

The *Celebrating 60+ Years* Trainmaster

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SILENCE IN THE TILLAMOOK FOREST

Text and Photo provided by Martin E. Hansen



Southern Pacific No. 2909 in the Tillamook Forest - Photo by Herb L. Arey in 1922, Martin E. Hansen Collection

Deep in the silence of the Tillamook Forest in the Oregon Coast range in 1922, Southern Pacific (SP) 4-8-0 locomotive No. 2929 is waiting on a snow covered siding for her next helper assignment to arrive. While they wait, engineer Herb L. Arey leaves the warmth of the cab and his fireman Mr. Wiederburg and trudges through the snow to capture this scene with his trusty camera. As he takes the photo, the only noise he hears is the occasional pant from the air pump and a light breeze through the fir trees. Then, as he heads back through the fresh snow to the locomotive cab, off in the distance, through the snow filled forest of trees he can now hear the distant pounding exhaust of an approaching freight train growing louder and louder. Soon he and his fireman Mr. Wiederburg will be back to work as they prepare to help the approaching train over the summit at Cochran.

[Editor's Note: The No. 2929 was a class TW-4 locomotive built by Alco-Cooke, one of six locomotives in this class. The 4-8-0 was meant to be a more powerful replacement for some of the common designs of the times, notably the American and Ten Wheeler, and was primarily manufactured between 1890 and 1900 although some designs were built as late as the 1920s.]

STEAM ON THE ISLE OF MAN

Text by Dave Larsen, Photos by Barry Robertson

The Isle of Man, located in the Irish Sea between the UK and Ireland is a unique time capsule of railways in the Victorian age. Merrill Hugo, Barry Robertson and myself chose this destination because of its variety for a rail enthusiast. In a previous article, the electric and horse powered railways were covered. In addition, the island has three steam powered railways, the Isle of Man Steam Railway, the Groudle Glen Railway and the Laxey Mine Railway.

The Isle of Man Steam Railway dates from 1873 and today is owned by the government. The railway line runs from Douglas, the only city, 15.3 miles along a southern coastal route to Port Erin on the southwest coast. Until 1969, the railway had lines from Douglas to the town of Peel on the west coast as well as a branch to Ramsey in the northeast and a short branch to a lead mining town, Foxdale. The system at one time exceeded 46 miles.



Map from:

https://commons.wikimedia.org/wiki/File:Isle_of_Man_railway_map-de.svg

The railway is three-foot gauge and is powered by diminutive steam locomotives in the 2-4-0T and 0-6-0T wheel arrangements. The carriages (passenger cars) are not modern in any sense. The design dates back to the 1870's and they ride like it. In fairness, I was having back problems that day and I felt every bump. One of our crew fell asleep and the third took great pictures. The carriages are in good repair both inside and out. Each carriage has five or six passenger compartments with no corridor. You access the compartment directly from the platform. Each compartment can hold six passengers on two red plush bench seats facing each other with upholstered backs. All of the woodwork is shiny and there is a mirror on the wall with the railroad emblem etched in it along with framed pictures. There is a guard's compartment at each end of the train because the engines do a run around at each terminal. On the day we rode, our engine ran forwards to Port Erin and backwards to Douglas. The guard rides at the end of the train.

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Douglas is the most impressive station on the railroad. It is big, red brick, and contains everything including a gift shop. There are only four tracks and one large platform. It used to have many more tracks, a covered shed and a yard which is now occupied by the bus terminal. There is a switch tower and an engine shed. Both are easily visible from the platform. Three other stations stood out for me. Port St. Mary's multistory red brick station was also a hotel and it was for sale when we were there. Next to the station was another hotel that was open and probably had a pub. The station also had a two track goods shed. When I first saw it, I thought it was an engine shed from days gone by. No, it was a goods shed, a freight house, according to source material. The large red brick station at Port Erin also contains a very popular tea room.



Douglas Station

The third station is Castletown which is an impressive gray stone station. It also has a goods shed. The Castletown station is not that close to the center of town, but Castletown is a must see. It has the immense haunted medieval Castle Rushen in the



The Carriages with Compartments

center surrounded by quaint hotels and businesses. On one side the castle faces an attractive small harbor. The maritime museum is also a short walk from the castle. Outside the walls there is an attractive formal garden. Next to the formal garden on the harbor side is the home of a very large friendly Manx cat who followed me around while posing for pictures. He was the only Manx cat seen by anyone in our tour group.

We were wandering around unsuccessfully trying to find the castle entrance. I asked a local where it was and he pointed me in the right direction. But, he added, "Watch out for the white lady." I later learned that she had been hung for a crime for which she was later proven innocent. She is the resident spirit and apparently makes numerous appearances.

Inside the castle there is a detailed self-guided tour and event space. We

were lucky enough to be there on the day of a wedding. They had a bagpiper that welcomed each of the guests as they entered the keep. We did see a white lady, but she was the bride. On the top floor of the keep, they had the funniest exhibit. It was a prison cell holding a Viking prisoner who was using the facilities complete with sound effects. Castletown is not to be missed.

Back to railroads, we only saw two locomotives operating. The first was the *Caledonia*, the only 0-6-0T. It is acknowledged as the most powerful locomotive on the system and is the only locomotive not built by Beyer Peacock. It was built in 1885 by Dubs and Company in Glasgow. It was inherited from the Manx and Northern Railway, a predecessor company absorbed into the system, and today is painted in that livery with its original number, 4. The



Locomotive No. 4 *Caledonia*

second locomotive was number 8, *Fenella*. She is a 2-4-0 product of Beyer Peacock in 1894.



Locomotive No. 8 *Fenella*

These engines move with surprising vigor given their size and the ride is not like riding a tourist railroad at a leisurely pace. They keep a schedule. There are six intermediate stops and a scheduled meet with the train going in the opposite direction in which a baton is passed giving permission to access to the line. The line is 15.3 miles long and the schedule calls for one hour from end point to end point. The lowest level of service is four trains in each direction per day. They also run a dinner train from Douglas to Douglas one evening a week that lasts almost three hours. On that same day, they run a breakfast train from Port Erin to Douglas. I don't remember seeing the equipment.

GROUDLE GLEN RAILWAY

The Groudle Glen is a two-foot gauge enthusiast run railroad that operates every Sunday during the summer and occasional evenings. To get to it you have to ride the Manx Electric Railway to the Groudle Glen stop. There your fun is just beginning. You descend a long staircase into this beautiful wooded canyon (glen). Then you walk probably half a mile on a path next to a lively brook. The path was sometimes wet. This is a hard walk if you have any movement issues. Just ask Merrill. Finally, you cross the brook and around the next bend, wah-la, a steep staircase up the other side of the glen that ends at LhenCoan, the station and shops of the Groudle Glen Railway.

The locomotives on the Groudle Glen make the Isle of Man Steam Railway locomotives look like a Big Boy by comparison. The engines are perfectly scaled, but at 6' 3", I doubt I could ever get out of the cab if I could be wedged in. The cabs accommodate one seated individual and I imagine there are height restrictions. We saw two operating locomotives, Sea Lion, the original locomotive from 1896 and Brown Bear, a modern replica. Two things about this operation really impressed me. One, there were a lot of young volunteers including drivers (engineers). Two, they offered us a complete tour of their facilities which include almost everything this railroad has ever owned since the beginning squeezed into a double track engine shed. They were incredibly friendly towards us considering they had a lot of business.



Locomotive *Sea Lion* from 1896



Replica Locomotive *Brown Bear*

The railroad opened in 1896 to connect Groudle Glen with a zoo that had been built at Sea Lion Rocks. It closed during WWI and again during WWII. It went through numerous changes in motive power and the zoo disappeared at some point. The railroad was abandoned and was rescued by rail fans (enthusiasts).

The carriages are open but covered and each seat can accommodate two adults. The make a point of telling you that this is the only railroad that runs up to the sea. It is all uphill to Sea Lion Rocks. They use a baton system which was passed to the down hill train when our train reached Sea Lion Rocks. Sea Lion Rocks has good sea views, but no sea lions. There are also ruins of the zoo visible. They do have a nice tea room and washrooms so you can refresh and relax until you wish to return on a down hill train. Those little engines sound like monsters coming downhill into LhenCoan, probably a combination of running downhill and the acoustics.

LAXEY MINE RAILWAY

The Laxey Mine Railway is the one steam operation we did not ride. It is only open on Saturdays and we were riding the Isle of Man Steam Railway on Saturday. From 24" at Groudle Glen, Laxey drops to 17". There is no cab on the locomotive. The driver stands on a foot plate behind the firebox. The railway runs into part of the old Laxey lead mine.

To ride this railway, you take the Manx Electric Railway to Laxey. The railway is an easy walk from the MER station. Be sure to visit the Lady Isabella, the huge water wheel that once provided power to the mine. Also, you might combine this with a ride up Snaefel Mountain on the electric tram which also leaves from Laxey.

One final tip, The Isle of Man Transport sells a Go Pass to visitors. It is good on any rail including Groudle Glen and I assume Laxey Mine too. It is good on the horse cars and busses including those to Peel, Castletown and the airport.

A Steam Locomotive's 10,000+ Mile Journey: And More about the 418

by Arlen L. Sheldrake

Previously published in *The Trainmaster* was a four-part series, June-July-August-September 2020, *A Steam Locomotive's 10,000+ Mile Journey* describing how a Finnish steam locomotive 418 eventually ended up in its permanent Junction City home. This journey began with a ship ride from Finland to New York. The following 1959 letter found in David Jorling's (retired City of Portland attorney and current 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 EeroKorpivaara, 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 retained the portfolio until retiring in 2008.





PNW RAIL NEWS

by Arlen L. Sheldrake



I began this month's article in early November driving to the Food Front store in NW Portland to get copies of the NW Examiner (nwexaminer.com) and Dan Haneckow's part 2 of the 1915 trolley tour. As I did the drive, I passed by the open for business REI store at 1405 NW Johnson Street and gazed in huge disappointment at their boarded-up windows. The nightly vandalism in downtown Portland continues.... We certainly are living through some tough times that require such drastic actions. But on a happier note, I am enjoying how Trent honored our 700th issue of this *Trainmaster* newsletter last month as we head to the 1000th, especially the masthead logo evolution. And thanks to all the readers that also enjoyed how Trent put together the issue.

▶ The Cascade Locks and Canal opened on November 5, 1896. The U.S. Army Corps of Engineers project takes nearly 20 years to complete, but now steamboats are able to reach the portage at The Dalles from Astoria. **HistoryLink.org Essay 7815.**

▶ CN as of October 30th was on track to exceed the 3 million metric tons (MMT) mark of Canadian grain hauled during October, which would break the Class 1's previous record of 2.88 MMT moved in October 2019. CN also announced that it will receive its first shipment of 1,500 high-capacity grain hopper cars, with 100 cars already received and another 500 expected to be in service before the end of 2020. The new jumbo grain cars can carry about 10% more grain than older generation cars. **Progressive Railroading 11/2/2020.**



▶ Canadian Pacific set a new record for shipping Canadian grain and grain products in October a 3.04 million metric tons (MMT) moved, the first time CP exceeded 3 MMT in a month. The achievement exceeds the highest-ever record for a month, set in April 2020 by 6.9%. It also represents a 14.2% increase from the previous October record of 2.66 MMT set in 2019. **Progressive Railroading 11/3/2020.**

▶ Canadian Pacific Railway is taking on some of Maersk's Canada business, upping the railroad's presence in Vancouver, and is confident that it will help attract a new container service to Saint John, New Brunswick, next year now that it has deepwater port access on the east coast. The winning of some Maersk's business, sweetened by an agreement to provide transloading space in the constrained Vancouver market, and its development of a Saint John rail service, are the next phase of CP's international intermodal strategy. CP will begin handling the first Maersk ship at Vancouver in December. When the transload facility opens at CP's Pitt Meadows intermodal terminal in September 2021, Maersk imports will be railed about 25 km and then transloaded. The process will reduce the need for about 100,000 trucks annually, equating to 4,000 tonnes of carbon dioxide emissions. **JOC.com 11/25/2020.**

▶ On October 30th, an interesting question was submitted to ORHF via the *contact us* capability. "My grandfather, Ray Wallace, worked for the Railway Mail Service for nearly 50 years, beginning in the 1905-ish era till retirement in the 1950s. I have an ancient photo of him in a baseball uniform with the rest of his teammates, and the lettering across the uniform has the initials "RMS", which I assume means the Railway Mail Service. Do you know whether they had a baseball team? And if so, any details about the team? Chris Norman." A later email message from Chris: Ray Wallace, born 1882 Willamina, Oregon, died 1975 Portland, Oregon; baseball team photo from 1910. Ray also served with the American Expeditionary Postal Agency during WW1 in France. Research is underway, any help appreciated: asheldrake@comcast.net.

▶ ORHC Update:

- In preparation for Santa's Enginehouse, a ticketed entry event; tickets: orhf.org/events/santaenginehouse/. The good looking NKP 190 PA-1 is now out front.
- As I did the Bells of Peace commemoration 11-11-11, I was reminded how nice and appropriate it would be to have three flag poles at ORHC....one for our Nation, one for our State, and one for our City. Hopefully they will be included in the Turntable Project.
- With the Multnomah County 4-week stay at home order announced November 13th due to our rising virus counts, beginning November 18th the stay at home order runs until December 16th. Essential outings are allowed for individuals to get food, medicines, care for others, or be outside at least 6 feet away from others. Employees are required to work from home to the greatest extent possible and offices are closed. The ORHF Santa's Enginehouse is delayed to December 18 – 23 and January 1 - 3.
- The track #2 extension by the Rick Franklin crew is now scheduled for mid-December.
- The Board November 16th approved submitting the Turntable Building Permit to the City of Portland. Another note about



the Turntable, the 50 fence supports around the parameter will be attached to the piles to inhibit settling, a major area problem. The fence will be set back from the pit to accommodate locomotive overhang.

- Effective 11/18, for 4 weeks, Tilikum Station, ORHC's neighbor, is open for take-out only per the Governor's COVID-19 order. Stop by for a pizza and a growler of good beer or six pack: 971-302-7296 or mthoodbrewing.com.
- The Exhibits Committee is moving forward with planning to acquire and display the former SP&S 866 FA-1.
- My thanks to the ORHF Around the Enginehouse publication crew, Renee Devereux and Jan Schaeffer, for including my *Portland's Steam Locomotive Heroes* article in the November issue; a cast of people we should continue to honor. My article *The 4449 Pepsi Connection* was posted November 24th on the ORHF blog.



► PNWC Update:

- The November and December 2020 issues of the NW Examiner has member Dan Haneckow's part 2 and 3 of the 3-part **Seeing Portland, 1915** trolley tour series from the manuscript recently donated to the Chapter. Dan has added some excellent period graphics to the original 1915 text. (nwexaminer.com) Many thanks to both Dan and Allan Classen for making this history available to the public.
- Roger McCoy reports November 4th that he has completed repairs on the RF module of the Farnsworth radio in the lounge of the Mt. Hood and that he is starting work on the other two modules soon.
- Contrary to some other reports of concern for our offices, as a Union Station visitor two-three times per week I have seen no evidence of security issues at that location.
- Reported by George Hickok, the November 700th issue of the *Trainmaster* went out via USPS on November 12th to 297 at a per each mailing cost of \$0.1642 versus First Class for the 2 ounces at \$0.70 each. I received my copy November 14th with a very nice ORHF Turntable Project insert. As his article, *The Mailing of The Trainmaster*, in the September 2020 issue noted, this is not an easy or quick process but pays off handsomely in savings. I would add, also a nice readership number! And it went out electronically in color to 50 on November 14th with the Turntable Project insert. Shoot me an email if you want a color copy: asheldrake@comcast.net.
- David Jorling, ORHF Secretary, is working to rationalize his city of Portland locomotive files. These files are being given to PNWC Archives for possible retention. One of the multiple files contains lots of planning information for Rail Fair at Union Station held November 6, 7, 8, 1987. The file even included a letter from an Arlen Sheldrake, complimenting the Portland Development Commission, new owner and host, for an excellent event. Another interesting item is the contract between Union Pacific and the City of Portland donating the UP 3203 (OR&N 197) to the City that includes a provision that the locomotive is to be identified as the 3203 with the UP logo. David's files are a result of his being assigned attorney responsibilities for City of Portland's locomotives from 1985 until his retirement from the City in 2008. A comment from PNWC's chief archivist Bob Weaver: "They are archival **gold** because they are a primary source for important events in Portland's railroad preservation saga."
- City of Portland ordinance #155853 passed April 25, 1984 authorized agreement for PNWC to have custody and operate 4449 roundtrip to New Orleans for the Louisiana World Exposition of 1984 and at future events. [Readers are reminded that this is the longest steam excursion on record.]



► Metro measure 26-218 that was to fund many transportation related projects including the SW Corridor light rail project to the tune of \$5 billion failed at the November 3rd election: No 58%, 487,043; Yes 42%, 359,647 (as of 11/4). Stay tuned as the future of the SW Corridor light rail project is determined.



► Hop aboard for a journey through the history of train travel in Washington State! Just the Ticket, **Train Travel in Washington State** exhibit runs November 21 to January 17, 2001 [2021] at the Washington State Historical Society museum in Tacoma. In other news, the 2020 Model Train Festival, a holiday tradition, has been canceled but will return December 2021. **Washington State Historical Society 11/5/2020 email.**



► Due to the Covid-19 the Butte Falls Project has been delayed by at least a year but is slowly making progress with the town of Butte Falls continuing work on their land funding. Allen Dobney, SO Rail National Advisor, has been nominated by the Town of Butte Falls to be the Commissioner of Special Projects, the special project being the Butte Falls Scenic Railway. **The Manifest August/September/October 2020**, the newsletter of the Southern Oregon Railway Historical Society (SO Rail).



► The Northwest Railway Museum (NRM) has substantially completed a major rehabilitation effort on steam locomotive 924 and on November 1st it pulled the first passenger train in more than 40 years. The 924 was manufactured by Rogers Locomotive and Machine Works in 1899 for the St. Paul and Duluth in Minnesota, but by 1901 was owned by Northern Pacific and spent most of its working life in the Puget Sound and Spokane



areas. The rehabilitation project is estimated to have a \$700,000 value. While originally built to burn coal, NRM selected wood as the fuel during the rehabilitation process. **Northwest Railway Museum Weblog 11/4/2020.**

▶ The Oregon Zoo *Zoolights* runs November 22nd to January 10th, closed 12/25, but this year for the first time it will be a drive-through only, no walking due to the virus. No train rides this year either but rumor is that two of the locomotives will get holiday decorated. More information: oregonzoo.org/visit/zoolights.



▶ Jaguar Transport Holdings acquires 5 shortline railroads. The railroads include Washington Eastern Railroad in eastern Washington and Oregon Eastern Railroad in eastern Oregon. Jaguar is partnered with OPSEU Pension Plan Trust Fund which invests and manages one of Canada's largest pension funds. **Utah pulse.com 11/5/2020.**



▶ On January 7, 2020, Canadian National Railway Company westward train U79351-06 experienced a train-initiated emergency brake application while proceeding at about 35 mph at Mile 70.14 of the Bulkley Subdivision [between Smithers and Terrace, east of Prince Rupert in British Columbia]. 34 cars loaded with wood pellets derailed, there were no injuries and no environmental impact. The video and audio recordings from the lead locomotive strongly suggest that a sudden track failure occurred.



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Given the annual tonnage on the Bulkley Subdivision and the frequency of loaded unit train operations, it is likely that bulk unit train traffic accelerated the development and deterioration of priority wide-gauge conditions in the 6 degree LH curve where the derailment occurred. Emerging wide-gauge conditions can progress quickly, particularly on track where bulk unit trains operate, making increased inspection and timely repairs a necessity for safe railway operations. **Transportation Safety Board of Canada, Rail Transportation Safety Investigation Report R20V0005** released 11/2020.

▶ The Southern Pacific Historical & Technical Society is having a Fall & Winter book sale. Sale prices are valid through January 31, 2021. The 2021 convention will be held October 20-23 at the Inn at the Commons in Medford, Oregon. More information: sphts.org



SOUTHERN PACIFIC
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▶ Have you ever admired New Deal architecture, murals and/or parks? When we walk in a new town, we always try to stop into the post office and see if there is interesting mural. It continues to amaze me how much was built to get us out of the recession of the 1930s and how much we continue to enjoy. A new to me web site: livingnewdeal.org has information on the location and information about the projects. The Living New Deal Project is creating an inventory and map of all the Public Works Projects undertaken in the U.S. between 1933 and 1942. Check out its map, zoom in on the state of interest, and use the highlight feature to discover depression-era murals, sculptures, mosaics, and more throughout the state of interest. You can do a search: All Projects, Projects by State and City, Projects by Category, Projects by Artist, Endangered New Deal Art. This will be a site to visit as I plan a visit to a new city. The Living New Deal project is housed at the University of California. This information from HistoryLink.org 10/1/2020.



[“Thanks! I stumbled on that New Deal page recently and was surprised I hadn't seen it before. I spent a lot of time poking around on it. Discovered a few murals that I didn't know about, Alan Stein, HistoryLink – Staff Historian.” In response 10/1 to my appreciation message.]

▶ While construction is underway along the Oahu light rail line, Honolulu city leaders and those at the Honolulu Authority for Rapid Transit disagree over future construction plans. The issue is whether or not there are sufficient funds to pay for the P3, the public-private partnership, contracts that would construct the remaining sections and operate the line. The project is at \$9.1 billion plus financing costs. **KITV Island News 10/26/2020.**



▶ One of the many, many financial impacts of this damn virus and Amtrak cutbacks is on Trackside Café at Portland's Union Station. With the both the Coast Starlight and Empire Builder cutback to 3-day operations versus 7 and Amtrak Cascades reductions, the Trackside Café business is way down. Stop by and buy a polish.

▶ A most excellent video is available on YouTube: Restoration of the Sumpter Valley Steam Engine [#19] – (Cushman). Posted April 16, 2015 the 51-minute film is shot at the Brooklyn Roundhouse in Portland, Oregon and features Doyle McCormack among others. The restoration was done by Daylight Locomotive Works and Machine Works. https://www.youtube.com/watch?v=HwFogz-huxE&ab_channel=DanHolt. Lots of detail as the 19 was striped down, renewed and then put back together. [Love the blue tarps catching the Roundhouse interior rain water!] A recent donation to the PNWC archives from David Jorling included a copy of the February 27, 1992 Record Courier newspaper that included a front page top of fold article *Steamin' To Portland Restoration* with a picture of the 19 on a Gresham Transfer 42-tired low boy trailer in downtown Baker City.



▶ In October, BNSF crews began working on adding a second rail bridge over Bridge Street in Sandpoint. The new bridge

will be adjacent to the existing rail overpass. Construction is anticipated to continue through April 2021. Work also continues on the second bridge over Lake Pend Oreille. **BNSF Inside Track November 2020.**



► TransLink will be the first transit system in North America to pilot the use of bacteria and virus killing copper on high-touch transit surfaces. This industry-leading project is part of a study that will see various copper-based products and protective coating called organosilane installed on SkyTrain and buses to test how effective these agents are at destroying viruses and bacteria on transit. There will be comprehensive testing as part of the initial four-week pilot phase:

- Products will be installed on two trolley buses on high-ridership routes and two SkyTrain cars on the Expo and Millennium Lines.
- Twice weekly the surfaces will be swabbed and tested to determine antimicrobial effectiveness of the products.
- At the end of the one month, the surfaces will also be assessed for durability.

The results of this pilot could have wide-reaching impacts for infection prevention for the transit industry and other industries that rely on shared public spaces. Copper alloy surfaces are naturally antimicrobial with self-sanitizing properties. Recent literature shows that copper alloy surfaces destroy up to 99.9% of bacteria and viruses within four hours. Organosilane is a wipe-on coating that can provide long-lasting protection against damaging microbes such as bacteria, mold, mildew and many viruses. When used in tandem with good hygiene and cleaning protocols, copper and organosilanes can help inhibit the buildup and growth of viruses and bacteria. The project is a result of a partnership between TransLink, Teck Resources Limited (Tech), Coastal Health, VGH & UBC Hospital Foundation, Coalition for Healthcare Acquired Infection Red Canada, and the University of British Columbia. This initial phase is fully funded by Tech as part of its Copper & Health Program. **TransLink 11/10/2020 news release.**



► The Heritage Rail Alliance has reactivated their Progress Reports page. It is an attempt to list all the active equipment restorations and other large capital projects happening in the rail history business. Some 400 projects are currently listed. Updates are solicited. heritagerail.org **HeritageRail News 11/28/2020.**



► President-elect Joe Biden has tapped a familiar California figure to run his 18-member transportation transition team. Phil Washington, the chief executive of the Los Angeles County transit agency will oversee a panel of experts tasked with advising Biden on the direction of federal transportation policy and agencies including Amtrak and the U.S. Department of Transportation. **Los Angeles Times 11/10/2020.**

► The free online encyclopedia of Washington state history (www.historylink.org) continues to post some great rail related history articles. Two posted 11/9:

- Essay 21130: Burlington Northern's "Kapowsin Logger" derails over the Puyallup River near Electron on March 6, 1979. The essay describes the cause of the crash and demise of the railroad. The line was originally built in 1910 by the St. Paul & Tacoma Lumber Company.
- Essay 21129: St. Paul & Tacoma Lumber Company and its affiliated railroads (1888-1958). The company was founded in 1888 in concert with the Northern Pacific Railway, which agreed to build a subsidiary logging railroad into the forests below Mount Rainier to extract the timber. The lumber company felled trees virtually nonstop for the next seven decades, weathering two world wars, two bankruptcies, and the Great Depression. In 1958, the St. Paul & Tacoma merged with St. Regis to become the St. Regis Paper Company.

► OPR SW-8 #803 heading home for good. As a replacement for OPR SW-8 #801 that was severely damaged in the Labor Day wildfire at Molalla, OPR was able to purchase former OPR 803 which had been traded in on GMD-1 #1413 in 2010 back from Western Rail and will be moving back to the Molalla Branch as a standby for the other two units. Interchanged by the Washington Eastern today as WRIX 803 at Cheney, Washington she will go to Spokane than to Pasco where she will begin the trip to Portland first to our East Portland operation to be serviced and have the radio re-installed then to Canby where OPR 900 and OPR 1202 will welcome her with open knuckles! The #801 fire damage affected the interior of the cab and electrical cabinet. The prime mover, main and auxiliary generators as well as the trucks and traction motors will be used to keep our other units operating. Dick Samuels, Oregon Pacific Railroad **Trainorders.com 11/12/2020 posting.**



► The US High Speed Rail Association's newly released 5-Point High Speed Rail Plan recently released included recommendations for the top 5 high speed rail priority projects and recommends they be designated as Special Projects of National Significance and fast-track each to completion with the full support of the federal government. One of the five: Cascadia Ultra High Speed Rail (Pacific NW) - \$40 Billion investment. [This corridor is Eugene to Vancouver BC.] **USHSR News 11/13/2020.**



▶ The *Whistle Up the Columbia* Autumn 2020 newsletter from the Pacific Railroad Preservation Association included a very nice article Volunteer Highlights by Charles Harrison describing volunteer Dale Birkholz. Well written and well deserved by this former Channel 6 photographer and relatively newly minted machinist. Dale also provides financial expertise to ORHF as their Treasurer. I would also note the nice write up describing the Oregon Cultural Trust and the tax credit benefits available to Oregon taxpayers.



▶ The Chehalis-Centralia Railroad rolls out their Polar Express beginning November 21st and their Santa Train beginning November 28th. This year the runs are diesel powered. More information and ticketing: steamtrainride.com.



▶ Does Portland & Western cross the Steel Bridge on trackage rights? Or how? Question posted on Altamont Press Discussion Board 11-15-2020. Answer posted by Erik H: P&W inherited trackage rights on the UP between Union Station and Salem from BNSF. While the “normal” course of operations is to run a daily turn (a.k.a. “663/664”) from Tigard to Willbridge, drop off the outbound traffic, run light to Vancouver, pick up the inbound and return. P&W has the flexibility to run via its own trackage over Cornelius Pass to Willbridge, or to run Salem north on the UP (bypassing Tigard), as traffic and UP's dispatching ability warrants. Since the BNSF did not have trackage rights through Albina Yard to North Portland Junction, the P&W as well crosses over from East Portland, over the Steel Bridge, through Union Station, north through Lake Yard and Willbridge, back over the Willamette River, through St. Johns and North Portland to get to Vancouver. Adds just shy of two miles distance but also involves two lift-span bridges, plus the 6 MPH trackage from East Portland over the Steel Bridge through Union Station. [Portland & Western locomotive crews are rarely much under the 45 MPH speed limit as they pass ORHC.]




▶ CRANE, SIGNAL, TRAIN – November 15, 2020. An update from Dunsmuir and the cosmetic rehabilitation of the SP 1727. Over the weekend of October 30th, a volunteer team and Mt. Shasta Crane Service took down the double-mount lower quadrant semaphore (circa 1910 Union Switch & Signal Co.) was lowered to sawhorses for rehabilitation with the goal of making the signal operable. The newly cleaned and painted signal pole went back up Sunday with work continuing on the parts. The Tom Dill donated headlight for the 1727 is being restored. Over the same weekend, the 1727 lettering was completed on the tender. The next step is the December installation of 7-foot high steel fencing. Fund raising is continuing: More information or to donate: www.cherylpetty.com or send to Friends of the 1727, PO Box 412, Dunsmuir CA 96025.



▶ Two ex-Pacific Parlour cars on the move. DALT 39973, ex-Amtrak 39973 “*Santa Lucia Highlands*”, ex-AMTRK 9973, ex-ATSF 578 and DALT 39974, ex-Amtrak 39974, “*Sonoma Valley*”, ex-AMTK 9974, ex-ATSF 579 reported on the move from Beech Grove to Chicago 16NOV2020. Both cars were sold to Dallas Terminal Railway (John Radovich). Trainorders.com 11/17/2020 Gene Poon.

▶ CN proud to celebrate 25th anniversary of its privatization. 25 years ago, the Government of Canada put CN shares up for sale to investors at C\$2.25 billion, it was the biggest IPO in Canadian history. At the time, CN was the largest and oldest Crown Corporation in Canada. On November 17th, 1995, CN's shares were listed on the TSX and NYSE. The IPO raised C\$2.25 billion for the Government of Canada. CN has a market capitalization of approximately C\$100 billion. An investment of C\$1,000 in CN stock in 1995 would be worth more than C\$63,000 today. CN

News Article 11/17/2020.

▶ Rocky Mountaineer is bringing their luxury train journeys to America's Southwest in 2021. The newest 2-day rail route, *Rockies to Red Rocks* travels through the ever-changing landscapes of  **ROCKY MOUNTAINEER** Colorado and Utah. The preview season launches August 15th for 10 weeks with 40 departures running between Denver and Moab, Utah. The service includes an overnight stay in Glenwood Springs, Colorado. More information and ticketing: <https://www.rockymountaineer.com/train../rockies-red-rocks>. [This customer gives Rocky Mountaineer a five-star rating!]

▶ Port of Tacoma Virtual Tour: With the global pandemic still affecting our region, we are unable to offer our monthly bus tours and once a year boat tours of the port. Until we can safely gather in person again, this virtual tour helps you understand more about what the Port of Tacoma does and allows you to “visit” some of the areas around the tidflats you may not have explored. We look forward to hosting you on future bus and boat tours. www.portoftacomacom/port-tacoma-virtual-tour. [This is well done and worth some time as we hunker down during this damn virus.]



▶ The Inland Northwest Rail Museum in Reardan, Washington closed November 15th due to state restrictions intended to slow the COVID-19. Planning is underway for the traditional opening weekend April 2-4, 2021. [If not already, this Museum should be on your bucket list to see the Mt. St. Helens and UP 3206 among their many other attractions.] inlandnwrailmuseum.com.

▶ All Aboard Washington at their November 14th general membership meeting elected four new directors to the Board:

- Samantha Dana, Associate Vice President for Institutional Effectiveness of Clover Park Technical College.
- Pete Lewis, former Mayor and City Councilman of Auburn.
- Adan Espino Jr., Sermonti Public Affairs
- Bob Krebs, president of the Association of Oregon Rail and Transit Advocates and current elected member of the Salem Keizer Transit Board. (Bob appointed to a one-year term, the others 4-year terms.)



▶ The Nevada – California – Oregon Railway nonprofit Alturas based historical society announced October 25th the successful move of baggage/mail car #72 and mail express car #22 to secure storage. Research on these cars has begun and preservation work will begin in 2021. The 72 was privately owned and the 22 was donated by the City of Alturas. The three-foot narrow gauge railway ran from Reno, Nevada to Lakeview, Oregon and through Sierra Valley to Clifton. Much more information: www.ncory.org; sign up for their informational E-Blasts.

▶ The Peninsular Railway and Lumberman's Museum is operating their Simpson Santa Special on December 5 & 6 and 12 & 13. The event is a ride around the 2.25 loop aboard one of the Simpson Railroad speeders with a stop at Santa's workshop. The event is held at 10138 W Shelton Matlock Road out of Shelton, WA. More information: www.simpsonrailroad.org.

▶ More information is coming in regarding the Finnish Railway steam locomotive 418 located in Junction City: On November 22nd Eric Williams sent me an email stating he is digitizing a copy of the 1980 Veljeysvesti (Message of the Brotherhood, Astoria, Oregon) Heinakuu (July) 1980 and noted a article by John O. Virtanen with a picture of the 418. While neither of us read Finnish, he is getting me a translation. The picture of the 418 may be while it still was in Finland. Thanks Eric! One of the items Eric sent was an Oregonian May 12, 1959 article *61-Ton Wood-Fueled Locomotive Arrives From Finland for Fete*. The first paragraph begins: "Oregon's Centennial Commission Monday welcomed its first foreign exhibit, but doesn't know quite what to do with it." Included on the newspaper page: GO BY TRAIN, New Low Fares To Seattle → Round Trip only \$4.95 plus tax.

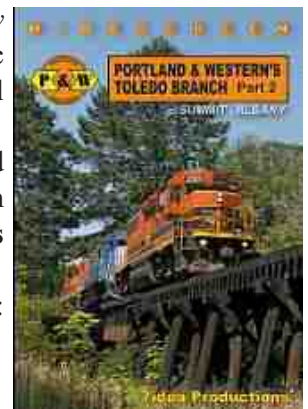
▶ The Junction City Historical Society's November 22nd weekly eblast, A Little Sunday History, to their membership included the November *Trainmaster* as an attachment noting that on page 11 was their 1912 picture of the Junction City SP depot. I sent their President, Bill DiMarco the *Trainmaster* in appreciation for the use of their picture. Thanks Bill.

▶ The Cascade Rail Foundation (<https://www.milwaelectric.org>) posted a connection on their Facebook page to the presentation on YouTube *Bridge Day 2020: Malden to Avery in the 1970s* by Rob Leachman. The presentation is 79 minutes.

▶ The Port of Kalama has signed a lease with Plastic Express for 1.2 acres of property located at the former BNSF lay down yard and rail spur for the transfer of plastic resin pellets from train to truck for regional distribution. Plastic Express has some 36 sites around the country; plastic resin pellets are used for the manufacturing of plastic products, such as milk containers. The site is located at 2319 North Hendrickson Drive. The rent is \$2,400 per month. **Port of Kalama 11/3/2020 Commission minutes.**



▶ 7idea Productions has released *Portland and Western's Toledo Branch Part 2: Summit to Albany* DVD. The video is 2 hours 9 minutes and focuses on the east end of the former Southern Pacific branch line. While I haven't seen it yet (on order), if as well done as Toledo to Summit Part 1, it will be well worth the cost; maybe Santa will bring you one.



▶ The Spruce Railroad Trail is close to reopening after significant work to build a new bridge and rehabilitating the Daley-Rankin Tunnel. The trail is on the north shore of Lake Crescent and when opened it will become part of the 134-mile Olympic Discovery Trail. **Peninsula Daily News 11/4/2020.**

▶ The December 2020 issue of *Railfan & Railroad* magazine has two excellent articles on Seattle: Seattle Railfan Guide and Seattle Transit Guide.

As I finish up this month in week two of a four week Multnomah County, Oregon set of COVID-19 restrictions I hope you had as good as possible Thanksgiving...yes, it is harder this year to find things to be thankful for but the search is worthwhile. I once again wish you all are staying well and like me are looking forward to 2021 and a needle stick or two.

A VERY UNIQUE HOLIDAY TREE

Phil Barney is constructing a very unique Holiday "Tree" for this year's Santa's Enginehouse to be held at the Oregon Rail Heritage Center. It has support for O-gauge track with a loop running around the outside of the tree and another return loop



toward the inside of the tree. The tree will be finished off with seventeen lighted houses along the "right of way". For the inspiration of this project see:

ogrforum.ogaugerr.com/topic/here-it-is-the-christmas-tree-layout?page=1

(Almost a shame to hide the beautiful wooden sub-structure).



Bill of Lading

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Secretary	Jim Hokinson	503.635.4826
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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

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PACIFIC NORTHWEST CHAPTER TIMETABLE N^o. 701

Dec. 10: Chapter Board Meeting: Open to all Chapter Members. Contact Mark Reynolds at mark.reynolds@powereng.com or (503) 523-9740 for WebEx participation information.

Dec. 18: Call in Chapter Meeting. Updates and Questions & Answers Including an important annual budget review and close of year business items, a review of Chapter election results, and a *Thank You* for our departing officers of PNWC! Join us!

We have been using an application that allows teleconference calls made by computer or cell phone or regular landline phone. *The Trainmaster* has had the reference information listed for several months. But, we wanted to be sure that each and every Chapter Member knew how to access the “Monthly Open Microphone” meetings every month from 7:30 pm to 9:00 pm on the third Friday of the month (December 18, January 15) coming up. The instructions are simple: If you have a PC, download the free WebEx application and use the Meeting ID that we show in *The Trainmaster* every issue (please note that the number changes every month!). For the next meeting on December 18th, use Meeting Number (access code): **132 329 2295** If you just want to use your telephone/cell phone just call **1-866-469-3239**, followed by the Meeting number (access code): **132 329 2295 #**. (Toll Free). So please call in and join in the information sharing!

Jan. 15: Chapter Meeting TBD.

Check www.PNWC-NRHS.org for updates

November Membership Call-In Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on November 20, 2020

The November meeting was called to order via WebEx by President Mark Reynolds at 7:30pm. Fourteen members were signed in on-line.

The October minutes with an addition by Ed Berntsen, were approved by the members.

President Reynolds noted an increased in the budget request for the Library/Archives Committee. Much of the material has been moved to a safe storage facility and more will be moved with the help of some moving vehicles and volunteers. Lila Stephens reported that five people can presently work safely at the Union Station facility.

President Reynolds reported that the Santa's Enginehouse at Oregon Railway Heritage Center is presently on hold. The event may be held two weekends in December and one weekend in January, based on county COVID-19 restrictions.

President Reynolds reported that the new truck frames for the turntable have arrived and are being worked on prior to installation. The committee is going forward with the permitting process and hopefully the installation process will begin in spring 2021. The project still need about one million dollars for completion and fundraising is underway.

Mr. Reynolds then reported that Powerland Heritage Park is going forward with their “Holiday Sparkles at Powerland” drive thru event.

President Reynolds reminded everyone that our Train Toys For Tots Program is as important as ever and cash donation is just as good as toys and easier to forward to the proper agency for their use to fill the needs that they have. [Editor’s Note: See separate Chapter mailing for donation information.]

President Reynolds suggested that we again keep records of our volunteer hours as they are important when we are requesting a project grant. So as of January 1, 2021, we request everyone keep track of the hours we work for the chapter and for ORHF. A record for volunteers to use will be made available.

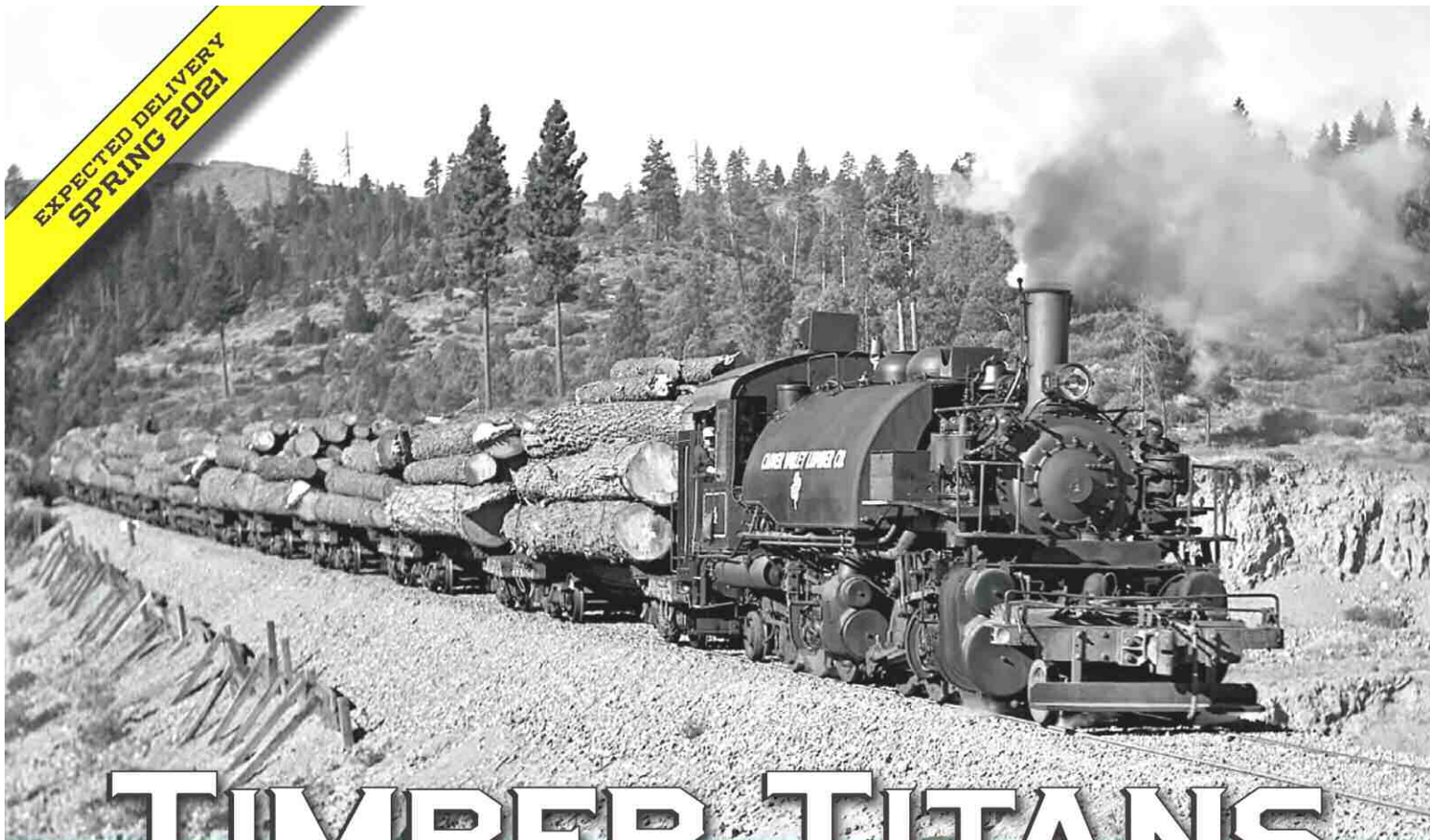
The meeting was adjourned at 8:40pm.

Respectfully submitted by Jim Hokinson, Secretary.

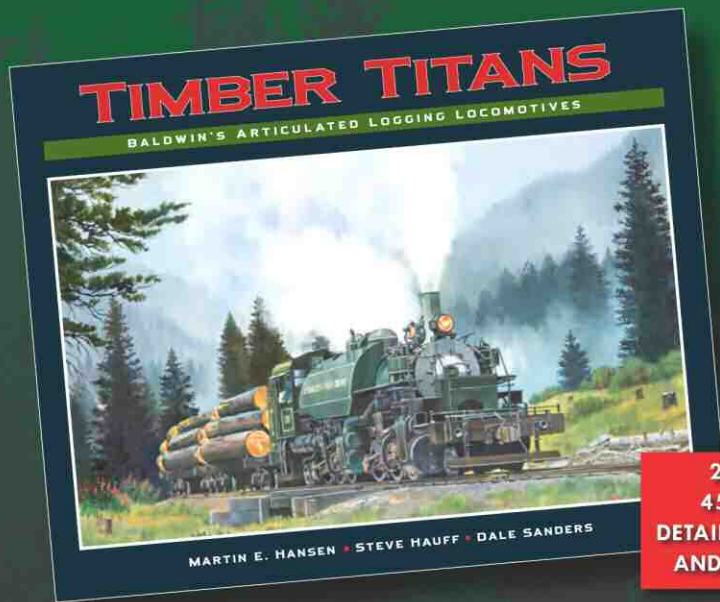
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