

The *Celebrating 60+ Years* Trainmaster

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TRAM AND LOCOMOTIVE AT POWERLAND

by T. Trent Stetz



Blackpool Tram No. 48 and Oregon Electric Locomotive No. 21 at Powerland Heritage Park (Photo by T. Trent Stetz)

The COVID-19 delayed 50th Anniversary of Powerland's Steam-Up was held during its traditional two weekends in 2021, on Jul. 24/25th and Jul. 31/Aug. 1st. The Oregon Electric Railway Historical Society (OERHS) had equipment on display around the park, like the Oregon Electric Locomotive No. 21, and were giving rides on Blackpool Tram No. 48.

Oregon Electric Locomotive No. 21 started its life as a electric freight locomotive for the Oregon Electric Railway (OE) in 1912, being built by General Electric. It ran from Portland to Eugene, and out to Forest Grove. OE gave up passenger service but electric freight continued until 1946. It was sold to British Columbia Electric Railway (BCER) in 1946 and was renumbered 961. No. 961 continued to move freight into the 1970s. In 1980 the locomotive was sold to Edmonton Transit and was renumbered No. 2001. It was used to move materials for the expansion of Edmonton's light rail system. The roof of the cab was lowered for the light rail tunnel. After the expansion was completed, the engine was donated to the Edmonton Radial Railway Society. It was stored by that group until it was sold to the Fraser Valley organization in 2012. In 2017, the OERHS raised funds needed to purchase and move the locomotive back to its original home in Oregon.

Blackpool double-decker tram No. 48, built in 1928, operated at the English seaside resort town noted for its promenade and trams. This car is one of a group of 55 cars known as "Standards." It is one of only six surviving cars of this type. In 1964 the tram was shipped to the US. The car operated for several years on the Willamette Shore Trolley until 2004 when it was moved to the museum in Brooks at Powerland Heritage Park. This car is a crowd favorite. Everyone loves to ride this car, especially for its views from upstairs. However, if comfort is your priority, the downstairs salon has much more comfortable seating. The green and cream livery was introduced in Blackpool in the 1930s.

ALCO S2 AT POWERLAND

Text and Photos by T. Trent Stetz



Photo of the Chapter's ALCO S2 Locomotive No. 36 at Powerland Heritage Park in July 2021, with banner for Steam-Up (Photo by T. Trent Stetz)

Diesels were acquired by the Northern Pacific Terminal Company (NPTCo) in the 1940s, including No. 36 in 1943. These 1000 hp ALCO S2 and S4 locomotives could now challenge the steam locomotives. By 1958 the last fire was dropped on a steam locomotive. By 1962, they were gone. With steam gone, the need for a massive support staff also disappeared.

NPTCo Locomotive No. 36 was a model E-1540 built by ALCO in Schenectady, New York in 1943. A total of 1502 of the S2 units were built by ALCO between 1940 and 1950. The locomotive had a Type 539 Turbo charged 6 cylinder diesel engine, with a 746 kW electrical generator (Model GT-553). Power from the generator supplied the four GE Model 731 traction motors in the trucks. The locomotive weighed 230,000 lbs (115 tons) with a length of 46 feet and a top speed of 60 mph. No. 36 was ALCO build serial number 70215.



Photo of No. 36 from 1958 at Lake Yard, (Runciman Collection, PNWC-NRHS)

This locomotive was sold by the Portland Terminal Railroad Co. (PTRR) in 1984. PTRR was the successor to the NPTCo in 1965. This locomotive was donated to the Chapter in 1993 by RELCO Locomotives. The chapter continues the ongoing cosmetic restoration of the locomotive now at Powerland Heritage Park, to be placed back in its original 1943 NPTCo paint scheme. The size and colors of the strips along the long hood are "hinted at" in the banner design.



Reference: *Images of Rail: The Portland Terminal Railroad Company* by Alfred Mullett, Arcadia Publishing, 2016.

A VISIT TO NASELLE

by Arlen L. Sheldrake

OK, so you don't know where Naselle, Washington is, well neither did I until finding it on July 8th during a visit to Astoria. Naselle is the home of, pardon me, not much, other than the Appelo Archives and Museum, and that is well worth the trip and stop. It is just a few miles north of Astoria.

Upon entry one is greeted by a small gift shop and coffee/snack shop. But there is more...much, MUCH more as you wander and explore the building. After touring the downstairs, the upstairs awaits. The Museum is full, and I mean FULL, of Finnish and Scanandian local history.



A couple of months ago, T. Trent Stetz dropped off some of our special issue: *A Journey of 10,000+ Miles, Finnish Locomotive No. 418 Trainmasters*. In the entry way is this table with them prominently displayed and as Museum Director Annika Eve Sonja Kay says, visitors are appreciating them. During our July 8th visit, I dropped off another 50. This special color issue



was also an insert with the regular May 2021 *Trainmaster*.

The Chapter's rail history outreach efforts continue to be distributed to a wide and diverse audience.

WHAT DOES THIS DO?

Text and Photos by T. Trent Stetz



At a recent visit to the Port of Kalama Interpretative Center for the Port's 100th Anniversary celebration (and 150th anniversary of the Northern Pacific Railroad's start in Kalama!) I was asked about a unique feature on the locomotive in the interpretative center. I was acting as docent-for-a-day for the centennial celebration event, and a visitor and I were wondering about this section of rod in the front of the piston, and the purpose of this rod and the surrounding trough. Also wondering what additional parts made up this feature. The locomotive at Kalama is a 1917 Alco 2-8-2 NP 1727 which was

later sold to SP&S and renumbered 539 in 1944. [Editor's Note: see the Kalama *Special Edition Trainmaster* of July 2021 for more details on this historic locomotive].

If you are ever near Kalama, Washington, (I-5 Exit 30), stop by the Interpretative Center for a great review of local transportation history, and also for a great walk along the Columbia River and busy BNSF & UP freight and Amtrak train watching.



CARNEGIE STEEL

By Arlen L. Sheldrake

During the Oregon Rail Heritage Foundation ongoing project to rebuild, refurbish, and install the former 1924 Brooklyn rail yard turntable at the Oregon Rail Heritage Center, a noticeable impression can now be found on the turntable bridge main girder steel. These impressions are now visible thanks to the refurbishment sandblasting.

The impression is “Carnegie USA” with a small-underlined H following the E in Carnegie. This is believed to indicate that the steel was rolled at the famous Homestead Works in Pennsylvania. The Homestead Works was started in 1881 and shut down in 1986. For many years the Homestead Works was the largest steel mill in the world.

This impression is on both the sides of the turntable bridge structure girder beams, some in reverse. The turntable was manufactured by American Bridge Company in 1924 with this steel. J.P. Morgan & Co. led a consolidation of 28 steel fabricators and constructors in 1900 to form the American Bridge Company.



The Carnegie Steel Company was an early model of efficiency and innovation. New systems were installed that improved material handling, including overhead cranes and hoists, which sped up the steelmaking process and therefore boosted the production capacity of the mills. The cost focused approach made Andrew Carnegie a lot of money on steel. Some would argue that he was a bit too ruthless in his push for profits, which is why he was among the elite group of businessmen given the label of robber baron. The company was acquired by United States Steel Corporation, also a J.P. Morgan company, in 1901. It was merged with two other steel companies to create the world’s largest steel producer. This was the largest commercial business transaction at the time, in which Andrew Carnegie received about half of the \$480 million for the sale of the company. US Steel continued using the Carnegie imprint, some believe because of the Carnegie steel reputation.



Most of us know of Andrew Carnegie by all the libraries he funded in his later years, giving away about \$350 million to charities and foundations. The money for these community donations primarily came from the sale of his company making Carnegie one of the richest men in history. At the Oregon Rail Heritage Center, they have a piece of that Carnegie history.



Brooklyn Yard Turntable Bridge at Oregon Rail Heritage Center, July 2021 (Photo by T. Trent Stetz) Inset: American Bridge Turntable Schematic 1923.

With the rebuilt and restored turntable bridge now on the ORHC display track in the front of the building, come see the Carnegie imprints yourself.

Sources: HistoricBridges.org; Wikipedia.



PNW RAIL NEWS

by Arlen L. Sheldrake



As I start this month, we are being hit by a record breaking heat wave that killed way too many.....hope you all survived!

► The railroad bridge over the Skagit River between Mount Vernon and Burlington is due to be upgraded, and BNSF Railway plans to build a replacement between 2022 and 2025. BNSF plans to build the new bridge 30 feet downstream of the existing bridge and will not demolish the old bridge until the new one is ready to carry freight. BNSF will install 2,270 feet of track to realign the route with the new river crossing.



The 1,004-foot, 12-span 1910 built bridge on wood piles will be replaced with a 991-foot, 9-span bridge built of steel and concrete. **Skagit Valley Herald 6/27/2021.** [as forwarded by Thomas R. Schultz]

► The clean-up of Skagway's contaminated harbor has stalled yet again. Skagway's harbor is contaminated with lead and zinc near the ore dock. The Skagway Borough Assembly plans to take possession of the ore dock when the long-term lease with White Pass and Yukon Route Railroad expires in 2023 but first the Assembly wants the site cleaned up. White Pass has indicated they are awaiting approval from the Assembly before starting the cleanup. **KHNS 6/24/2021.**



► Service Alert: All MAX service has been suspended until start of service on Tuesday morning due to safety concerns and heat-related mechanical issues. **TriMet Service Alert 6/27/2021.** [Portland Monday, 6/28, weather forecast: 114°]. A recent *YouTube* time lapse video showing the power line tension weights moving down to the bottom of the pole are absolutely amazing.

► Albany & Eastern Railroad Rare Photo/Video Shoot June 19, 2021 by Railfan Dan. In honor of a handful of newly painted locomotives on the Albany & Eastern, management wanted to put together an afternoon photo shoot with a select number of railfans to document the event. It is a rare sight to see all of the locomotives together like this. The video is 13+ minutes and shows all ten locomotives around the Lebanon, Oregon area including some street running. One of the highlights is an overhead view of the locomotives running, staggered, side by side on four tracks. Filmed with the professional DJI Inspire 2 drone and the DJI Osmo Action, music used from Soundstripe. youtu.be/QamkHyG4WDU, **YouTube posted 6/27/2021.** [Hard to imagine how much planning and work went into staging this photo shoot.]



► Santiam Excursions announced via a July 6th email that in the fall they would be adding the Santa Maria Valley #205 1924 Baldwin 2-6-2 steam locomotive to their passenger train operating roster. As was previously announced in *The Trainmaster*, the locomotive has been sold by George Lavacot to Rick Franklin Corporation. The locomotive is expected to move from Independence to Lebanon in late August. The building to house the locomotive is under construction.



► Peninsular Railway and Lumbermen's Museum, The Peninsular Lumberman June 2021 newsletter (www.simpsonrailroad.org):

- Received a donation of a 20' x 30' steel area-type building from Pale Horse Farms of Shelton. Once reassembled this multi-function structure will support a number of public and private events with concern for the weather.
- A modified shipping container that served as storage and offices for electrical departments of both Progress Rail and Coast Engine & Equipment Co. has been acquired.
- Donations are being solicited to help fund the purchase of a 15,000 lb lifting capacity used Hyster off-road gas-powered forklift.
- The May 29-30-31 Caboose Hops pulled by locomotive 900 were highly successful as building toward full scale operations from downtown Shelton, Washington continues.

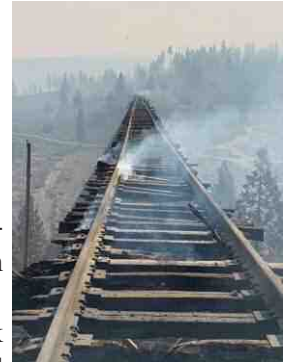
► Although the 1,141-foot long Dry Canyon viaduct just north of Hotlum, California has a steel substructure, the ballasted wooden deck and ties succumbed to the Lava Fire. The bridge is about 16 miles north of Mt. Shasta City on UP's mainline. The lightning-sparked Lava Fire started Friday June 25th. [UP: Interruptions Impacting Rail Operations, announcement number CN2021-43, June 29, 2021: The fire burning in the Shasta-Trinity National Forest near Weed, California, is impacting rail operations between Redding, California and Eugene, Oregon. Our Engineering team is currently assessing the extent of the damage to our rail infrastructure including the Dry Canyon bridge near Hotlum, California. A reroute plan is in place to move traffic around the impacted area. As a result of the alternate routing, customers may experience delays in excess of 72 hours.] Thanks to Bob Melbo for some of this information. Posted July 2nd photos of the bridge show significant structural damage. **Posted by**



Amtrak July 2nd: Coast Starlight cancelled between Seattle and Sacramento until mid-July and running only between Los Angeles and Sacramento.



Photos of fire damaged Dry Canyon Bridge Viaduct. Photos courtesy of Union Pacific Railroad.



- Northern California Bridge Outage **Update, CN2021-44, July 9, 2021:** Due to the recent forest fires in northern California, our Dry Canyon bridge north of Redding, California, sustained significant structural damage. Our Engineering and Operating teams have been working around the clock to restore service to the bridge. Current estimates have the Bridge reopening by September 1. Three large cranes with 200 to 600 ton capacity are on site near the 150 feet tall bridge after workers had to build a road to the site. A reroute plan is in place to move shipments around the impacted area. As a result of the alternate routing, customers should anticipate between 48 and 72 hours of additional transit time.

◆ Posted by Amtrak 7/15: Thurs., July 15 through Tuesday, September 7:

Train 11, which normally operates between Seattle and Los Angeles, will operate as Train 11 from Seattle to Klamath Falls, as Bus 3011 from Klamath Falls to Sacramento, and Train 1011 from Sacramento to Los Angeles.

Train 14, which normally operates between Los Angeles and Seattle, will operate as Train 14 from Los Angeles to Sacramento, as Bus 3014 from Sacramento to Klamath Falls and as Train 1014 from Klamath Falls to Seattle.

- As if UP didn't have enough problems, effective July 18th they are implementing a one-week embargo for inbound shipments to their Chicago Global IV terminal due to labor shortages and shortage of chassis and drayage capacity during a period of high demand. As many as 40,000 twenty-foot equivalent unit containers (TEU) will be stuck at West Coast ports during the next week due to the UP embargo. **Progressive Railroading 7/14/2021.**

▶ Oregon Rail Heritage Center (ORHC) Update:

- The week of July 4th, crews from Rick Franklin Corporation brought their equipment in and tamped track #2.
- During the week of June 27th new open information signs were installed noting the Thursday, Saturday, Sunday opening days and times.
- Work is underway on the Little Boy, steam heater car, to repair sill rust prior to re-painting. (As a Docent, I enjoy talking about its past and current use warming up the steam locomotives. *"Best not to wake us old people and old steel quickly."* Most visitors are amazed at the three-day warm-up period.)
- A much-needed re-keying effort was accomplished the week of June 27th with "locksmith" George Hickok doing the tumbler and key work.
- Beginning July 15th, ORHC will be working to open Fridays in addition to Thursday, Saturday and Sunday.
- The July 7th issue of Turntable Talk features **Meet Rick Franklin** and information on his multiple enterprises and many contributions to the ORHC Turntable project. And on July 12th, crews and equipment from RFC and OPR were at work tamping track #2. The OPR tamper really needed Dick Samuel's expertise.
- Stay tuned as OMSI's proposed Water Avenue re-alignment moves forward into the formal planning stage. The decommissioning of the PGE power distribution station across Water Avenue from OMSI was part of this planning.
- Planning discussions are underway for Holiday Express 2021. Preliminary planning calls for operations over four weekends with 82 runs while keeping the Engine House open. [Volunteer staffing would seem to be a problem that would affect this plan; my hope is waning for the development of a volunteer retention plan.]
- A new Carnegie Steel, Homestead plant, interpretive sign has been installed on the Turntable bridge. Replica builder plates have been produced by the Macadam Aluminum Bronze Company, a local company founded in 1948.
- Many know of the sudden closure of the Portland Children's Museum (PCM) across the lot from the Oregon Zoo in Portland. A new acquisition at ORHC is the PCMRR replica steam locomotive that the children enjoyed there.
- Two of the many (93 to be exact!) interesting visitors to ORHC on July 1st were:
 - ◆ A lady in her probably 60s who had been a "train hopper" in her earlier days. One of her favorite "hops" was a trip from Eugene to Toledo on top of a chip car that she described as very scenic with the chips comfortable, clean and smelled good. I should have asked about the return trip.....
 - ◆ Another visitor was our Kenn Lantz...his daughter brought him in. GREAT to see the former ground pounder/railroad right-of-way explorer/friend.



► Readers of this column know that one of my main daily Internet reads is *Trainorders.com*. I find Martin E. Hansen's daily railroad history dialog and photo postings absolutely great railroad history insights and the SR Bush's American Freedom Train trip report postings to be more than worth the yearly cost. On June 30th SR posted AFT Confidential 44 – Harrisburg PA, July 2-4, 1976. One of the multiple pictures in this posting was a picture of Mamie Eisenhower with Donald Kendall, PepsiCo CEO [the first corporate sponsor to sign on to the AFT effort], on the rear observation deck. SR also publishes a message with a map for each trip report with occasional help from advance man Ed Immel. SR's recording and sharing of his history with the AFT is to be applauded as is Martin's.

► The Troutdale Historical Society on July 2nd held a Depot Rail Museum “Barebones” Tour of the Troutdale Depot building that is under renovation. One part of the building will house the museum, the other part the City's Visitor Center. At least in the Museum portion, much of the original woodwork and character of the building is being retained. Planning for exhibits includes a model train layout that kids can operate. The timeline for the Depot Museum opening is unknown. The City of Troutdale is planning to move the UP caboose to the west side of the building to accommodate a new road. The relocated 1907 Depot is located at the East end of town, 473 E. Historic Columbia River Highway. The Troutdale Historical Society web site, www.troutdalehistory.org, click on Depot, has some great history and photos of both the original and this depot. And if you click on Caboose and scroll down there is a link to our January 2017 *Trainmaster* with the lead article *UP Caboose in Troutdale* with some pictures of the beautiful painting project.



► Question from Bob Melbo: When driving south on Interstate-5 I spotted a grey car with a Oregon Pine Tree license 4449 SP, do you happen to know who this is? One of the well known 4449 crew members is William “Bill” Habjan who lives in Lebanon and commutes to ORHC two or more days a week to work on projects. While I didn't know Bill's license number, he confirmed that it was him and that he has had the plate some 20 years.

► All trains on the Amtrak Cascades corridor returned to pre-COVID seating levels on July 1, 2021. Trains were operating at 50% capacity limits during the pandemic to allow for physical distancing. With new reopening directives from Washington's Governor Inslee and Oregon's Governor Brown, those limits have been lifted. Train trips between Seattle and Vancouver, British Columbia will resume when the Canadian border reopens. In the meantime, daily buses carry passengers in both directions between Seattle and Bellingham. **Amtrak Cascades 7/1/2021 email.**

► U.S. Department of Transportation announces \$905.25 million in proposed awards for FY 2021 round of the Infrastructure for Rebuilding America (INFRA) Grant Program. Among the awards: The City of Wenatchee will be awarded \$92,111,956 to construct a network of projects on the 11-mile Apple Capital Loop. **U.S. DOT 6/30/2021.** The project includes removing two at-grade roadway crossings of BNSF Class 1 rail carrying up to 27 daily trains and adding a pedestrian overpass to the Apple Capital Loop Trail in a high trespass location. **City of Wenatchee.**



► As I flipped the page to July of my Friends of SP4449 calendar I was very pleased to see the Clark Bauman picture of the 4449 in American Freedom Train livery running through Vincent, California in route to Los Angeles on December 23, 1975.

► The web site for our nation's 250th birthday has launched: america250.org. Preparations are underway to celebrate the nation's 250th birthday in five years, July 4, 2026. *Yes, just 5 years!* Will we have another iconic train?



► As has been noted, our *Trainmaster* newsletters are appreciated way beyond the membership by the greater community at large. As I noted in this column, the Troutdale Historical Society link to the January 2017 issue and more recently, the special issues for the 418 in Junction City, Dunsmuir 1727 and the Port of Kalama 100+1 Anniversary are great examples of these Chapter efforts. The 418 publication is stocked in Junction City's multiple locations, ORHC and Appelo Archives (Naselle, WA); the Kalama publication is stocked in the Port of Kalama Interpretive Center and ORHC. On July 20th Trent delivered 350 of the Kalama publication [see insert] to the Port in preparation for their anniversary celebration on the 24th. Our Editor, T. Trent Stetz, has a real knack for developing these along with our regular monthly newsletter. Some of my photos of the delivery of the NP1762/SP&S 539 into the Port's building are being forwarded to the Kalama Library.

► The media blitz announcing the July 9-12 weekend closure of the I-84 Freeway from I-5 to Cesar Chavez Boulevard in Portland was canceled on July 8th. While the reasons are a bit vague, the article notes “the date has been pushed back to an unknown time while they wrestle with the owners [Union Pacific] of the railroad alongside the freeway.” The closure was planned for the installation of the Pedestrian and Bicycle Blumenauer Bridge that was intended to be rolled into place over Sullivan's Gulch. **Portland Tribune 7/8/2021.**

► The Green Block July 2021 newsletter of the Central New York Chapter, NRHS has an absolutely beautiful picture of the 4449 pulling the American Freedom Train. The picture is courtesy of the Oswego Railroad Museum who hosted an American Freedom Train Exhibit during two weekends in July. The museum is in Oswego, New York.

► The first newsletter issue of the Nevada-California-Oregon Railway Society, *Narrow, Crooked & Ornerly*, was received July 10th. The 12-page Summer 2021 issue is the first of the planned quarterly publications. The organization is based in Alturas, California. One of their projects for the first volunteer weekend, May 15-16,



was to team up with the Alturas Garden Club helping them with repairs and maintenance of the N-C-O Depot that has been the Garden Club's home since the 1950s. The Depot currently resides on North Easy Street. The second volunteer weekend is scheduled for October 23-24. More information: ncory.org.

▶ A great example of community service: The Inland NW Rail Museum in Reardan, Washington, held a COVID-19 Vaccination Clinic on July 15th featuring free admission. inlandrailmuseum.com.

▶ On July 9th the Washington Park & Zoo Railway, after an extended COVID-19 shutdown, returned to operating on the Zoo loop at the Oregon Zoo. While not running to the Rose Garden, this is still important. And to that point the Zoo Rail Task Group, an activity supported by both ORHF and PNWC, is making progress. Craig Dirksen, former Metro Council member who was our Council point person, has joined our effort. Craig has also gotten a Council member to agree to be our point person, Christine Lewis. Rick Franklin and staff have toured the line and on a separate visit toured the rolling stock. Rick has provided some great information and insights including a contact with the geotechnical and environmental consultant firm that UP and BNSF uses in the Pacific Northwest.



▶ BNSF granted temporary occupancy permit to move forward with design on the pedestrian overpass project. Surveying is hoped to begin the week of June 14th. [This is the project to replace the pedestrian bridge across the BNSF tracks in Kalama.] **Port of Kalama Commission meeting 5/9/2021.** The Port is receiving \$2.2 million from the Washington state capital budget for the new crossing. The new span will improve accessibility with its ADA-compliant design and a more user-friendly connection to downtown. The project will also add 100 parking spaces (to serve the city and waterfront) and streetscapes on the downtown side of the structure. Construction is expected to start in the spring of 2022. **Tradewinds, Port of Kalama Newsletter, Summer 2021.** [In addition to sidewalk lighting around the marina, the Port has added pedestrian activated crossing beacons at multiple pedestrian road crossings. It is quite apparent to this visitor that the Port is very serious about the Columbia River cruise business.]



Existing Pedestrian Bridge over BNSF lines at Kalama

▶ Sound Transit light-rail projects gain federal funding. The funding comes from the American Rescue Plan. Administrated by the Federal Transportation Administration, the grants include \$158 million for the Federal Way Link Extension and more than \$94 million for the Lynnwood Link Extension. The Federal Way project involves a 7.8-mile light-rail transit line that will extend from the existing Angle Lake Station to the Federal Way Transit Center in south King County. The Lynnwood Link involves an 8.5-mile LRT extension from Northgate Station in King County to the Lynnwood City Center station in Snohomish County. The federal grants will supplant part of the local share of funding for the projects that was required. **Progressive Railroading 7/13/2021.**

▶ Canadian Prime Minister Justin Trudeau late last week announced up to CA\$1.3 billion in federal funding for TransLink's Surrey Langley SkyTrain extension project in Vancouver. The province of British Columbia and its partners will fund the remainder of the project costs. The project involves the construction of about 10 miles of elevated guideway from King George SkyTrain Station to Langley City Centre along Fraser Highway, eight stations three bus exchanges, park and ride spaces, 30 SkyTrain cars, an operations and maintenance center and supporting upgrade. Trudeau also announced that the Canadian government has committed to funding up to 40% of eligible costs toward future planning and business case development for a proposed extension of the Millennium Line from Arbutus Station to the University of British Columbia UBC. **Progressive Railroading 7/13/2021.**



♥ Following up the note in the June issue that announced the passing of **Thomas H. Irion**..... One of his daughters is subscribing to *Trainorders.com* for a few months in an attempt to contact some of Tom's rail friends. Daughters Christina and Lauren have developed a *We Remember by Ancestry* page for us who knew Tom to post remembrances and they want all of Tom's friends to know about it. The address is: www.weremember.com/thomas-irion/3q0e/memories. There are many neat pictures. The daughters also arranged for some of Tom's ashes to be placed one of the steam locomotives that Tom loved. No obituary is being published.

▶ For those diesel-electric locomotive history fans, I would suggest that if you want pictures of an ALCO RSD-5 (only two still exist), now is the time to visit the Oregon Rail Heritage Center and take a picture or two of the NKP 324. Rumors swirl that it will be going away...stay tuned as public information becomes available. A new interpretive sign has been placed at the 324.

▶ A recent issue of the Powerland Heritage Park newsletter featured our Al Hall as volunteer of the quarter. The article noted Al's (and Judy's) many years of service with stints on the Boards of Antique Powerland Museum Association and Oregon Rail Heritage Center [Pacific NW Chapter, NRHS]. The article included pictures of Al giving a wine a taste in his signature *pith helmet* (hat) along with a picture of Al with his first car he bought in 1964, a 1955 Pontiac. Many will remember Al's "humor" as MC in the ORHF Holiday Express tent. Congratulations Al!



► The Astoria Riverfront Trolley returned to operation on July 23rd after a 16-month hiatus. The trolley will run from noon to 6 pm on Fridays, Saturdays, and Sundays until enough new volunteers can be certified for a full seven-day a week schedule. An early July visit to Astoria caught a training run on July 8th out our Hampton Inn Suites deck which is at the eastern end of the Trolley run. More information: old300.org. **The Astorian 7/9/2021.**



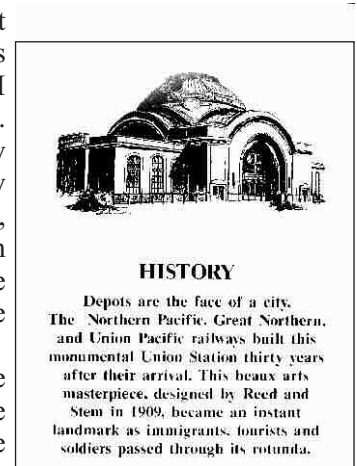
► The COVID-19 ridership impact on TriMet is absolutely amazing. In February 2020, TriMet recorded an average weekly boarding rides taken on buses, MAX Light Rail and WES Commuter Rail totaling **1,901,445**. The low point was April 2020 with the number of **598,830**. May 2021 the number has risen to **827,505**. TriMet Ridership and Performance Statistics, COVID-19 Ridership Impact.



► The **Northwest Railway Museum** is doing some interesting postings on their Facebook page including things like Why Wear a Bandana, Design Your Own, a cut-out engineers hat, and a NRM Army Medical Kitchen Car cut out. www.trainmuseum.org. As had been said about the Museum business....it is all about kids.



► A visit to the **Washington State History Museum** in Tacoma on July 20th was most interesting. Located in a building next to the former Tacoma Union Station, the museum is chock full of very interesting displays including an extensive operating model train layout. I loved the Northern Pacific Railroad poster showing the former good looking Mt. St. Helens. And a tour of the Station, now a Federal Court House, next door was quite nice. The entry security guard was welcoming and was VERY helpful suggesting some great railway history items downstairs. While our Silver Cloud Inn room didn't have great views of the Tacoma Bay, it had a great view of the BNSF line. And our Rails to Trails Volkswalk took us by the north portal of the BNSF Point Defiance tunnel. Member Al Baker and wife did the Portland-Seattle roundtrip in July; ours is scheduled for August 5th; when will you do your last scenic trip before passenger trains begin using the Point Defiance Bypass?



• Another interesting place to visit while in Tacoma is the **Chinese Reconciliation Park**. The Park, 1741 N. Schuster Parkway, is located between the bay and the busy BNSF mainline and commemorates the November 3, 1885 expulsion of the some 200 remaining Chinese from Tacoma. Some of these Chinese worked on building the Northern Pacific railroad from Kalama to Tacoma. www.tacomachinesepark.org.

► One of the recent donations to the Chapter archives is a DVD of photos from Harvey Rosener. The photos are mostly from the early 2000's including the 4449 trips to Sherwood, the Artrain in Hillsboro, the post 9/11 4449 Bend trip in AFT livery, some great pictures of the SP&S 700 hanging over on the Brooklyn turntable etc. Harvey was a longtime 4449 volunteer who brought his electrical expertise to many efforts. He gave me the DVD in January 2005. A nice write-up that attempts to summarize his many volunteer efforts can be found in the ORHF Fall-Winter 2015-2016 #25 newsletter. Harvey passed in 2016.

► Construction of the new BNSF railroad bridge across Lake Pend Oreille is proceeding on schedule. Pile driving has been substantially completed over the lake, and construction crews are starting to install pier caps and bridge girders. BNSF has also identified maintenance work to occur once the new bridge is operational (estimated 2023-2024). BNSF plans to replace eight bridge spans on the existing bridge using the existing work trestle at Dog Beach. This will eliminate the need to construct a second work trestle strictly dedicated to supporting the maintenance work. BNSF has applied for a permit from the U.S. Coast Guard to cover this activity and is working closely with state and federal regulatory agencies. **Sandpoint Junction Connector Project Update – July 2021.**

► In a recent meeting, Brooks Historical Society members voted to completely rearrange and refurbish the inside of the Brooks Depot Museum. The plan is to have more focused exhibits that tell a story, with a “hands on” activity for kids at each exhibit. A Research Corner with more resources for further study and access to the research library will be included. The Museum will be closed for 2021 for this project. **Brooks Historical Society Newsletter July 2021.** [The Brooks Depot Museum is on the Powerland Heritage Park site.]

► Follow-up to my note in the July issue, the Anacortes City Council unanimously approved a resolution July 19th that declares the Tommy Thompson Train and its related equipment as surplus to the city and authorizes its return to the Thompson family within 90 days. The Council came to the decision to return the train after no community members offered to finance a static display for the train after a call for donors went out June 21st. The family's attorney feels 90 days is ample time for the family to remove the train, rails, turntable and other related items. **Go Skagit 7/21/2021.**

► The Eagle Cap Excursion Train out of Elgin, Oregon on the Wallowa-Union Railroad has canceled their July 21, 24, 31 and August 3 trips due to heavy smoke and the fire threat. The Board of the Friends of the Joseph Branch will finalize the fall schedule at their August 4th meeting. **The La Grande Observer 7/21/2021.** [Double whammy....Covid-19 shutdown for 2020, now fires.]



► Preparations are beginning in Junction City as they gear up to celebrate their 150th anniversary, 1872-2022, titled **The Plains, The Trains, The Danes**. This announcement comes from the Junction City Historical Society.

► Invest Alberta Corp., Alberta's Ministry of Transportation and the Canada Infrastructure Bank (CIB) on July 15th announced a detailed memorandum of understanding to continue to advance the proposed high-frequency passenger-rail service between Calgary Airport and Banff National Park. The CIB reaffirmed support for the project and will continue to consider a long-term investment. The project would also support the Banff National Park Net Zero 2035 initiative. **Progressive Railroading 7/16/2021.**



As a finish up with this month's edition I hope there is some rain in our near future as our forests continue to blaze away and the Delta variant of this damn COVID-19 continues to spread. Tough times as we lurch from crisis to crisis. Thanks to all our *Trainmaster* readers!

July Membership Call-In Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on July 16, 2021

The July 2021 meeting was called to order at 7:30pm by President Mark Reynolds. Fifteen members signed in for the Zoom meeting.

The minutes of the June meeting were called, Doug Auburg made a motion to approve the minutes and the members gave approval.

Keith Fleschner gave the monthly Treasurers report that all bills were paid and some interest was made on the accounts. All the accounts balanced. Jim Hokinson made a motion to accept the report, Al Baker seconded and the members voted to accept.

President Reynolds reported that the seat from the 6800 car is at the upholsterer in Chicago and we are awaiting a report on the seat update proposal and repair cost.

Keith Fleschner reported that some of the steel for the repair & restoration of the 6800 has been received. He then said he has found some wooden and metal floor damage in a previous bathroom area in the 6800 car that will be repaired.

President Reynolds reported that the metal thieves are still active at the 217 railcar storage site and that plans are being made for a proposed alarm system.

President Reynolds reminded members that Steam-Up at Powerland Heritage Park is coming and to contact him or Trent Stetz for volunteer entry passes and wristbands, if you wish to volunteer during the event.

Trent Stetz reported that he has a six foot by fourteen foot banner to be placed on the 1943 ALCO S-2 engine at Powerland to give historical information on the locomotive and its restoration process.

Mark Reynolds reported that the track two at the Oregon Rail Heritage Center (ORHC) has been extended and that the turntable bridge is now in place in front of the building. He said the turntable fund-raising continues and a turntable meeting will be held next week. He has met with Mark Kramer about the transfer of the Davenport engine to ORHC and the draft agreement will be finalized. Gerlock Towing and Heavy Haul has been proposed to move the engine to ORHC. He said that the Willow Creek Railroad has proposed to move the U.P. caboose to Powerland Heritage Park.

President Reynolds said the chapter is still at the top of the list to receive the two passenger cars from Union Pacific, and a decision is being made by a Union Pacific board. If we are selected then the membership will vote on the acceptance.

Bruce Strange reported that the new shelving for the Library/Archives storage has not yet been ordered as a final bid is not yet in.

Doug Auburg reported that the Chelatchie Prairie Railroad will begin trips on the weekend of July 17, 2021, with runs also scheduled on the weekends of August 7th and 21st.

President Reynolds reported that the Holiday Express will be run on four weekends for a total of eighty two runs. Volunteers will be needed. It is still undecided if the ORHC will be open those weekends.

President Reynolds said we are looking at possibly returning to in-person meetings in September. Stay Tuned!

President Reynolds suggested a possible chapter Amtrak tour to the Sacramento Rail Museum and the Siemens facility or possibly soon to be discontinued Point Defiance route. Input requested.

The meeting was adjourned at 8:39pm.

Respectfully submitted by Jim Hokinson, Secretary.

Major Wildfires Impacting Operations in Northern California

BNSF Service Advisory July 28, 2021

BNSF reported that rail operations through Northern California, between Stockton, Calif. and Klamath Falls, Oregon, remain suspended due to wildfires in the region. As we have reported, the Dixie Fire has forced mandatory evacuations and is an ongoing threat to multiple rail lines, several bridges and tunnels. The fire, which has now burned nearly 218,000 acres, has moved closer to our main line between Almanor and Keddie, California during the past few days. BNSF has already experienced some significant damage to our rail infrastructure in the area.

The Dixie Fire is only 23% contained and the forecasted weather conditions are currently unfavorable, which will likely drive increased fire activity into the weekend. BNSF has two fire trains deployed to the area, and they have been active in applying water and other retardants to prevent further damage to structures. Our teams are working closely with CalFire crews in these suppression efforts, with safety always the highest priority.



Damaged bridge near Moccasin, Calif. – July 25, 2021. Nearby BNSF Gateway Subdivision (ex-WP “Northern Extension”) siding at Moccasin, Calif, is 6.0 miles north of Keddie, Calif., at BNSF MP 196.8 measured south from MP 0.0 - Bieber Line Jct, Oregon. Bieber Line Jct. is the main track connection within Klamath Falls, Oregon, between BNSF ex-GN Klamath Division, and UP ex-SP Oregon Division main line (Photo Courtesy of BNSF)

Operations teams have implemented procedures to re-route affected Pacific Northwest-Southern California train flows. Some trains are now moving through the central Rockies, and even on some longer routes further east, to reach their destinations. Customers tracing their freight may notice nonstandard routings, locations and interchanges. In addition to resource challenges due to the additional traffic on these alternate routes, this re-routing is resulting in longer overall transit times by several days compared to normal conditions.

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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	
Bob Jackson (1st Term)	2021-2023	rjackson@nwrail.com
Pete Rodabaugh (1st Term)	2021-2023	
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	503.228.9111
Auditor	Vacant	
Car Host	Mark Reynolds	503.638.7411
Concessions	Grant Carson	
Chapter Rep., Oregon Rail Heritage Foundation Board		
	Mark Reynolds	503.638.7411
Chapter Rep. Powerland	Mark Reynolds	503.638.7411
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PACIFIC NORTHWEST CHAPTER TIMETABLE No. 709

- Aug. 12:** 7:30pm. **Call-In Chapter Board Meeting:** Open to all Chapter Members. Contact Mark Reynolds at ma.reynolds.consulting@gmail.com or (503) 523-9740 for participation information.
- Aug. 20:** 7:30pm. **Call-In Chapter Meeting. Updates and Questions & Answers** Join us! The instructions are simple: If you have a PC, download the free **Zoom** application and use the Meeting ID that we show in *The Trainmaster* every issue (please note that the ID number changes every month!). For the next meeting on August 20th, use the computer/tablet/smartphone connect info sent via email. If you just want to use your telephone/cell phone, just call (Toll) +1 253 215 8782 US (Tacoma), followed by the (Meeting ID) **868 8016 3502**, followed by (Passcode): **860517**. So please call in and join in the information sharing! **NOTE:** We are beginning to share presentations and photos and videos during these virtual meetings! Try connecting to the meeting via computer or tablet or smartphone!
- Sep. 17:** 7:30pm. **Chapter Meeting TBD.**

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

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

Check www.PNWC-NRHS.org for updates

NOTABLE NON-CHAPTER EVENTS

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

- Aug. 7 Willamette Shore Trolley begins weekend service from Lake Oswego, Saturday & Sunday, Operations through September 5, (wst.oregontroley.com)
- Aug. 8 5th Anniversary, Inland Northwest Rail Museum, Reardan, WA, (inlandnwrailmuseum.org)
- Aug. 12 – 15 Scandinavian Festival & Culture, Junction City, OR, (junctioncityscandia.org) **Visit the 418!**
- Aug. 21 – 22 Snoqualmie Railroad Days – Snoqualmie, WA, (www.railroaddays.com),
- Aug. 23 – 28 NRHS Convention, Milwaukee, Wisconsin, (nrhs.com)
- Sep. 10 – 12 SP&S Historical Society Convention, Albany, OR, (www.spshe.org)
- Sep. 18 Horn Honk, Inland Northwest Rail Museum, Reardan, WA, (inlandnwrailmuseum.org)
- Sep. 18 Legends of Steam, Doyle McCormack, Bellevue, OH, (www.americansteamrailroad.org)
- Sep. 21 – 25 Northern Pacific Railway Historical Association Convention, Missoula, Montana (www.nprha.org)
- Nov. 26 – 28 The Polar Express, Canyon County Historical Society, Nampa ID, (www.canyoncountyhistory.org)
- Dec. 3-5, 10-12 The Polar Express, Canyon County Historical Society, Nampa ID, (www.canyoncountyhistory.org)

☆ ☆ ☆ ☆ ☆ ☆ ☆ 2022 ☆ ☆ ☆ ☆ ☆ ☆ ☆

- TBD Winterail will return in 2022 (www.winterail.com)
- TBD NRHS RailCamp East will return in 2022 (nrhs.com)
- TBD NRHS RailCamp Northwest will return in 2022 (nrhs.com)

PNWC – NRHS MISSION

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

PACIFIC NORTHWEST RAILROAD ARCHIVE

NORTHWEST NEWS

Friends of PNRA receive this progress report summarizing the activities at the Archive during the second quarter of 2021.

Gary Tarbox Retires as Executive Director

Founding Director and Executive Director Gary Tarbox has retired and the PNRA Board appointed him our first Director Emeritus. Gary plans to continue assisting PNRA as an active volunteer and is looking forward to having more time to focus on a long list of research projects he has in mind.

The Board appointed Jonathan Fischer as the PNRA Executive Director and he has taken over the daily operations. As Jonathan begins to focus on the PNRA Vision, Mission and Goals, he will work with Board President Bob Kelly and Gary Tarbox to learn the details of our processes, meet all our volunteers and introduce himself to our member organizations.

Covid-19 Effects the Archive

The State of Washington has ended masking and social-distancing in all counties for people who have been fully vaccinated. We are now opening the Archive's weekly work crew sessions Tuesdays and Saturday to larger groups of vaccinated volunteers. For those not vaccinated, they will work with masks and social distancing at the Archive. However, many PNRA volunteers are continuing to work productively on Archive projects from their homes mainly using material provided to them digitally. If you would like to join one of the crews, please contact us. The BEMRRC is opening their work and operating sessions to vaccinated members.

Community Outreach

The King County Library System held a webinar titled: *Uncovering Community Stories from Railroad History* on May 12, 2021. Gary Tarbox presented PNRA, our mission and how to use the Archive's resources. The examples include: finding interesting histories of many of our communities, finding the genealogy of railroad employees, plus building prototypical railroad models. The webinar was recorded and is available on YouTube for everyone at: <https://youtu.be/3bigfxhYr6w>

Bob Crawford found a photo of a railroad accident in a family album and asked if the location and date could be identified. The photo shows NP 1790 on its side. Later Bob found the inscription *Carlton MN 1949* on the back of one of the accident photos which allowed him to request the accident report from the Federal National Transportation Safety Board.

The GNRHS and Bob Kelly participated in a virtual train show/swap meet on April 17th where they interacted with 95 attendees & were able to sign up new & renewed memberships.

Thomas Knapp asked if the Pacific Coast Railway and Railroad used the same rule book and if we could figure out to what Rule 81 pertained. Dave Sprau projected that Rule 81 dealt with the "superiority of train classes."

Aaron Farmer of the Steam Railroad Institute (SRI) in Owosso, Mich. asked if PNRA had a better diagram copy of NP tender 59-E-1 which was purchased by the NP with Rotary snowplow 44 from the *Copper River & North Western Railway* in 1941. When Plow 44 was retired by the BN, the tender made its way to SRI and was mated to their Chicago & Northwestern 4-6-0 type, steam locomotive No. 175. Aaron was sent a crisp copy of the diagram to help with his rebuilding project.



Gary Tarbox speaks at the 2016 memorial service for Jim Fredrickson held in the rotunda of Tacoma Union Station.

Steve Goen of Wichita Falls TX saw the Warren McGee photo index on our server and asked if we had the Fort Worth & Denver photos from the early 1940s while Warren was serving with an Air Force Photography Unit in Texas. Steve was directed to the *Montana Historical Society* that has Warren's collection.

Jim Betz asked where the *Puget Sound & Baker River Railroad* log dump was located on Fidalgo Island WA. We were able to send Jim map of the dump area.

The Anthracite Railroads Historical Society sent a small collection of *Pacific Great Eastern* and *British Columbia Railway* photos to PNRA which will strengthen our British Columbia collection.

Robert Dass requested the specific NP locomotives used in the iron ore operations out of the Cuyuna Range in Minnesota. He was directed to the monthly Distribution of Power reports generated by the railroad throughout the last century which show where specific steam engines were assigned.

Eva Lundahl of the Newcastle Historical Society requested and received six images from the *Pacific Coast Railroad* collection for use in the Society's projects.

Robert Scott asked if we could help identify an accident photo. We were able to determine that the photo was taken between 1898 and 1910 which helped Robert narrow the possibilities when reviewing accident reports.

Kelsey Doncaster requested maps showing the railroad bridge over the East Duwamish waterway in Seattle.

Helen Harris asked if the Archive had the historic agreement between the *Oregon Trunk* and *Deschutes Railroad* referenced in several articles about the railroad wars in Oregon in the early 1900s. Helen was provided the agreement by the SP&SRHS.

Richard Hunt requested plans for SP&S caboose 884 which was built with the NP 1050-1090 series cars. He was emailed two steel caboose drawings and was recommended to contact the Minnesota Historical Society Archive in St. Paul for the full drawings.

PACIFIC NORTHWEST RAILROAD ARCHIVE

Preservation Activities

After a Covid shutdown, work has restarted at the Jackson Street Round House office of the GNRHS Archives in St Paul. In addition to onsite work, remote work has resumed to identify GN collections at PNRA and integrate data from both locations. Bill Petryk and the East-End Archive crew are transferring data sets from the JSRH database to AtoM.

Jim Mattson donated over 500 additional GN maps in stacking tubes from his collection. The tubes are being installed in the map section on the upper floor at PNRA and Jim is preparing an inventory of the maps.

Mac McCulloch donated to PNRA's Reference Library a copy of his newly published book, *Rocky's Rail: The Life of a Spokane Division Trainman 1960 – 2004* written with John Langlot.

Kurt Armbruster is sorting BN material at the Archive and preparing inventories for each collection box.

The Dispatchers' Train Sheet digital collection has been moved to the new SharePoint server and provide a very fast response in navigation around the Zoomify files.

Tim Repp has sorted the Don Golde Slide Collection, placed the slides in plastic sleeves, and inserted the pages in note books. In addition, he scanned the BN slides which are ready for cataloging. Tim is now sorting the Robert Johnston negative collection in preparation for scanning that collection.

Ida Ferris of Seattle donated the first ten boxes of Roger Ferris' railroad collection to the Archive in early June. Ida needed the boxes moved from their condo to get more space for packing.

Mike Bergman submitted the photos from the Ainsworth Collection and maps for his Seattle Streetcar book to WSU Press which are now laying out the book.

The leadership of the Tacoma Historical Society (THS) toured the Archive on June 9th to learn more about our collections and the influence of the railroads on the development of the Pacific Northwest. THS is planning a series of events over the course of 2023 to celebrate the 150th anniversary of the arrival of the NP in Tacoma.

Arron Schwarz wrote an article published in the current issue of the Union Pacific Historical Society's journal *Streamliner* on the UP's Gray's Harbor branch in Washington using some material from the PNRA collections.

Hudson Leighton has resumed scanning NP AFE Microfilm Collection which was stopped last year by Covid.

Jim Betz has offered to loan ten GN track profiles of the Anacortes to Rockport line so that they can be scanned and added to the Archive's map collection.

Kent Sullivan, Ken Iverson, Sheldon Perry and Dave Sprau continue to process employee timetables (ETT) and add them to PNRA's online ETT collection on www.PNRArchive.org.

Administration

The PNRA Board has voted to add three additional directors bringing the total to eleven. In addition, they accepted the succession plan to replace the retiring Executive Director and Board President. The PNRA Board then voted to make Virginia Wright & Russell Holter new directors starting immediately.

Reminder: Anyone using the Zoom platform and recording sessions, please download the recording within 8 hours after the meeting.



A busy Wednesday crew prepares collection materials for posting on the internet websites of PNRA's Rail History Organizations before the pandemic. Such work crews are now able to gather again at the Archive since Covid-19 is now under control in King County.

The 2021 GiveBIG event raised \$7,496.45 in individual contributions.

Bill Sornsin set up a new time recording app for the Archive and BEMRRC volunteers to record the time they work at the Archive or at their homes. To reach the App and record your volunteer time, log into www.PNRArchive.org.

David McKinnis and Kent Sullivan developed a macro to substitute a linked-title for a URL before uploading databases to SharePoint. This allows us to show only the linked-title in SharePoint, significantly reducing that column width.

Facilities

Our production SharePoint server is running all the website from the Hosting Center in South King County. During the afternoon of Thursday, May 15th our SharePoint2 server experienced a "denial of service attack" which did not allow the server to process any requests. It took 36 hours to understand the problem and stop the attack by tuning the server's firewall settings. At the same time the backup of the server was setup and is refreshed every day.

In addition, we found the new SharePoint 2019 operating system changed many of our web pages from the familiar "Classic Format" to a "Modern Format" that many of our users didn't understand. All the website pages were reset then to the Classic Format.

The new security system is installed throughout the Archive, has been tested and is ready for activation on July 15th. All volunteers that have been issued outside door keys are being given an instruction card detailing the deactivation when entering the Archive and reactivating when leaving at the end of the day.

Bob Kelly
PNRA Board President
2021-Quarter 2 Northwest News

