

The Trainmaster

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CHENEY DEPOT MOVE



The Cheney Depot begins its move on June 16, 2020 - Photo by Brian Bothun

The Cheney Depot Society reports that the 1929 Northern Pacific depot move happened June 16 and 17. Crews from D.B. Davis Structural Movers did the move and Walker Construction prepared the building for the move beginning May 4th. The BNSF donated building required significant structural bracing for the 5-block move that included crossing the railroad tracks. While the move costs are funded, Phase 2 involving exterior restoration, utility connections and landscaping along with Phase 3 dealing with interior renovations still need funding. The depot now has a new home for the next 91+ years.



New Site for the Depot - Photo by Brian Bothun

In 2014 BNSF declared the depot surplus and it was just weeks away from demolition, but the Cheney Depot Society stepped in to save it. To the credit of BNSF, they waited some six years for the Society to raise the needed move funds.

More information and to donate:

www.cheneydepot.com.

Sources: Cheney Depot Society, KHQ Q6 news



A Steam Locomotive's 10,000+ Mile Journey: Part 2: The Idea, Acquisition & Shipment

by Arlen L. Sheldrake

In part 1 of this Finnish Locomotive No. 418 story, I described the Finn John O. Virtanen and his connection to Portland and Oregon. In this second part, I will describe how the locomotive was acquired and the shipment, 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 (part 3).

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, Pieksamaki, 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.

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. The March 2020 *Trainmaster* has a picture of the 418 and her fellow penned up mates at Oaks Park.

Next up: Part 3: A permanent Home At Last; Part 4: Epilogue

Sources: Suomi-kuvaaluomassa, 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;

June Membership Call-In Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on June 19, 2020

Again this month the chapter meeting was held on-line. Nine members participated. The meeting was called to order at 7:35pm by President Mark Reynolds. By majority consensus the May Meeting minutes were approved.

President Reynolds reported that the turntable is now off the flatcar and ready to be inspected and repaired. The turntable project is still in need of money for completion, latest estimate is about two million. Rick Franklin has volunteered to finish the track two extension at ORHC.

Many thanks to Al Baker, Dave Larsen, Jeff Honeyman and Mark Reynolds for their assistance and presentations to recent OMSI Camp held at ORHC.

Powerland Heritage Park is planning the Great American Drive-by Steam-up. Vehicles can drive through the grounds for twenty dollars per car. Beacons will be installed by exhibits which will transmit display information to cellphones. Western Railway Preservation Society will build a narrow gauge shop on the north end of APMA grounds, and install track near our display.

Bryan Ackler reported receiving one member renewal since the last meeting.

President Reynolds reported that the 'old' telephone number has been obtained for rooms 1 and 1A. We are working to get additional space for the Library/Archives.

Trent Stetz reported that the Washington Park and Zoo Railway is now on the National Register of Historic Places.

The meeting was adjourned at 8:17pm.

Respectfully submitted by Jim Hokinson, Secretary

BROOKLYN TURNTABLE CONTINUES RESTORATION

The Brooklyn Turntable has been recently removed from the flatcar and placed on cribbing of rail ties. The turntable, built in 1924 by the American Bridge Company, was originally installed in 1925. Inspection and restoration work continues. Photo by Arlen Sheldrake.





PNW RAIL NEWS

by Arlen L. Sheldrake



► While the virus shutdown has significantly slowed many projects, one of those projects is getting the SP&S 700 locomotive through its 15-year inspection and renewal, some work has continued. Project lead Randy Woehl got some excellent advice from the New Mexico Steam Locomotive & Rail Road Historical Society who are restoring the AT&SF 2926 in Albuquerque. They strongly recommended painting the exterior of the 700's boiler with Rust Bullet, a rust inhibitor paint. This paint bonds with the rust; only requiring knocking off the flaking rust with power washing. During the week of May 18th the 700 was towed outside for the power wash....boiler painting began May 25th.



► Chapter Rolling Stock Update: On going improvements are being made to the interior of the Chapter's Mt. Hood sleeper/lounge as an ORHC exhibit in preparation for opening sometime in the future. Keith Fleschner has crafted a key that unlocks the Porter's berth and allows the bed frame to be lowered on the B end (hand brake end – *I just learned something!*) of the car. (And to really blow my limited learning capability, Keith says the sides of the car are left and right when standing at the B end looking at the A end. So the Porter's berth is on the left side of the car. His next lesson is wheel numbering ☺.....)With assistance from John Holloway, the much-needed re-upholstering of the cushions of one of the lounge booths has been completed. Keith is also working to remove the fixed, non-movable footrests in the 6200 coach. As Car Hosts know, these 6200 footrests are a real *bugger* to vacuum around and under and are not original to the 1939 built car. The Chapter's rolling stock has an extensive list of needed repair and maintenance projects including mechanically, body work, windows (and curtains) paint (interior & exterior) and carpets.

► A conversation with Phil Barney on May 25th confirmed that he has agreed to be the lead on the cosmetic restoration of the SP&S FA 866 locomotive. As Phil noted, much of the work will parallel the work Doyle McCormack performed on his PA NKP 190. Doyle has noted to Phil that he learned a lot replacing the side panels of the 190 which will simplify and speed the work on the 866. I hope that soon the ownership of the 866 will be transferred from Northwest Rail Museum to ORHF and the locomotive will get moved to ORHC. Thanks Phil for adding the 866 to your efforts to preserve PNW rail history!



► In late May, Emmert International, a Clackamas Oregon headquartered company, was getting a lot of rail press with the 36-axle Schnable Car being used to move of the 770-ton nuclear reactor pressure vessel to Clive, Utah. [It was also reported that this was the last use of this car.] The pressure vessel is part of the former San Onofre Nuclear Generating Station (SONGS) near San Clemente, California. This is the world's largest rail car. It was manufactured by the German company Krupp in 1985. More information about this interesting company including their 20-axle Schnable car: <https://emmertintl.com>. **The San Diego Union-Tribune 4/30/2020.**



► The City of Yelm, Washington has applied to the Surface Transportation Board for permission to abandon 4.57 miles of the former Prairie Line between mileposts 20.99 near Roy and milepost 25.56 near Yelm. The city's intent is to extend the existing 14-mile Yelm-Tenino Prairie Line Trail. The line was built in 1873 by the Northern Pacific Railroad. **Pacific Northwest Rail News May 2020 and Surface Transportation Board filings.**



► Two recent photo postings on The History Museum of Hood River County web site were rail related: On Memorial Day, Arthur Babitz, a museum volunteer and newly elected County commissioner, posted (5-25-2020) a picture of a troop train arriving in February 1919 at the Hood River depot with crowds welcoming home the soldiers from the Great War. And on May 26th Arthur posted a flyer hyping the sale of ice from the trackside ice plant in Hood River. Domestic sales were a side business as the priority was making ice for the insulated fruit cars shipping out the valley fruit; a turbine is preserved in the building basement. My father John L. told stories of his herding ice blocks down the shoots to the rail cars at this site during his younger years. <https://www.hoodriverhistorymuseum.org>, click on “More” to bring up Historic Photos. [This is an outstanding Museum process to provide access to archived materials to the general public. Bob Slover also notes that in addition to ice refrigeration, in northern climates heaters were used in these insulated boxcars to keep the contents from freezing.]

ICE FOR SALE At The New Ice Plant

THE HOOD RIVER APPLE GROWERS UNION has the only...
Our Crystal Ice is First Class...
Our London Smoke Grade of Ice...
HOOD RIVER APPLE GROWERS UNION
Phone 117

► Gilchrist sawmill will lay off 130 of its 150 workers. Interfor's Gilchrist sawmill is planning to lay off 130 of its 150 workers in late June and curtail its mill due to weak economic conditions and challenges presented by the COVID-19 lockdown order. International Forest Products (Interfor) acquired the rail line and sawmill in 2004. The Interfor owned

Klamath Northern Railway (KNOR) operates freight service from a connection with UP at Gilchrist Junction, Oregon to Gilchrist, Oregon (10.6 miles). Traffic is outbound lumber and woodchips. **Herald and News 5/25/2020 & UP.**



► It continues to amaze me how much this COVID-19 pandemic has turned our world on its head...the cancellations and changes just continue to mount.

- The Powerland Heritage Park in Brooks has canceled all events and remains closed through September 30, 2020. This includes the Great Oregon Steam-Up normally held the last weekend of July and the first weekend of August. www.antiquepowerland.com
- The Eagle Cap Train Rides have been canceled through August. eaglecaptrainrides.com.
- The 2020 NRHS convention has been canceled.
- The September 25-27 SP&S 2020 Albany, Oregon convention is being rescheduled for September 2021. www.spsos.org
- The Southern Pacific Historical & Technical Society has cancelled their 2020 convention and are continuing to plan the 2021 convention for Medford, Oregon. sphts.org.
- The 2020 Dunsmuir Railroad Days has been canceled, 2021 is scheduled for June 12 & 13.
- The Chehalis-Centralia Railroad & Museum begins operations following the required closure on June 15th. They have rolled out a major revision of their web site: steamtrainride.com.
- The Oregon Coast Scenic Railroad opened to operations June 13th. www.oregoncoastscenic.org
- One of the many, many impacts of this COVID-19 crisis is that the Oregon Rail Heritage Foundation is spending \$ that would otherwise may have been used for the Turntable Project to cover ongoing expenses since there is no gate, party or concessions revenue. While dedicated Turntable Project funds are not being touched, other funds are. A Payroll Protection Program (PPP) loan in the amount of \$26,630 has been secured to help cover staffing and utility costs. Point West Credit Union was indispensable in helping secure the loan.
- ORHC did a quiet (no big advertising) opening on weekends beginning June 27th.
- Some amazing statistics from ODOT on the ridership reduction on the Amtrak Cascades service between Portland and Eugene during this pandemic, reductions: March 63.3%, April 94.4%, and May 90.8%. Bob Melbo 6/10/2020.



► Another nice 4-page color March 27th newsletter from the Northwest Railway Museum along with another donation solicitation to help with their closure losses. As with other museums, the bulk of their revenue comes from gift shop sales, events and admissions. NRM will remain closed at least through June 20th. www.TrainMuseum.org

► The Stephen Low Company has released the **Train Time** movie trailer that features the SP4449 in the Columbia River Gorge. The Stephen Low Company is the creator of the giant screen [IMAX] experience. This movie was shot a couple of years ago in various areas including the Columbia River Gorge under contract with BNSF. The under three-minute trailer: vimeo.com/421190821/3759c66dcf. No words yet on when and where the movie will be shown. **Trainorders.com 5/29/2020 posting.** The link to this video was also posted June 2nd on www.orhf.org Blog.



• There is NOBODY in the whole Nation more pleased, or more thankful for the upcoming debut... Back in '73 &'74, it was only my dream of uncertain possibility... Ross's persistence, to pursue the AFT, the indefatigable enthusiasm of the HICO crew (Andy Adams, Russ Shipman, Al Phillips,). But especially Doyle & Laurie McCormack - - - all were there at very beginning. We were all young friends, and we clustered around the Dream of the 4449. It's now clear, that Jack Holst had the same dream...without his efforts, it might have been out of reach...its mysterious how these events come about...you can't really reconcile it with 'logic' - - it's bigger than that! We ought to be planning a reunion of sorts as the movie comes to the screen. We can all maintain 6 ft or 12 ft of healthy clearance. The engine is big enough! Thanks to ALL of the hundreds of other '49 Fans that joined our Happy Throng...and working on the '49. This event is big enough for ALL Americans to enjoy...Very few folks ever get to see their Life's Dream come True...This was that Dream for me... You have no idea how proud I am to have helped the restoration get off the ground...2023 will be the 50th, of those days of dreaming. Thanks to ALL that continue the amazing WORKS. And a Special Thank you to the People of Portland... who so willingly made all this a reality. **Wes Camp 5/29/2020 Trainorders.com** posting in the thread announcing this Train Time movie trailer. [Wes is responsible for convincing Ross that the 4449 should be the AFT locomotive.]

► The Oregon Department of Transportation's Willamette Valley bus service beginning June 1st will add a stop to the Cascade line at the Tualatin Park & Ride in Wilsonville. The new stop will enhance the POINT's connections to and from Amtrak

Cascades as well as the Westside Express Service. **ODOT 5/20/2020 news release.**



▶ Metro has purchased 76 acres in Clackamas County that will complete missing sections of the Cazadero State Trail. The Cazadero connects to the Springwater Corridor Trail, creating linked multi-use paths that will eventually stretch from Portland to Estacada. The property was a portion of the Salvation Army's Camp Kuratli, which continues to operate. It cost \$850,000 and was paid for by the natural areas bond voters approved in 2006. The Cazadero State



Trail follows a long-abandoned rail line [Portland Railway, Light & Power Company], but disconnects where trestle bridges once spanned two canyons over Deep Creek. The bridges are cost-prohibitive to rebuild. Metro's recent property purchase creates the space to build switchbacks to cross the canyons. **Metro News 5/15/2020.**

▶ The Federal Government awarded \$99.99 million to TriMet to help fund the estimated \$206 million project to extend the MAX light rail Red line from Beaverton to Hillsboro. The project would add 10 station stops to the Red Line and add double-tracking to two sections. Construction is slated to begin 2021 and open in 2023-2024. **Trains Newswire 6/2/2020.**

▶ The Oregon DEQ following the 2019 Legislature's passage of HP 2209 is developing updates to OAR 340-141 regarding high hazard rail transportation. Transportation of crude oil by rail was not contemplated when laws regarding hazardous rail transportation were enacted.



A ten-member committee has been formed and met on June 11th to begin review of the proposed rules. Both UP and BNSF have members on the committee. www.oregon.gov/DEQ.



▶ On June 3rd Rick Franklin Corporation (RFC) crews arrived at the Oregon Rail Heritage Center to remove the turntable bridge from the RFC flatcar and move the flatcar to Lebanon.

Two RFC side boom Caterpillar tractors were used to move the Turntable bridge and load the flatcar on RFC trucks. The RFC truck fleet was quite impressive: multiple staff pickups, two wide load flat beds for the side booms, one for the flatcar trucks and another for the flatcar. Having the Turntable bridge on the ground will greatly facilitate rehabilitation. Following the RFC crew departure the engine crew of George Lavacot, Pat Tracey, and Bob Slover did some major rail car shuffling in preparation for the OMSI summer camps and rail car work.



- With great sadness it is reported that long time Brooklyn and ORHC engine house volunteer **Walt Eisenman** went to end of track on June 6th. Walt was one of those that performed in the background with mechanical genius who kept equipment like the steam generator car operational when needed. He was always, and I mean always, willing to help and educate. He will be missed by all that were privileged to work with him. There is a growing movement with some key players at ORHF to develop a key volunteer departed honor roll wall, like Walt, to inform our visitors and future volunteers of their service.

- A new ORHF Facebook June 9th posting is a Dale Birkholz video of the ORHC enginehouse and some great drone footage of the locomotives including the 700 and tube work.

▶ The American Steam Railroad Preservation Association has rescheduled its second annual Legends of Steam program for September 19th in Bellevue, Ohio. The program features a presentation by Doyle McCormack on his many, many years of steam locomotive operation and preservation. More information: www.americansteamrailroad.org.



▶ With the installation of a protective ramp for the cable in the driveway, ORHC now has 480-volt electric service outside to the passenger rail car storage track. The 480 service will begin use during the OMSI summer camps with one of the two cohorts using the Greg Kamholz rail car, the other in the building per State COVID-19 day camp rules. The summer camp rules allow up to 20 campers with each of group of 10 kept separated. David Larsen is providing the campers with ORHF and rail history information including caboose and Mt. Hood tours.

- The ORHF May 18th board draft minutes reports that the Turntable Project is at least \$2.4 million short of needed funds for the estimated \$3.5 million project. These figures do not include an anticipated \$250,000 Murdoch grant coming December 2020. A donor campaign will begin soon.

- The ORHC exhibits committee on June 13th agreed that Docent tours of the Turntable project should be included with the Docent guided tour opportunity offered of the UP caboose and the Mt. Hood. They also decided to get the Tough Guys movie exhibit with added features re-installed. The idea of asking TriMet for one of their retiring Bombardier built Type 1 MAX cars for display that began service in 1986 was firmly rejected.

▶ As you read my *Trainmaster* series on the Finnish locomotive 418, an interpretive sign has been design and the purchase

with donated funds by the Chapter and will be given to the City of Junction City for display at their Founders Park. As of this writing, the sign order awaits approval by the Public Works Director. Guy Howard (the speeder *guy*), a nearby resident, remembers a former sign being at the 418 in the 1980s but it is long gone. It has been fun working on this project with the City Administrator, Jason Knope; Junction City Historical Society chair and City Council President, Bill DiMarco; and Finnish Consul in Oregon, Vesa Vihavainen.

► The Battery Project at Willamette Shore Trolley on Vintage Trolley 514 is slowly progressing. EVDrive.com, located in Hillsboro, OR, has been providing much of the projects design expertise. The software and control system were designed by EVDrive. The 800-volt 87 kWh battery consists of 6912 Lithium-ion 3.6-volt cells made by Samsung. EVDrive packages the cells into manageable size modules with 432 cells in each and a total of 16 modules that are assembled into the main pack housing. The regenerative braking puts power back into the battery pack. They hope to have Trolley 514 tested and running by the first of 2021. **Oregon Electric Railway Historical Society, The Transfer newsletter, Spring 2020.**



► Yaquina Pacific Railroad Historical Society reports the purchase from PNWC of the boxcar 5335. The 5335 was originally a Southern Pacific car built in 1925. The boxcar still has its friction bearings; it originally had wooden sides (now metal) with outside metal bracing. Very bad door tracks; PNWC is using the car for storage.

- Congratulations to Bill Bain for his recent receipt of his 50-year NRHS pin. Bill started his NRHS membership with PNWC and was Chapter president 1977-1978 while living in Eugene and has been active with the Yaquina Pacific Railroad Historical Society in Toledo in recent years.

► On June 10th I again watched the 2004 movie **Dust Factory**. The movie has some great scenes on the Portland & Western railroad in Washington County and the Columbia River Gorge. Some of us have memories of this film being shot and Portland & Western borrowing the Chapter's 3300 by mistake for the movie. The poor 3300 has not fared well from others over the years...the Dust Factory experience cost it some windows and the in 1990 Brooklyn Rail Yard a SP caused collision did some bending to one of ends that still awaits repairs.



► Despite economy, transportation package stays in fast lane. Tentatively scheduled to refer the measure to the November ballot on July 16th, the Metro ballot measure would levy a \$56 motor vehicle fee and a 0.6% tax on payrolls within its jurisdiction. The estimated \$5 billion transportation projects would include funding for the Southwest Corridor MAX line and many transportation projects in Multnomah, Washington and Clackamas counties. **Portland Tribune 6/10/2020.**



► **The Friends of SP4449** NP Travellers Rest lounge car went south from ORHC the afternoon of June 13th on a special Portland & Western move to the Albany & Eastern Railroad. The car will be used as part of the AERC Santiam Excursion (santiamexcursiontrains.com) operations for at least this year. Word from a AERC staff member during the move is that the AERC flatcar that held the Brooklyn Turntable is now being worked on in Lebanon modifying it to be an open air car for Santiam Excursions. Truck work and deck work is being performed. Dave Houston has produced another outstanding Friends of SP4449 calendar. The 2021 calendar is now available at ORHC...



► As I take another look at the booklet **New Orleans Steam Spectacular!** by Joseph A. Strapac published I think in 1984 or 1985, I am reminded about this longest ever steam powered excursion was sponsored by PNWC and that three of the rail cars in the consist are still owned by the Chapter. All the consist cars were painted into Southern Pacific livery by Gunderson in northwest Portland for the excursion. Two of the cars still sport a weathered version of this 1984 paint some 36 years later, the 3300 combine and Red River coach, the Mount Hood was repainted into SP&S livery.

► Are you signed up to receive the ORHF **Around the Enginehouse** monthly email blast? If not, go the www.orhf.org and click on the upper right button CONTACT, then fill out the information at the bottom. The June issue came out on the 15th and was quite informative. I believe this is a product of Jan Schaeffer, Roy Hemmingway and Renee Devereux. The current issue is viewable on the ORHF Facebook page.

As of this writing, two Oregon Museum of Science & Industry summer camps have been completed following the COVID-19 State of Oregon guidelines for day camps with six more to follow: On June 15: Train Engineer; grades 6,7,8; 10 campers including chapter member presentations from Al Baker, Mark Reynolds, Dave Larsen and Jeff Honeyman. On June 22: LEGO Machines, grades 4-5. On July 6: LEGO Machines, grades 4-5; On July 13: LEGO architecture & Cities grades 6-8; On July 20 Train Engineer grades 4-5; On July 27 LEGO Machines grades 4-5; On August 3 Train Engineer grades 4-5; On August 10 LEGO Machines grades 4-5.



► Kenn Lantz suggests we take another look at Trent's June *Trainmaster* front page picture and note that he

captured in the upper right the former Great Southern Railroad depot building. The depot was moved south across Highway 30 but is still at the foot of Brewery Grade. And with all the talk about re-installing the Brooklyn Turntable at ORHC, Kenn also notes that two road bridges in Clackamas County are former turntables, one on Springwater Road and one on Tickle Creek Road. Kenn also notes that the original OR&N yard existed on the west end of The Dalles, the concrete ring of the table pit still exists across the tracks from the original court house on Highway 30. **Kenn Lantz 6/15/2020 email.**

▶ The Chapter archives committee is working with Paul Cosani, an eager young Chapter member, to capture Oral Histories from our members and others. The Oral History Project plan is being developed. **Edward Berntsen 6/14/2020 email.**

▶ The relatively new NRHS News editor receives an electronic copy each month of *The Trainmaster*. On June 16th I received the following message :

“Thanks for sending *The Trainmaster* June issue. There are several articles that would be great to run in the upcoming summer issues of the NRHS News. Might the Pacific NW Chapter and article writer(s) give permission for these articles and accompanying photos(s) to be included in future issues of NRHS News, please?

- An Artifact Hiding in the Closet
- Steaming Through Yorkshire
- A Steam Locomotive's 10,000+ Mile Journey, Part 1



Give your Chapter my fond regards from 'the other coast' here in PA. Vali Hoski, Editor, NRHS News”

My appreciation to Vali for her request and willingness to republish nationally and internationally our efforts. I am sure fellow author David Larson and our excellent editor T. Trent Stetz join me in thanking Vali.

▶ With time on our hands, two Pacific Northwest based videos may be worth our spending some \$ with 7ideas Productions (www.7ideaproductions.com) of Toledo, Oregon:

- Willamette Valley Main Line, Union Pacific's Brooklyn Sub (1 hour, 59 minutes). This is an excellent video! Very well done with extensive coverage of the valley's rail lines and attractions including the 418 in Junction City and ORHC.
- Winter on Stevens Pass (1 hour, 46 minutes)

Aaron Bentsen also notes that in July a video on the Toledo Branch is being released by his company. I don't think you will be disappointed with adding 7idea Production videos to your collection.

▶ Washington Utilities and Transportation Commission approves funds to improve rail safety in Lewis and Cowlitz counties:

- \$20,000 to partially pay for a Kelso project to replace damaged chain-link fencing with cut resistant fencing to prevent pedestrians from trespassing over railroad tracks. BNSF will also contribute \$20,000.
- \$517.32 for crossing sign upgrades at 11 railroad crossings on the Chehalis-Centralia Railroad & Museum line in Lewis County.



UTC 6/11/2020 news release.

▶ While I try to avoid reading obituaries in case my name comes up, my sister in-law, a former Tillamook resident subscribes to the Headlight Herald and she sent me the May 27th issue that included an extensive obituary of John D. 'Jack' Randall, July 25, 1920 – May 18, 2020. Seems Jack died two months shy of making it to 100. His obituary is a most interesting read as he spent 40 years working for the Southern Pacific beginning in 1941 and continued in 1946 after WW II service in the U.S. Navy on a troop transport ship. In 1950 he was promoted to engineer. According to his obituary, Jack's favorite run was on the Tillamook Branch and the Salmonberry. His dad also worked for SP as an engineer in Portland's Brooklyn Yard. While it is a very long obituary, but it is clearly written by his well informed and caring children. **Tillamook Headlight Herald 5/27/2020.**

▶ 2020 is a tough year for many things but also for an organization to celebrate its 100th anniversary but the Port of Kalama is giving it a shot. Their first video: portofkalama.com, click on the [Media](#) button, then click on [Blog](#), then [Celebrating History](#) for a short video as the Port begins to celebrate their founding and 100 years. One would hope that a celebration of adding the NP 1762 / SP&S 598 to their Interpretive Center can happen, maybe next year as part of their 100+1 celebration.



▶ Washington shippers say Nyssa rail center attractive – but only with speedy train service. Since the closure of a similar center in eastern Washington [Cold Connect – Wallula, WA], supporters of the \$26 million local project believe more business will flow to the local rail center. Some Washington agriculturists, though, said they are only interested if the facility offers expedited transportation options. Union Pacific so far has promised only standard train service out of Nyssa. **Malheur Enterprise 6/18/2020.** [Note: the Nyssa rail center proposal is a [Connect Oregon](#) [ConnectOregon](#) project.]



▶ Back on Track: *Sound Transit's Fight to Save Light Rail* by Bob Wodnik, Washington State University Press, 2019, 180 pages. Book author Bob Wodnick served as Sound Transit's senior communications specialist from 1999 to 2017. **Oregon Historical Quarterly Summer 2020.**

▶ The Pipeline and Hazardous Materials Safety Administration (PHMSA), in consultation with the Federal Railroad Administration (FRA), in mid-June issued a final rule authorizing the bulk transportation of liquefied natural gas (LNG) by rail. Specifically, the rule will permit the bulk transportation of LNG in DOT-113C120W9 (DOT-113) specification tank cars with enhanced outer tank requirements and additional operational controls. **RailwayTracks & Structures 6/23/2020.**




▶ The Alaska-Alberta Railway Corp. (A2A Rail) officials on June 22nd announced they've brought Jean Paul "JP" Gladu on board as president. A2A chairman and founder Sean McCoshen says Gladu has considerable expertise on a wide range of Indigenous, environmental and energy issues. A2A Rail was established to build, own and operate a railway connecting the Alaska Railroad and Alaska's tidewater to northern Alberta, Canada. **Progressing Railroading 6/23/2020.**



▶ An interesting article, **It's Time for America To Get Serious About Fixing The Trains** by Amy Crawford was published June 23 in Huffington Post that makes a case that passenger trains are one of the major solutions to global warming. Seems the governments in Europe are pushing airlines to get out of the short haul business and instead are pushing the use of trains. The article points out that Europe has a much better network of passenger trains that make this possible but also notes that the US should get on board. Progress on slowing global warming, in my opinion, requires things like frequent Amtrak *Cascades* service between Portland-Seattle-Vancouver and the elimination of jet travel between these cities

▶ All Aboard Washington and the Greater Yakima Chamber of Commerce are sponsoring a Central Washington Passenger Rail Summit (Zoom meeting) on July 11th from 1 to 3 pm. The purposes of the summit are to: Increase public awareness regarding the feasibility and



 economic benefits of restoring passenger rail service to Central Washington; Encourage state, regional and local organizations to incorporate passenger rail into their planning efforts; Increase support from the public and from elected representatives. To register: 360-529-5552 x3 or www.aawa.us (free, donations welcome)

Also of note, the first joint newsletter, Northwest Rail News, was published by Association of Oregon Rail and Transit Advocates (AORTA) and All Aboard Washington (AAWA), in the first quarter of 2020. The newsletter announced the new AORTA President is Bob Krebs. Bob retired from ODOT in 2004 as the intercity passenger rail coordinator.

▶ The July issue of *Railfan & Railroad* has an excellent article **Burnt River Rails, Union Pacific's Eastern Oregon Gateway** by Thomas Hillebrant. A most interesting read about a section of Oregon that many of us don't know a whole lot about.

▶ With the growth of its direct-rail intermodal service connecting California with the Ohio Valley region, BNSF will introduce a new service option between the Pacific Northwest and Northeast Ohio. This new container-only service will initially be offered five days a week for both eastbound and westbound freight originating and terminating at the BNSF South Seattle Intermodal Facility. This new service began the week of June 8th; goal hours: westbound = 167, eastbound = 163. **BNSF 6/8/2020.**



▶ The Ponderay Newsprint Co. has indefinitely shut down its paper mill in the small town of Usk, Washington, likely dealing a major blow to the economy of rural Pend Oreille County [and the Pend Oreille Valley Railroad]. The mill, which opened in late 1989, has employed more than 130 people and supplied newsprint to publications in the Midwest, the West Coast and foreign markets. **The News & Observer 6/26/2020.**



The Port of Pend Oreille dba Pend Oreille Valley Railroad provides freight serviced to Ponderay Newsprint Company at Usk, Washington; Bell Pole at Oldtown, Idaho; TriPro Cedar Products, Dynonobel, and Mountain West Bark at Albemni Falls, Idaho; Stimson Lumber in Priest River, Idaho and Idaho Forest Products in Laclede, Idaho. povarr.com

▶ The Port of Longview Washington will begin work this summer on a rail line project to add more than 5,000 feet of new track at the port. The North Rail Connection Project is expected to boost the port's rail capacity by realigning more than 1,900 feet of existing track and adding two new lines totaling more than 5,000 feet between International Way and "Switch Alley," an area at the northwest corner of the port near the intersection of Industrial Way and Oregon Way. The project expected to cost \$3.4 million and will be completed before the end of December 2021. **Progressive Railroading 6/26/2020.**



Here's hoping you are all staying well and safe.

Amtrak Cascade Service - Talgo 6 Trainsets Discontinued

Text by Ed Berntsen, Photos by Gordon Russ

Passenger train service levels in the Cascades corridor reached a historic low in March due to the COVID-19 crisis. Cascades service has not operated north of Seattle since mid-March, largely due to closure of the US-Canada border by both countries to restrict spread of COVID disease. The daily Empire Builder continues to operate between Seattle and Everett on its way to and from Chicago (also operates Portland to Chicago), and the daily Coast Starlight operates between Seattle, Tacoma, Portland, and Eugene, enroute to and from Oakland and Los Angeles. Between Seattle and Eugene, Cascades service is down to one round trip daily. One trainset, usually with Talgo equipment, originates from Seattle daily at 2:20 p.m. as Train 505 (leaving Tacoma 3:03 p.m.) and runs through to Portland and Eugene. This trainset returns next morning as Train 500, leaving Eugene at 5:30 a.m.; (Portland 8:20 a.m.), and runs through to Tacoma and Seattle.

The Tacoma Chapter NRHS has reported on June 26, that all Talgo 6 trainsets will be permanently removed from Cascades service by June 30, 2020. In fact, Washington DOT-owned Talgo 6 trainset "Mount Baker" made its last run arriving Seattle on train 500, May 9, 2020; and Talgo 6 "Mount Rainier" on train 500 into Seattle May 12. Both are reportedly held at Seattle being stripped of "Cascades" markings and various internal equipment. Final runs of Amtrak-owned Talgo 6 train sets are scheduled as follows: "Mount Olympus" last operates on train 505 Seattle to Eugene, Saturday June 27, returning on train 500, Sunday June 28. "Mount Hood" leaves Seattle on train 505 Sunday June 28; returning northward to conclude Cascades Talgo 6 service, Monday morning June 29 on train 500, Eugene to Seattle.

In addition to the four Talgo 6 trainsets noted above, a fifth Talgo 6 trainset, the "Mount Adams," was "retired" following its Dec 18, 2017, overspeed derailment while running as Amtrak train 501 near DuPont, Wash. The "Mount Adams" trainset had been acquired some time ago by Washington DOT after its intended Las Vegas, Nev., service did not materialize. Two newer Oregon DOT-owned "Talgo 8" trainsets, "Mount Bachelor" and "Mount Jefferson," acquired in 2013, remain in Cascades service to protect the current one round trip per day on trains 505 and 500. In addition, two more Talgo 8 train sets, long stored at Amtrak shops in Beech Grove, Ind., after planned Wisconsin service was cancelled, were reported moved by Amtrak special train in December 2019, to the Talgo plant in Milwaukee, Wisc., for repainting and internal reconfiguration for Cascades service.

To supplement the two Oregon Talgo 8 trainsets, Amtrak moved 11 Horizon-series cars to Seattle last month, as an interim fleet to protect two additional train sets when market demand permits additional Cascades train schedules to be added; dates not yet announced. The 11 Horizon cars reported on hand Seattle as of May 28, 2020, are: Café/Business class cars AMTK 58004, 58006, and 58103; and Coaches AMTK 54500, 54504, 54510, 54511, 54512, 54513, 54559, and 54574.



Talgo 6 "Mt Hood" with engine No. 90340 glides to a stop at Centralia Washington. Centralia's historic Depot was built in 1912 and is pictured in the back ground. A fitting stop for both a historic depot and a historic engine on it's final trip.



Talgo 6 with Cab Car No. 90253 passing through Nisqually Valley 3:35 PM Friday, June 26th going south.

DRANO LAKE BRIDGE

The Drano Lake BNSF replacement bridge continues to take shape as it is constructed in Vancouver. This picture was taken June 4th on a gorgeous day in the Columbia River Gorge. This bridge will be headed upriver later this summer to replace the existing bridge at MP 66.4. Photo and Text by Arlen L. Sheldrake



COAST STARLIGHT

The photo was shot on 28 May and is of the abbreviated south bound Coast Starlight at Chambers Bay Golf Course in University Place, WA. With the Covid-19 virus running wild, not many people are riding trains. As a result, not as many cars are needed. The fun thing about this train was that it had Amtrak heritage unit No. 156 as the second unit. I had photographed that locomotive before but it has been a while. Also, that is a wrecked and abandoned sail boat on the Tacoma Narrows beach. Photo and Text by Dan Simmering.



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	Dave Larsen	503.946.8648
Chapter Rep., Oregon Rail Heritage Foundation Board		
	Mark Reynolds	503.638.7411
Chapter Rep. Powerland	Mark Reynolds	503.638.7411
Elections	Jim Loomis	503.253.3926
Flanger Restoration	Phil Barney	503.706.0498
Library	Bruce Strange	503.901.7815
Operations Manager 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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Attn: *The Trainmaster* Editor
 PNWC-NRHS, Union Station, 800 NW 6th Ave Rm 1
 Portland OR 97209-3794
 Phone: 503.226.6747
 Chapter email: pnwc@pnwc-nrhs.org
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Editor	T. Trent Stetz	503.643.1494
Circulation	George Hickok	503.649.5762
Mailing/Distribution	Jean Hickok	503.649.5762
	George Hickok	503.649.5762
TM Liaison/Reporter	Arlen Sheldrake	503.351.9881

PACIFIC NORTHWEST CHAPTER TIMETABLE No. 696

July 17: Call in Chapter Meeting. Updates and Questions & Answers
Dial-in Phone Numbers are: , **1-866-469-3239** USA Toll Free, (+1-650-429-3300 USA Toll)
Meeting number (access code): 132 268 6717#
Or Join on computer via Webex, see Email Announcement for details

August 21: Chapter Meeting TBD

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

Check www.PNWC-NRHS.org for updates

YAQUINA PACIFIC RAILROAD HISTORICAL SOCIETY DISCONNECTS

Dear Mr. Sheldrake,

Enjoyed very much reading the recent edition of *The Trainmaster*, which by the way is required reading for all our Yaquina Pacific Railroad Historical Society Museum docents. However, I do appreciate your disclaimer that, "as far as you knew", the World Forestry Center had the only loaded disconnects in the Pacific Northwest. I would kindly direct your attention to our Museum website (yaquinapacificrr.org) under the exhibits field where you will find a loaded pair of 2-foot gauge, link and pin disconnects!!

Now, admittedly, they are loaded with a sizable piece of raw timber in order to depict, for our museum visitor, how logs were hauled out of the forest to mills. Found in the Yaquina River and restored by our Museum members, research on the units discovered that they were actually used for transporting finished lumber materials to construction sites, such as pilings for trestle bents, jetty construction, etc., in the coastal area.

If you know of any other standard disconnects, we would be very interested in entering discussions about obtaining a pair. We have some equally interesting items that we would be willing to trade in exchange for them. This is especially important to us in that we believe that our Oregon Pacific railroad was the last one in the county to extract timber using this type of equipment.

Thanks for a great publication,

Alan Holzapfel
President, YPRHS

More information about the Yaquina Pacific Railroad Historical Society (YPRHS) disconnects on display at their Museum in Toledo:

They were discovered in Woahink Lake just south of Florence and were used to transport material from the Florence area, across land to the north shore of Woahink Lake where they were then loaded onto a barge to be towed to the area where the Willamette Pacific Railroad (back by SP) was being built along the east side of the lake. They used to sit in front of the museum in Florence when it was located in the Glenada. When the museum closed they were acquired by Richard Cullison of Yachats and sat in front of his wrecking yard at Camp 1 area just north of town prior to his presenting them to YPRHS. After extensive restoration led by Glenn Harris, logs were donated by Alan Parker, a Toledo area logging contractor, and then put on display. This information provided by Lloyd Palmer.

Many thanks to both Alan and Lloyd for three things: 1) reading *The Trainmaster*, 2) compliments about our newsletter and 3) the additional information. I have suggested to Alan that he talk to Richard Anderson, Executive Director, Northwest Rail Museum to see if Richard would do a trade as the NRM has multiple sets of disconnects not currently being used for display. Text by Arlen Sheldrake.



Logging Disconnect at the Yaquina Pacific Railroad Historical Society, Toledo Oregon

PNWC – NRHS MISSION

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

PACIFIC NORTHWEST RAILROAD ARCHIVE

NORTHWEST NEWS

This progress report of Archive activities during 2020-Q2 is provided to our *Friends of PNRA*.

Covid-19 Effects the Archive

We continue to follow the State of Washington and King County Department of Health recommendations. Few activities and no events are scheduled at the PNRA facility. Building security is maintained and checked by multiple visits each week by leadership. As the phased recovery approach proceeds, we continue to evaluate our actions and plans.

Eleven PNRA volunteers are cataloging collections from their homes. We are using our SharePoint web servers to deliver spreadsheets and the digital copies that are being cataloged to the volunteers. SharePoint is also very helpful in support of digital conferences on the work being done. **We are actively recruiting more volunteers from anywhere** in the United States with an interest in railroad operations and researching railroad subjects to help expand this remote cataloging effort.

The BEMRRC is beginning limited work sessions on their layout with proper distancing and masks.

PNRA's Annual Meeting is scheduled as an "in-person meeting" for Nov. 4, 2020. Given the pandemic, it may be impossible to meet in person, so we would hold it as a Zoom meeting, so save the date for this important meeting in PNRA's year.

Community Outreach

Lila Stephens of the PNW Chapter of the NRHS in Portland, has been selected to lead the Chapter's Collections Project which includes making the material accessible over the internet. Lila visited the Archive on May 30th for a "socially distanced" tour and discussion of our operating processes. The PNWC-NRHS requested and received permission to include a reprint of our quarterly *Northwest News* reports with their future *Trainmaster* newsletters.

The Port of Kalama purchased SP&S 539 from the Grand Canyon in July 2019. The locomotive had been on display in Vancouver WA prior to a journey to Arizona in the 1990s. Mark Wilson, Executive Director of the Port of Kalama said that when their new headquarters opened in 2014, space was allocated for a steam engine and they were lucky to find one from the railroad that laid the first rail in Washington State in Kalama in 1871. The locomotive is now safely inside the headquarters building and is being cosmetically restored to its original NP 1762 livery. We provided Mark photos of the locomotive in service, a set of W-3 erecting drawings, and the NPRHA will make the lettering available when Kalama is ready.

Sean Rotinski of the Inland Northwest Rail Museum in Reardon WA is seeking photos and info on their baggage-express car, NP 1404 which later became NP MOW X-180. The Archive sent Sean two images of the car from the Ainsworth collection for use in the Museum's promotional material. Sean is also writing a book on the history of the NP's Central Washington branch and received ten photos from the Ainsworth collection for use in the book.

Bill Buhrmaster is researching the history of the Lake Superior Terminal & Transfer Railroad (LST&T) Jordan Spreader No. 100 that is in the collection of the Mid-Continent Rail-



SP&S 539 on display at Grand Canyon Railroad in Arizona before it is moved to the Port of Kalama WA where it will be cosmetically restored for display as NP 1762.

way Museum of North Freedom, Wisconsin. The Jordan spreader is historic and may be the oldest one in the United States.

Josiah Peterson requested and received a digital copy of the Cle Elum, WA station plat showing the plan view of the freight yard and coal handling facility.

Feliks Banel, resident historian for KIRO Radio in Seattle asked where and when in Washington state was the first locomotive put on permanent outdoor display – intentionally as an attraction, not just in storage. We found the answer that the locomotive named the Ant which was purchased in 1872 and operated by the Seattle Coal & Transportation Company to bring coal across Lake Washington to the Seattle port. The locomotive was used later in the logging industry and was put on display in Stella, Washington in 1903.

The BEMRRC is looking for photos of the town of Concrete WA and the cement plants located nearby. Concrete is one of the towns in the Clubs permanent layout. We found two photos of the GN depot in Concrete and are still looking for others.

Richard Anderson, Executive Director of the Northwest Railroad Museum in Snoqualmie WA requested drawings or photos of the lettering for NP 924, an L-5 0-6-0 built by Rogers in 1899 that they are restoring to service. Richard wanted the original lettering which was replaced in 1907 by the last steam lettering format. We were not able to locate any drawings of the lettering, but were able to find some excellent photos from which the lettering style could be taken.

Robert Tjossem received a high-resolution photo of the newly dieselized Empire Builder for use on the cover of a family history volume he is creating.

Cindy & Mark Rolfs purchase a piece of property with a caboose and asked for information about it. They were put in contact with caboose experts that can help them find the answers.

Dennis Aust received digital copies of 23 bridge drawings indexed on the GN-NP Joint Archive website to help with a modeling project.

Robert Schalla asked help determining the history of caboose No. 4 of the Montana Wyoming & Southern RR which connected with the NP at Bridger MT. First look appears that No. 4 is either an NP 1600 or 1900 24-foot caboose, but the Equipment Ledgers don't show the direct sale of one of the series cabooses to the MW&S. Does anyone have the answer?

PACIFIC NORTHWEST RAILROAD ARCHIVE

Carrie Kruger had disassembled a box car and was “thrilled” to find a diagram of the car on our websites. However, the diagram was small and hard to read, she was sent the high-resolution image.

Susan Beeman and George Li of the Cheney Depot Society met with Bob Kelly and me to discuss how to acquire railroad exhibits for display in the former Cheney WA depot which was recently moved away from the BNSF right-of-way and being restored as an information center with partial commercial use in the city.

Preservation Activities

Mike Bergman is cataloging our streetcar photo collection of the Seattle Municipal Railway from the Ainsworth collection from his home using files stored in our SharePoint servers. Work of the Digital Archive Project Phase 3 concluded with the delivery of the AtoM2 production server, the subsequent installation of the upgraded AtoM software, and the graphics consultant’s completion the visual language for use on the AtoM Search pages. The Project’s Phase 4 involves the software design of PNRA’s new graphical front-end for AtoM which will begin in the first part of July 2020.

Dave Marohn donated a photograph of his grandfather, Jack Markfelder, a conductor based in Staples MN. The photo was taken 1952 for a promotion to mark the introduction of on-train radio communication.

The NPRHA has formed an Archive Committee to support the handling of its collections at Jackson Street and PNRA and establish standards for their preservation, cataloging and access. The committee will be chaired by Patrick Griffis of Detroit.

Mark Henderson provided a scanned photo of his great grandfather, Roland Arthur Stebbins, who started working for the NP as a fireman in 1885 and retired as an engineer in 1927 due to ill-health. Mark also sent a digital copy of Roland’s NP personal records which he found on Ancestry.com.

Stacy Sauer donated 27 original track-related engineering drawings.

In 1952, Charlie Schmalz’s family lived about a mile north of Bassett Junction. When they heard there had been accident at the Junction, Charlie and his father walked to the Junction to see what happened. While there, Charlie’s father took some color photos of the accident and high-res scans of them have been donated to the Archive.

Become a *Friend of PNRA*

Our members, *Friends of PNRA* support the Archive and our mission to preserve the history of our region’s railroads and make it available on our internet web sites. Our members live throughout the United States, as-well-as in the Puget Sound area. There are two ways you can become a *Friend of PNRA* by:

- **Joining a work crew** at one of the weekly sessions on Tuesdays, Wednesdays, Thursdays evenings or Saturdays when they resume, or work remotely at your home. Email us to get started working on a collection that interests you.
- **Contributing funds** each year to help cover PNRA’s operating costs. You can join the hundreds of contributors that regularly support PNRA online at www.PNRArchive.org, or mail a check to the address below and become a *Friend of PNRA!!*



A new photo of the northside of the Archive showing the new awning to the left of the front doors. The awning was added to route rain water away from the building and increase the protection of our collections. The front of the Archive is only lite by the sun for this photo in mid-June of each year.

Facilities

The new file server, PNRA45 is now in full operation and being backed up on a group of external hard drives. We investigated backing up the server in the “Cloud,” but found that our internet connection lacked the necessary stability to sustain unmonitored backup.

Administration

The 2020 GiveBIG Campaign received 49 contributions totaling \$13,632.85 exceeding our seven previous GiveBIG campaigns.

Since March 17th, PNRA Treasurer, Bill Petryk has been working with our bookkeeper, remotely to keep current with all our vendors in this time of social distancing. A quick review indicates that income and expenses are pretty much as forecast.

On April 13th, we received the final payment for our 2019 Heritage Capital Projects grant which completed our mobile shelving installations and extended the height of the existing SpaceSaver carriages. Also, in April, we received the 4Culture 2019 Heritage Sustaining Grant.

Chris Haaland packaged and shipped all the GNRHS and NPRHA online store orders received from March 11th (when our work sessions closed) to April 30th and then shipped every two weeks through June.

Don McGlothlin, a vice-president of the GNRHS recently moved to the Twin Cities and is helping with the operational administration at Jackson Street Roundhouse (JSRH). Rich Remiarz is now volunteering at JSRH and has extensive SharePoint experience which will add onsite upload capability for the Joint Site. Bob Kelly and I had a Zoom meeting to discuss the details of posting the material on the GN-NP Joint Archive website.

Gary Tarbox
PNRA Executive Director
2020-Quarter 2 Northwest News

