Jaguar Transport Holdings as of 11/1/2020 owns Washington Eastern as well as Oregon Eastern Railroad. **Trainorders.com 3/31/2021 posting**.



► Stay tuned as we head for the 250th anniversary of the founding of this country we call home. Ross Rowland, the man behind among other things the American Freedom Train, has an idea for a double-headed steam AFT 2.0 romp around the USA for some 36 months, 2023-2026, to celebrate the founding (*maybe the healing?*) of our country. [Remember the old adage: *never say never*.]

► Most of us know about the 1905 Lewis & Clark Exposition held in the Portland area called Guilds Lake and that the OR&N 197 locomotive was purchased to help pull the thousands of visitors coming to Portland for the exposition. A side story of that event was the City's effort to beautify the city with rose bushes prior to the Exposition. I have suggested to the Adopt One Block organizers that it is time return to this beautification effort.



► Amtrak is celebrating their 50th anniversary. On May 1, 1971 the first Amtrak train rolled out of New York City. For some history: www.amtrak.com/50th-anniversary. The May 2021 issue of *Railfan & Railroad* has a great article on Issaquah's J. Craig Thorpe **Painting the Amtrak Scene**. Who doesn't have at least one of Thorpe's posters? The issue is titled Amtrak at 50, a special tribute to America's national carrier. Another good read in the issue is Alexander Craghead's **Amtrak at Milepost 50** commentary.



► Beginning May 24, Amtrak Cascades will add an additional roundtrip between Eugene and Seattle and an additional roundtrip between Seattle and Portland. Additional trains will be added back into service as demand increases and health mandates are lifted. All Cascades trains will continue to operate at 50% seating capacity to allow for physical distancing, with strict cleaning protocols and federal mask requirements in place. Limited food and beverage service also will once again be available on all trains. Train trips between Seattle and Vancouver, British Columbia will resume when the Canadian border

reopens. **WSDOT 4/20/2021 email.**

- ▶ Amtrak Cascades will welcome a new fleet of trains when new Intercity Trainsets (ICTs), manufactured by Siemens Mobility Inc., arrive in the Pacific Northwest. These new trainsets are part of Amtrak's national procurement to replace aging trains across the country. The Cascades trainsets will be the first off the California assembly line. In the meantime, the Cascades service will continue to operate with a mixed fleet of Horizon and Talgo Series 8 trains.



Amtrak Cascades 4/22/2021 Facebook posting.

- ▶ TriMet is doing track maintenance in places along the entire length of the MAX Blue Line. Sections of rail ranging from 20 to 1,300 feet will be replaced including rebuilding the rail crossings at Gateway Transit Center. Work is scheduled primarily at night but some during the day beginning April 12 and continuing through May 23.



TriMet 4/8/2021 news release.

- ▶ Alaska Railroad reports \$7.8 million net loss on revenue of \$150.7 million for 2020 as the railroad confronted tremendous challenges caused by the COVID-19 pandemic. Total expenses for the year were \$158.5 million. **Progressive Rail 4/8/2021.**
- ▶ Construction of Federal Way Link Extension's first elevated track segments is underway with the first girders now going up at the future Kent/Des Moines Station. Workers began installing the girders this week to support the elevated station platform. The girders are typically between 100 to 115 feet long and weigh up to 130,000 pounds. Kiewit Infrastructure West Company is the design-build contractor for the \$3.1 billion project. **Sound Transit 4/8/2021 news release.**

- ▶ The Northgate Link 4.3-mile light rail extension will open October 2nd offering riders reliable, traffic-free trips of only 14 minutes between Northgate and downtown Seattle. With Northgate's completion Sound Transit will enter a period of opening major light rail extensions every year through 2024, nearly tripling the region's light rail system from 22 miles to 62 miles. **Sound Transit 4/9/2021 news release.**



- ▶ On March 19th crews completed track work on Martin Luther King Jr. Way for the Hilltop Tacoma Link Extension, marking 75% completion of the project. More than 22,000 linear feet of track is now installed. 322 power poles out of the 341 poles have been installed. The \$217 million project is funded through a partnership between Sound Transit and the City of Tacoma.

Sound Transit 3/22/2021 news release.

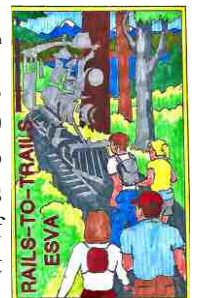
- ▶ *A sign of our future?* On Sunday, the French National Assembly voted to ban some short-haul flights in favor of train travel, if the measure is formally approved, it would mean the end to domestic flights on routes where the journey could also be completed by train in 2.5 hours or less. **arsTECHNICA 4/12/2021.**

- ▶ Steve Dotterer, ORHF board member and Architecture Heritage Center (AHC) board president, noted that he enjoyed reading the February 2021 *Trainmaster* issue celebrating the 125th anniversary of Portland's Union Station and has revised one of the AHC tours because of it. **Email to T. Trent Stetz from Steve Dotterer.** [Note: ORHF board members receive a complimentary copy of *The Trainmaster* with the mailings maintained by George Hickok.]



- ▶ One of the neat gifts that my sister-in-law found while "shopping" was a Menu from the Great Northern Railway Empire Builder during World War II. A most fascinating insight into life during those war years. The prices were set by the Office of Price Administration. Two, not three, meals were offered due to food rationing, breakfast and dinner. Anyone for Chicken Short Cake? While the menu and pricing were interesting, the bottom of the back page got my attention: "This space for your personal message. Envelopes are obtainable upon request from your Dining Car Steward who will also provide necessary postage and look after mailing." The menu is headed to the Chapter Archives.

- ▶ In a scheme to combine getting some exercise with rail fanning, I was pleased to complete on April 10th Volkswalking past 15 Historic Train Stations (Walla Walla, Albany, Kelso, Forest Grove, Portland (2), Leavenworth, Centralia, McMinnville, Chehalis, Canby, Silverton, Independence, Mount Angel & Lebanon) in Oregon and Washington. The Evergreen State Volkspoint Association sponsors this challenge. Got us out to various communities walking the structured 10K walks. The Historic Train Stations challenge includes Volkswalk events where the route goes by a train station dated from the 1930 or earlier and must retain most of the original design although it may be used for other than train purposes. Next up is to walk 15 Volkwalks that use at least a portion of rail to trail.




- ▶ On April 5th the Seattle Monorail Services marked the groundbreaking and start of construction of \$6.6 million of privately funded improvements to help shape the future of the Seattle icon and strengthen its connection to the regional transit network. The construction, which will be complete in Fall 2021, includes:

- Modernizations that double system capacity, provide better access, and strengthen the connection to Link Light Rail and the regional bus network.

- Increasing the size of the passenger boarding area at Westlake Station.
- Allowing boarding through all eight doors to increase the number of trips the trains can make during peak service.
- Adding ticket machines and a faregate system at both stations that enables passengers to scan their ticket or ORCA card for entry.



Seattle Monorail 4/5/2021 news release.

► The Rocky Mountaineer announced April 14th that their opening of Canadian operations would be delayed until early July 2021 with continued evaluation of COVID-19 travel restrictions.  **ROCKY MOUNTAINEER**

► We all know about the Oregon Pony in Cascades Marine Park. But did you know that you can build a 1:20 scale card model of the locomotive? T. Trent Stetz reports that ecardmodels.com / *scale paper models*, ecardmodels.com/product/1-20-locomotive-the-oregon-pony-paper-model. \$9.95 for a lot of history and instructions on how to build the model by Replicating Excellence.

► The April 2021 electronic issue of NRHS News contained Chapter member David Larsen's interesting 3-page article **Dining on the Rails – City of Portland 1953**. The menu cover pictures, Crown Point and Portland with Mount Hood in the background, really “zinged”. Thanks David. And watch for the April *Trainmaster* Nuclear Fuel Trains article in the May NRHS News. Thanks again Valli for reading the TM.

► In conjunction with the Dunsmuir Railroad Days (June 12-13) the Friends of Locomotive No. 1727 will hold a gala ribbon cutting on June 12th to showcase the cosmetic restoration of the SP 1727 at the Dunsmuir, CA, City Park. The plan is to also have Swap Meet and Rail Organization booths. In a news update, the Friends report that the seven-foot protective metal fence has been installed. The next step is power and security lighting that will be installed in a in a month or so by Ron Loder. The plan includes having all the lights on the front of the engine working. The semaphore will also be lit. **SP Engine #1727 Newsletter 4/22/2021.**



Many thanks to all our readers!

April Membership Call-In Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on April 16, 2021

- ◆ The April 2021 membership Zoom meeting was called to order at 7:32pm by President Mark Reynolds.
- 1. The March meeting minutes were called, Doug Auburg made a motion to approve the minutes, George Hickok seconded and the minutes were approved.
- 2. Bob Weaver of the Library & Archives Committee gave thanks to Arlen Sheldrake & David Jorling for the recording of railroad history in the Portland area. Also he gave thanks to Todd Landwehr for giving railroad items to the archives. He reported that steel shelving is being constructed in room 1A for more storage capacity and safer working conditions for the volunteers. He said there will be an upgrade to the website listing of Library Books and they will be made searchable.
- 3. Keith Fleschner, Treasurer reported that bills are paid up to date and all accounts balance.
- 4. Keith Fleschner reported that the 6800 car is close to getting the installation of the new metal parts needed for the side sill repairs. Then work will start on the other side of the car. The car should be ready for the 2021 Holiday Express. He posted a 6800 side sill status video is on YouTube. (www.youtube.com/watch?v=9372VvD0HI&t=9s)
- 5. President Reynolds said the annual reports on the Chapter rolling stock have been made to ORHF.
- 6. President Reynolds reported that the turntable is being painted and fund-raising continues to cover the expanding costs. He said that Holiday Express will be three weekends with one or two of the weekends being four days. He next reported that we are developing a proposal with Willow Creek Railroad Museum for potential transfer of the Union Pacific caboose No. 25527 to them.
- 7. Steve Rippeteau reported that Tom Dill, noted author has died. Many of his books were on the Southern Pacific railroad. [Editor's Note: See articles on Page 2 and 3]
- 8. Ed Berntsen reported that the Longview, Portland & Northern Railway Co. has filed an STB Exemption notice today, April 16, to resume operations May 17 under new ownership. He is now the General Manager of the short line near Gardiner, Oregon. [Editor's Note: See Article on Page 4]
- ◆ The meeting was adjourned at 8:50pm.
- ◆ President Reynolds then showed part of a video of a presentation on the restoration of Union Pacific Big Boy number 4014. The entire video may be seen on YouTube, “Rebuilding the UP 4014 Big Boy”.

Respectfully submitted by Jim Hokinson, Secretary.

STREETCAR IN LINCOLN CITY

I have wondered for years about this streetcar just south on Lincoln City at the *Streetcar Village* on Hwy 101. I stopped recently and took a picture and sent a note to regional streetcar expert and author Richard Thompson to determine its history. (Text and Photo by T. Trent Stetz)



Richard Thompson responded with the following information (shown below) on No. 1351, as described in picture and caption from page 44 of *Sunnyside Streetcars* (©2019, Fonthill Media)



As service was discontinued from line after line, Portland Traction Company offered streetcar bodies for sale. Several were hauled to the Oregon Coast, where they found use as cabins and diners. No 1351 first went to Elsie, then to Lincoln City, where it remains as the last surviving Oregon streetcar not in a museum or restaurant (Photograph courtesy Mark Moore)

Bill of Lading

Toledo Switching Duty.....	Page 1
In Remembrance of Tom Dill.....	Page 2
Timber Titans Donated to Library.....	Page 3
Longview, Portland & Northern Railway.....	Page 4
PNW Rail News.....	Page 5
Chapter Meeting Minutes.....	Page 10
Portland Traction Streetcar.....	Page 11
Officers, Committees & Contacts.....	Page 11
Notable Events.....	Page 12
Mission Statement.....	Page 12

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Treasurer	Keith Fleschner	503.516.9272
Secretary	Jim Hokinson	503.635.4826
National Rep.	Al Baker	503.645.9079

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Chuck Fagan (2nd Term)	2019-2021	
Bob Jackson (1st Term)	2021-2023	rjackson@nwrail.com
Pete Rodabaugh (1st Term)	2021-2023	
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PACIFIC NORTHWEST CHAPTER TIMETABLE No. 706

May 13: Chapter Board Meeting: Open to all Chapter Members. Contact Mark Reynolds at ma.reynolds.consulting@gmail.com or (503) 523-9740 for participation information.

May 21: Call in Chapter Meeting. Updates and Questions & Answers Join us! The instructions are simple: If you have a PC, download the free **Zoom** 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 May 21st, use computer/tablet/smartphone connect info sent via email. If you just want to use your telephone/cell phone, just call (Toll) +1 253 215 8782 US (Tacoma), followed by the (Meeting ID) **817 9837 7846**, followed by (Passcode): **387207**. So please call in and join in the information sharing! **NOTE:** We are beginning to share presentations and photos and videos during these virtual meetings! Try connecting to the meeting via computer or tablet or smartphone!

Jun 18: Chapter Meeting TBD.

To Ensure Receipt of All Chapter Email Based Announcements and Meeting Notifications

Please send your Email Address to Bryan Ackler at: backler@ix.netcom.com

Check www.PNWC-NRHS.org for updates

NOTABLE NON-CHAPTER EVENTS

Please call or visit website of the organization for the most up-to-date information for these events

Last published March 2020; Maybe there is light at the end of the tunnel!

- May 2 Molalla Train Park opens for Sundays thru Oct. 31, 11 to 4, Molalla, OR, (pnls.org)
- May 8 – 10 Golden Spike National Historic Park Celebrates 152nd Anniversary Of Transcontinental Railroad, (www.nationalparkstraveler.org/2021/04/golden-spike-national-historic-park-celebrate-152nd-anniversary-transcontinental-railroad)
- Jun. 12 – 13 Dunsmuir Railroad Days, Dunsmuir, CA (dunsmuirdepot.com)
- Jul. 3 Friends of the Joseph Branch, first of 16 of 2021 trips, Elgin, Oregon (eaglecaptrainrides.com)
- Jul. 14 – 17 Union Pacific Historical Society convention, Pasco, Washington (www.uphs.org)
- Jul. 17 – 18 Clamshell Railroad Days, Ilwaco, WA, (columbiapacificheritagemuseum.org)
- Jul. 24 – 25 The Great Oregon Steam-Up, Powerland Heritage Park, Brooks, OR, (www.antiquepowerland.com)
- Jul. 31 – Aug. 1 The Great Oregon Steam-Up, Powerland Heritage Park, Brooks, OR, (www.antiquepowerland.com)
- Aug. 21 – 22 Snoqualmie Railroad Days – (www.railroaddays.com), Snoqualmie, WA
- Aug. 23 – 28 NRHS Convention, Milwaukee, Wisconsin, (nrhs.com)
- Sep. 10 – 12 SP&S Historical Society convention, Albany, OR, (www.spschs.org)
- Sep. 21 – 25 Northern Pacific Railway Historical Association convention, Missoula, Montana (www.nprha.org)

☆ ☆ ☆ ☆ ☆ ☆ ☆ 2022 ☆ ☆ ☆ ☆ ☆ ☆ ☆

TBD Winterail will return in 2022 (www.winterail.com)

TBD NRHS RailCamp East will return in 2022 (nrhs.com)

TBD NRHS RailCamp Northwest will return in 2022 (nrhs.com)

PNWC – NRHS MISSION

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

The Celebrating 60+ Years Trainmaster

Special Issue
Mar 2021



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Portland, Oregon
www.pnwc-nhs.org



A Journey of 10,000+ Miles Finnish Locomotive No. 418

by Arlen Sheldrake



No. 418 at the Oregon Centennial in 1959
Ben Maxwell collection; Salem Public Library Historic Photograph Collections,
Salem Public Library, Salem, Oregon

The 418's Oregon Finnish Connection

I started this research in an attempt to learn how a steam locomotive from Finland, whose sister is in St. Petersburg, Russia, got to Oregon. Join me as I learn and share what I find with you.

The following information is from *The Finnish American Reporter*, November 2008, furnished by Greg Jacob in April 2020. Greg was one of the contacts that my inquiry to current Honorary Finnish Consul for Oregon Mr. Vesa Vihavainen referred me. John O. Virtanen is the man who single-handedly,

yes single-handedly, got the Finnish steam locomotive 418, now proudly on display in Junction City, to Portland for the 1959 Oregon Centennial Exposition and International Trade Fair (June 10, 1959 – September 17, 1959) and donation to the City of Portland.



Logo of Centennial Exposition

TURKU, Finland – Long-time Portland, Oregon resident and honorary consul to Finland John (Johan) Oskar Virtanen died in Turku on 21 Sep. 2008. He was



born on 24 Oct. 1916 in Pusula, Finland, where his father had recently moved, taking the name Virtanen. His father was a war casualty in 1918.

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

In 1941, during the War, he married Kirsti. She had relatives in the U.S. and in 1946 the Virtanens and their 5-year-old son moved to Portland. In Portland, Virtanen recovered from injuries in a local hospital. Later they established the Finnish import store Finlandia House, well-known along the entire West Coast. Virtanen also developed one of the first American-made commercial-produced sauna stoves.



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



Photo of John Virtanen

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

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

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

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

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

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

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

The Idea, Acquisition & Shipment

How the locomotive was acquired and then shipped, 10,000 kilometers, from Finland to Portland? Yes, 10,000 kilometers is less than 10,000 miles, but the journey didn't end in Portland!

John O. Virtanen, in his autobiography, describes the idea of having an engine on exhibition was almost an accident, a result of a string of coincidences.

The first: The Oregon House of Representatives decision to celebrate the state's centennial with an international exposition to be held in Portland.

The second: In 1957, the same year, the city of Portland was planning an ambitious project to build the hugest, the most international, and most inclusive traffic museum in Pioneer Oaks Park.

The third: Virtanen was elected chairman of the planning committee of the Finnish Room sponsored by the Finlandia Foundation.

To raise funds for the Finnish Room, Virtanen borrowed from the Rautatiemuseo (Railroad Museum) a miniature of a steam locomotive to let people know about his idea of acquiring a full-sized locomotive.

Terry D. Schrunk, Mayor of Portland, appointed a 23-member committee of experts to plan the museum and to purchase items for it. Virtanen was one of the 23. Mayor Schrunk suggested that a railway museum be built with as large a collection as possible of different types and sizes of steam engines and other railway equipment be purchased. It was considered important that the equipment be received from different continents because the museum was intended to attract interested tourists from all over the world.

Virtanen had read in the teletype news in 1957 that the Finnish government had, in June of that year, donated railway engine number 293 to the government of the Soviet Union as a souvenir of the railway trips that V.I. Lenin had made to Finland. The engine, originally an American one, was placed on display in a glass case in St. Petersburg, where it is still a favorite sightseeing and tourist attraction. [The Hk1 293, built by Richmond Locomotive Works, is currently a

permanent exhibit in Saint Petersburg's Finland Station.]

“If they give away engines to the East, I thought, why not to the West as well, and so I presented my idea to the other members of the committee. The suggestion was supported by all.”

In 1958 the Finnish newspapers published information that the retiring steam engines [locomotives] only value was as scrap. And during this time the Director of the [Finland] State Railways was on a world-wide trip along with the Agricultural Counsellor and would be visiting California. Virtanen knew the Agricultural Counsellor as he purchased goods from his factory. A phone call to him in San Francisco got the State Railways Director on the line and Virtanen asked about a locomotive donation. The Director asked for a proposal. The proposal went in the mail on March 29, 1958. After some additional work, on May 21, 1958 Virtanen received a telegram stating the state council would donate locomotive 418 to Portland on the condition that the recipient take care of all expenses.

Attempts to get the locomotive moved from Finland to the United States included multiple turndowns including the U.S. Navy. Finally, Finnlines Ltd. agreed to transport the locomotive from Helsinki to New York at a 50% discount, \$3,000. A relationship already established with Senator Richard



Newberg [Neuberger] got the Southern Pacific Railroad to likewise provide a 50% discount, thus the contract to transport the locomotive across the country would cost \$3,809. The broad gauge 418 would make the trip on a flatcar. The railroad agreed that during the journey across the continent the locomotive would be advertised in the largest railroad centers as part of the Oregon Centennial.

The 418 was built by Tampere Pellava and Rautateollisuus in 1904 and served during the war in Kouvola, Pieksämäki, Iisalmi and Joensuu, among other places. The locomotive still shows some of its battle scars.

The locomotive was polished and upgraded at the Finnish State Railways depot in Turku and arrived in Helsinki on March 16, 1959 and was loaded on the *Finnmerchant* with American Ambassador to Finland John D. Hickerson watching. The reception in New York was also celebrated with an illustrated article about the event in the New York Times April 17, 1959 issue.





"We've Come a Long Way Since 1970". The "Entire" Collection of Steam Locomotives at Oaks Park in March 1970 - Martin E. Hansen Collection

The 418 arrived in Portland on May 12, 1959 and was reported in newspaper headline news. The locomotive was on display at the Oregon Centennial on specially built rail from June 10 to September 17, 1959. Following the Centennial, the locomotive was moved to Oaks Park to await the City's planned museum.

Now we know the international connection that was part of the City's museum dream and why all those widely varied locomotives ended up near Oaks Park. Above is a picture of the 418 and her fellow penned up mates at Oaks Park in 1970.

Sources: Suomi-kuvaa luomassa, John O. Virtanen's autobiographical book published in 1994 and translated into English by Ritva Koivu and edited by Richard Impola. Photocopies of pages 92-101 were kindly provided to the article author by Merle A. Reinikka via Greg Jacob; Wikipedia;

A Permanent Home At Last

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

It was January 15, 1980, when a frustrated John Virtanen sat down to write a letter to the mayor of the City of Portland. Nearly 20 years earlier, Virtanen – Honorary Finnish Consul in Portland, had been almost singularly responsible for arranging a gift of a pre-World War I steam locomotive from his native Finland to Portland. The locomotive, according to Portland officials, was to have been placed in a Museum of Transportation after being on display at the Oregon Centennial Exposition [1959]. What actually happened to the locomotive in those 20 years was something that pained Virtanen to think about and see as he toured Finns visiting Portland. Engine No. 418 had been left

unsheltered at a recreation park to become prey to vandals and the weather. So on January 15, 1980, Virtanen sent the following letter:

January 15, 1980

The Honorable Connie McCready

Mayor of the City of Portland, City Hall, Portland, Oregon 97204

Dear Mayor McCready:

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

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

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

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

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

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

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

Very sincerely yours,

John O. Virtanen, Honorary Consul of Finland

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



Dear Mayor:

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

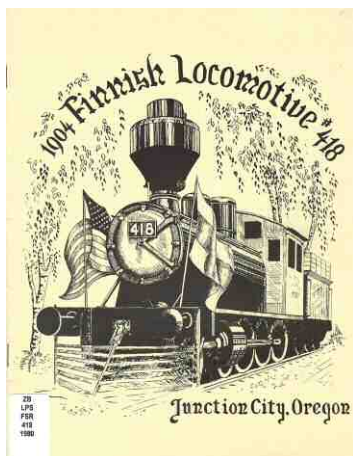
Since Junction City is known from its Scandinavian Festivals, I wonder if your city might be interested in housing this unique relic from Finland. I was told by Mr. Robert G. Gustafson of the Park Bureau in Portland that the city will not be able to do anything for the locomotive, therefore, this letter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

Sincerely,
John O. Virtanen
Honorary Consul

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

The 418's Journey Ends

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



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

Epilogue

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 30th, 2020 for installation near the 418 in Founders Park. The sign was manufactured by Signs Now NW and purchased by PNWC-NRHS with donated funds. [See the sign design on Page 12].

Take a road trip to Junction City and give the town and the 418 a visit. Founders Park is located at 5th 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.



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

All Finnish trains have the wide gauge, since the railroads were built in Finland at the time when Finland was a Grand Duchy of Russia and thus have the same gauge as Russia, not the same as the rest of Europe. That is why to this day, Russian and Finnish trains can go back and forth to each others countries, but trains from other European countries cannot travel onto the rails in Finland.

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



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

The 1904 Tk2s 2-8-0 broad gauge (5ft, 1524mm) 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.

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 thanks to Mr. Greg Jacobs, President, Finlandia Foundation Columbia-Pacific Chapter; Mr. 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.

And More about the 418

The following 1959 letter found in David Jorling's , retired City of Portland attorney and current Oregon Rail Heritage Foundation (ORHF) Board secretary, files adds some information and tells us today a lot about how important this donation was to the country of Finland and the City of Portland.

FINLANDIA HOUSE, Inc.
930 S.W. Yamhill St.
Portland 5, Ore.
April 7, 1959

Ormond R. Bean, Commissioner
City Hall
Portland, Oregon

Reference: Finnish locomotive

Dear Commissioner:

With reference to our discussion in your office last Friday, I wish to call to your attention to the fact that the Finnish locomotive is now crossing the Atlantic by Finnlines Ltd., MS FINNMERCHANT, scheduled to arrive in New York on, or about April 12th. The exact time is not known, as yet [.]

The shipping line is giving a press cocktail and reception party upon the arrival of the FINNMERCHANT. Vice Consul Eero Korpivaara, Consulate General of Finland, 200 East 42nd Street, New York 17, New York will make the final arrangements. Will you please give him, or to me, the names of the officials to whom you want the invitations to be sent to participate in the reception.

We are working on the route the locomotive will take in crossing the country. After it has finally been decided upon we will give you that information.

Will you please give us copies of correspondence in regard to the application to the Railroad Traffic Bureau, and their reply. The Union Pacific office in Portland, represented by Mr. Evers, would like to know what has transpired before he would submit the matter of free transportation for the locomotive to his principals.

Sincerely,

(signed)

John O. Virtanen

JOV/lh

Note: The original letter and other files donated by David Jorling are going to the PNWC archives for preservation. David's involvement with the City of Portland's locomotives dates from 1985 when he was assigned the legal portfolio while working for the City. He retired in 2008.

A LITTLE JUNCTION CITY HISTORY

In the 1870s, Junction City was named by railroad magnate Ben Holladay, who decided that this would be where the rail line on the east side of the Willamette Valley would meet the rail line on the west side. The westside line, however, was not built according to plan, although Junction City later was where the two main branches of U.S. Route 99 (which divided in Portland) would rejoin. The city was incorporated in 1872.

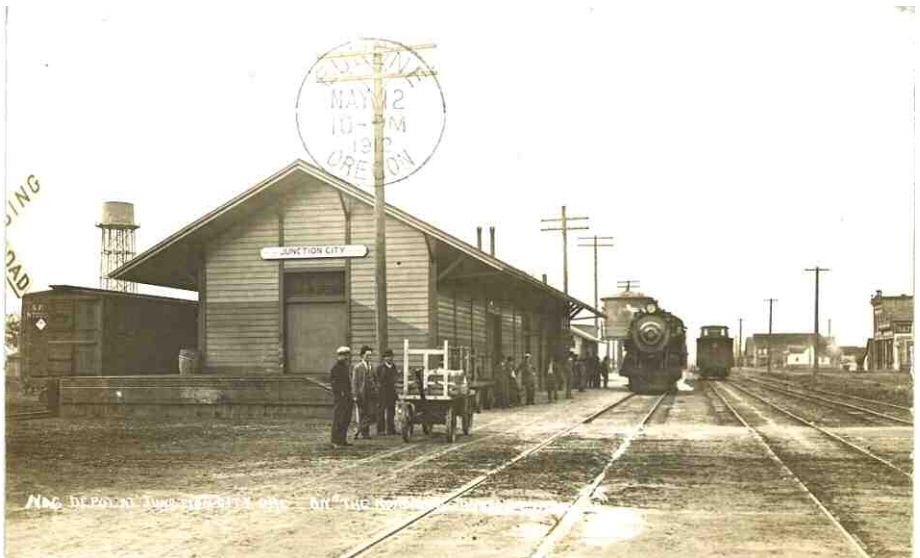


Each week the Junction City Historical Society President distributes an email message titled *A Little Sunday History* to the Society members. On October 11th, Bill DiMarco, distributed this message:

“A window into an interesting moment in time is this postcard of the Southern Pacific Depot in Junction City mailed in spring of 1912. The view is looking south with Front Street running parallel to the tracks on the right and 6th Avenue to the viewer's rear.

The appellation On The Road of a Thousand Wonders inscribed along the lower margin of the card refers to a marketing initiative by the railroad that was intended to promote their Coast Line-Shasta Route from Los Angeles through San Francisco to Portland. A marketing effort sometimes, locally at least, conflated with references to the Pacific Highway which then ran through town along 6th.”

This is reprinted with Bill's kind permission. Visit the Junction City Historical Society web site: www.junctioncity.com/history.



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 Finlines 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.

Sign provided by



Honorary Consulate
of Finland in Oregon

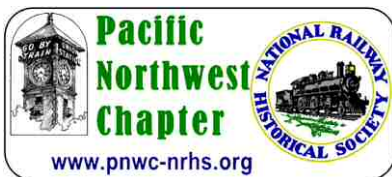


Newly Developed 3 ft high by 4 ft wide Interpretative Sign for the No. 418 in Junction City

With the support of *The Trainmaster* editor, T. Trent Stetz, and the Pacific Northwest Chapter (PNWC) of the National Railway Historical Society (NRHS), this pamphlet was developed that combines previous *The Trainmaster* newsletter articles from June, July, August, September, November and December 2020. Junction City will stock this pamphlet in the library, city hall and history museum as well as being distributed to the Chapter membership and other interested regional railroad, as Finnish, historical organizations.

PNWC – NRHS MISSION

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



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National Railway Historical Society
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