

# The <sup>Celebrating 60+ Years</sup> Trainmaster

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## SALEM 1889 DEPOT

By T. Trent Stetz



All we know about this photo was that it was taken sometime prior to 1913. A January 6, 1899 article in the *Statesman Journal* reported on the installation of two new electric lamps; one to be hung on a trolley pole north of the depot and the other upon a pole "erected especially for the purpose, about 25 feet south of the baggage room". The old state Capitol building is visible in the background.

Ed Austin Collection. *Statesman Journal* news story from Jan. 11, 2017.

During my recent visit to the current 1918 Salem (Amtrak) depot, I became curious about previous depots which stood on the same site. Numerous historic photos of the site and previous depot are located within the current station. Stop by and see!

Salem has had continuous rail service at the site since 1871. The "1889" station shown above replaced the original one, which was destroyed by fire on April 14, 1888. This replacement was completed sometime between September and November of 1888, according to a Bob Melbo, of ODOT, search of Salem newspaper archives; although it somehow became known as the "1889" station. It appears to have opened without celebration or fanfare in 1888.

It had been erroneously reported that this 1889 station burned down, but newspaper archives verified by Bob Melbo from that time say otherwise. Previously thought to have been lost to a fire sometime in 1917, the station was actually moved a couple hundred feet to the north, so the present-day station could be constructed on the same site. As this old station was unsightly, it was demolished except for the baggage wing. The 1889 station was referred in newspapers as a cow shed, a pest house, a passenger corral and a "wickiup," a rudimentary shelter used by Native Americans. "It is abundantly clear that folks in Salem believed the state's capital deserved a more classy railroad depot than the one they had," Melbo said. One explanation Melbo found for the possible mix-up is a fire reported in January 1918 at a nearby hotel. The remaining baggage wing was converted into a temporary express store room. There was a plan to put up a permanent building for this purpose with the same style of architecture as the new 1918 station after the war, but this never did occur. The express building survives today at the Greyhound Depot.

[Information from this article was obtained from the Jan 11, 2017 *Statesman Journal* story titled *History revealed during renovation of rail station* by Capi Lynn.]

# BOB MELBO – ODOT LIFETIME ACHIEVEMENT AWARD

by Arlen Shel Drake

In early October the Oregon Department of Transportation awarded Bob Melbo their Lifetime Achievement Award. The nomination:



Bob has worked for ODOT for 20 years. Prior to ODOT he worked in the railroad industry for 38 years.

## Have outstanding career accomplishments that demonstrate ODOT's values.

In 1993, Bob was recruited by Genesee & Wyoming Inc. to create and be general manager of the Willamette & Pacific Railroad (W&P), formed to lease 185 miles of Southern Pacific (SP) branch lines in the Willamette Valley. Two years later Bob helped Genesee & Wyoming (G&W) create Portland & Western Railroad (P&W) to acquire additional SP lines and contiguous BNSF branches. He was president of both W&P and P&W in the late 1990s as P&W acquired more BNSF lines to become G&W's flagship presence in Oregon. During his eight years managing G&W's Oregon short lines, Bob established the blueprint for P&W to become, in late 2006, Oregon's second largest rail operation with some 520 miles. Bob also served as president of the Oregon Short Line Railroad Association.

In 2001 he joined ODOT's Planner Division and has served in the role of State Rail Planner ever since the retirement of Ed Immel. Bob has participated in many stakeholder groups and has raised awareness of the importance of rail as a means to transport goods and people. He has been integral in growing ODOT's rail programs and teams over the past 20 years.

Bob's knowledge of the railroad industry has made him an indispensable member of several planning committees including the Oregon State Rail Plan, the Oregon Public Transportation Plan, Washington State Department of Transportation Fleet Management Plan and Rail Corridor Management Plan. Bob has been integral in obtaining a Record of Decision to finalize the Oregon Passenger Rail Corridor Investment Plan, a 10-year effort with the Federal Railroad Administration to improve passenger rail in Oregon. He is an invaluable member of the passenger rail staff and provides insight into setting schedules, improving on-time performance, fleet maintenance and planning and in the purchase of the two Talgo Series 8 trainsets that Oregon owns.

Recently Bob rewrote history by investigating the historic Salem Railroad Station. History reported that the original building was destroyed by a fire and all that remained was the baggage wing. After extensive research Bob was able to show the building was demolished (there was no fire) and the building currently in use was built and celebrated its 100-year anniversary in 2018 and then ODOT Director Garrett and the Mayor of Salem spoke at the gathering.

Bob was integral to obtaining a federal grant to restore an old SP siding by Oregon City. Restoration of this track as a new CTC controlled siding will help reduce passenger train delays.

ODOT is lucky to have Bob. His expertise is often cited by the media.



Photo of Bob Melbo holding Ed Austin developed model of the 1889 station. Taken at the opening of the Salem Baggage Depot Ribbon-Cutting in January 2018 (Photo by Arlen Shel Drake)



The Salem Baggage/Express Depot Today (Photo by T. Trent Stetz)

## Demonstrated desired attributes of an outstanding leader.

Bob's integrity and commitment to the rail industry are well known and respected throughout the rail community. He is sought after for all things rail by previous ODOT Director Garrett, ODOT staff, universities, rail advocates and advisory groups and historians. He has mentored many current respected railroad industry professionals.

Bob is a valuable resource to ODOT by supporting the passenger rail program and the freight rail program. He is also queried on a regular basis by his peers in the Commerce and Compliance Division due to his wealth of knowledge for all things rail-related. Bob's areas of experience and heart for providing excellence in customer service and support for ODOT programs is a model for myself and all of the members on his team.

Bob's commitment to his internal and external stakeholders is exemplary and he will go to great lengths to find solutions. His work with the FRA, the railroads, Amtrak, and rail advocates helped bring to close a 10-year (often contentious) planning effort to improve passenger rail in Oregon and set up the program to be competitive for federal funding to improve reliability and frequency of the service between Portland and Eugene.

He monitors the federal Surface Transportation Board rulings and FRA regulations to ensure ODOT is aware of all changes to railroad rules and regulations.

Railroads have a strong culture of safety and Bob has brought that with him to ODOT. He works with ODOT staff and external stakeholders to raise awareness of the related safety requirements when working around trains and tracks.

He takes the time to respond to questions in a manner that is easily understood by anyone and is always willing to share his extensive knowledge of railroads and their history.

Bob's knowledge of the railroad industry enables him to educate staff and facilitate the decision-making process regarding project funding and prioritization.

### **Additional Information**

In his time off, Bob proofreads two different railroad society quarterly publications and is often invited to speak to various organizations and groups regarding the rail industry. He is queried by magazines and bloggers for his wealth of knowledge.

Bob graduated from Arizona State University with a Bachelor of Art in Journalism and spent 5 years as a reporter for *The Arizona Republic* newspaper before going to work in the rail industry.

Bob has forgotten more about railroads than most of us will ever know!

When asked about retirement, Bob likes to say "This is my retirement." He loves his job with ODOT and it allows him to continue working with something he loves... Railroads.

### **BOB MELBO TESTIMONIALS (one selected from many)**

*I first met Bob Melbo (R.I. Melbo, RIM, or Mr. Melbo to his railroad compatriots) personally in late 1992 although I had known him by his outsized reputation in the Oregon rail industry for a number of years before that. Since he came to Oregon in the 1970's, he had been a key member of rail operations management in Western Oregon, first with Southern Pacific Transportation Company, then later with Willamette & Pacific/Portland & Western. As the first President & General Manager of what would become the third largest rail operator in Oregon, he shepherded this railroad system through a very challenging transition from an underutilized maintenance deferred Class 1 branch line network into a key critical regional rail system serving Western Oregon and beyond. Bob hired me as part of his management team prior to start up so I was privileged to observe his leadership style as well as his vast knowledge of the Oregon rail system and the intricate connections that make it so unique. His leadership style was fairly atypical for Class 1 trained managers at the time with an approach that inspired performance rather than imposed it. It became very apparent why SP employees had such a positive view of him prior to his move to the W&P/P&W. His vision for the rail system set the stage for network improvements that are still being realized today.*

*His journalist background served him well in the sometimes-contentious communications that resulted with his successful rejuvenation of the western Oregon rail system. Due to his detailed knowledge of the long-lived rail history in Oregon, he could put things in context and explain to politicians and other stake holders the cyclical and evolutionary nature of rail systems in a way that was more educational than was usual for railroad outreach. One particular unhappy neighbor complained about train noise exclaiming that it had "never been this bad before". Bob proceeded to explain the 100-year development of this particular rail segment detailing the ebbs and flows of rail traffic over time and explaining that in fact there had been much more use of the system in the past and there would like to be again in the future.*

*Once he left P&W, ODOT properly recognized his unique perspective and skill set and engaged him to assist in the state rail planning task that became even more valuable with the enactment of revolutionary Connect Oregon program in 2005. There does not seem to be a segment of the Oregon rail system that Bob does not have key knowledge regarding, both historical as well as future opportunities. As a member of the state Rail Advisory Committee since 2006, I have benefitted greatly with Bob's knowledge and ability to explain various projects, operations, and future outlook under various scenarios. ODOT's stewardship of public investment in our rail system has been greatly enhanced by Bob's engagement in the process. In my 35 year career, I have had direct engagement with at least 8 different state transportation departments. I have met many very capable state employees tasked with rail system planning and investment. I have not met anyone as effective or knowledgeable about the state rail system as Bob Melbo. I wholeheartedly endorse his nomination for ODOT's Lifetime Achievement Award.*

Bruce Carswell, Senior Vice President  
Jaguar Transport Holdings  
Vice Chairman, Oregon Rail Advisory Committee

[This information was published by the Oregon Department of Transportation and kindly shared by Shelley M. Snow, Strategic Communications Coordinator, ODOT in response to an Ask ODOT inquiry.]



# OREGON, PACIFIC & EASTERN No. 19

Text and Photos by T. Trent Stetz



The former Yreka Western 2-8-2 No. 19 is undergoing restoration at the Age of Steam Roundhouse in Sugarcreek Ohio. Photos below are from my recent visit to that facility. (and what a great facility it is!)

A 1915 product of the Baldwin Locomotive works in Philadelphia, this superheated 2-8-2 was constructed as No. 4 for the Caddo & Choctaw (C&C) logging railroad in Arkansas, a subsidiary of the Caddo River Lumber Company. It was the 42,000th locomotive built by Baldwin Locomotive Works. It was rolled out of the shop on April 9th wearing a coat of olive green paint on its wheels, tender, domes, pilot, and cab. The cab also had a mineral red painted roof. Its cab sides carried the name "R.L. Rowan" for Rufus Lee Rowan, an engineer on the C&C.



The C&C No. 4 was subsequently sold during 1920 to the United States Smelting, Refining and Mining Company, and worked out of Pachuca Mexico, a silver mining region northeast of Mexico City. The "R.L. Rowan" was repainted black and re-lettered for the Cia deReal del Monte y Pachuca as their No. 105. Around the time when the engine was sent to Mexico, it was apparently converted to burn oil instead of coal.

After a four year career in Mexico, it was sold in 1924 to the McCloud River Railroad (MCR) in northern California, which renumbered it as their No. 19. It worked in regular service at McCloud until purchased by the Yreka Western (YW) three decades later.



While owned by the YW, No. 19 was leased to the Oregon, Pacific & Eastern (OP&E) for summertime excursion service. During No. 19's hiatus in Oregon, the 2-8-2 appeared in the 1972 feature film, *Emperor of the North*, and in the 1986 movie, *Stand By Me*. Little known is that the sound of No. 19's whistle was heard in the 1978 film, *Animal House*.



[Editor's Note: PNWC member Ed Berntsen served as the railroad technical director for the movie *Emperor of the North*. He arranged rail car acquisitions and moves on the BN, SP and OP&E railroads.]



Yreka Western overhauled the engine in 1988. The locomotive was used in intermittent excursion service on the YW until freight operations and summertime passenger excursions dwindled. Operations on the YW ceased altogether in 2008.

The locomotive was purchased at auction by Jerry Joe Jacobson; financier, builder and owner of the Age of Steam Roundhouse project. Locomotive No. 19 was delivered to Ohio on June 6, 2017 via flatcar.



The restoration project for No. 19 is nearing completion.



# PNW RAIL NEWS

by Arlen L. Sheldrake



As I begin this issue on September 18<sup>th</sup>, yes we were early last month, we here in Portland are getting, *finally*, some much needed rain. For sure I will be moaning and groaning about the rain in a few weeks but WOW this had been a dry year. Stories from local farmers about having to plow under their parched crops are very sad.

► Check out the highly modified web site for the Northern Pacific Railway Museum in Toppenish, Washington. A very nice presentation with easy to find information. And I would add; a nice place and town to visit. [nprymuseum.org](http://nprymuseum.org)



► Oregon Rail Heritage Center (ORHC) Update:



- On September 19<sup>th</sup> the Steam Heater car was prodded into operation in preparation for the yearly hydrostatic test on the SP 4449. Forest LeCaine and Bob Frazier did the prodding.
- Noted on September 20<sup>th</sup> a large group of painters were repainting the graphics on the track side of the four business cars fixed in place north of the rail center. Seems they work all over the city doing these graphics.
- On the Eleventh month, Eleventh day, Eleventh hour (11/11 @ 11 a.m.) the bell will be rung 21 times at ORHC as part of the **Bells of Peace** national commemoration of the ending of World War 1. Historic military equipment has been invited but Terry Kimzey says they will be at the North Plains, Oregon event. ORHC will open at just before 11 am on this day. [www.doughboy.org](http://www.doughboy.org)
- The last 2021 Oregon Pacific Railroad run from ORHC occurred on October 2<sup>nd</sup>. The rest of the October Saturdays the runs departed and returned at the Oaks Park Station in conjunction with the Oaks Amusement Park *Scare Grounds* (ScareGroundsPDX.com) event.
- 3 of 43 portions of the Jerry Zaret and Joan Childs 2300 square foot model train layout are now on display next to the Section House. Work is underway to finalize an agreement to house the entire O-Scale “Stillson River Railroad” train layout. Plastic covers are being manufactured to cover the three portions.
- The Tom Dill estate is making a donation to ORHF.
- Oregon Cultural Trust announced a record \$3.2 million in FY 2022 grant awards including \$5,000 to ORHF for Turntable restoration and reconstruction. I hope the replica turntable builder's plates will be installed soon.
- On September 28<sup>th</sup> Ron Nierenberg, ORHF Volunteer Coordinator, provided an update that included some great information for the volunteers engaging with the ORHC visitors.
- In late September Phil Barney did some major improvements to the ex-PCMRR (Portland Children's Museum Railroad) children's replica steam locomotive by replacing the front wheels and a lot of paint touch-up. Work continues on determining information about the builders and how it operates.
- John Holloway provided the dustpan that he built in the Milwaukie High School shop class that fellow classmate Dick Samuels was also supposed to be building but instead was working on his 7.5” gauge locomotive now on display. Expect a picture of the dustpan along with Dick's grade slip to be incorporated into the locomotive exhibit.
- A major track rehabilitation project was launched by Oregon Pacific Railroad in mid-October on their East Portland Branch utilizing crews and some equipment from Rick Franklin Corporation. Some 580 ties and 600 tons of ballast were installed in October. The OPR tamper and RFC ballast regulator parked at ORHC are being used for the project.
- An ajar smokebox door on the OR&N 197 / UP 3203 in mid-October may mean something is in the offing for this long dormant restoration effort.
- An October 12<sup>th</sup> conversation with the contractor doing the major curb cut project on the OMSI Water Avenue lot west of ORHC I found out that the project was being done in preparation for the Portland Water Bureau using the lot for laydown staging during their Willamette River water pipe crossing project. Expect to see stacks of pipe and other materials.
- Holiday Express tickets went on sale October 12<sup>th</sup>, this years rack card is enclosed.
- The ORHF Board of Directors on 10/20 approved accepting without conditions the donation of PNWC-NRHS's 4-wheel 20-ton Davenport SPMW 570 shop switcher built 8/1941. Ownership will transfer upon delivery. Hoping that the Builder's plate can be found and re-installed. [Many thanks to Mark Kramer and the ORHF exhibits committee for this way too difficult multi-year effort to get his historic locomotive a permanent home.]
- A major project to properly dispose of the onsite stored surplus material is being launched with partner organizations sharing in the disposal cost.
- The SP&S 700 kiosk has recently been very nicely redone...next up is one or two for the SP 4449.



- On October 20<sup>th</sup> Rick Franklin Corporation (RFC) crews were placing the RFC donated ties on the turntable bridge. The ties are Chemonite® treated and don't smell or pollute ground water.
- At the October 20<sup>th</sup> Board meeting it was announced that Omega Morgan is interested in bidding on the Turntable installation job.



► The Willamette Heritage Center (WHC) in Salem, Oregon is looking for additional volunteers to be the face of the WHC by welcoming visitors to their site, orientating them to the museum, and providing them with excellent customer service. Two shifts are available: 10 am to 2 pm or noon to 4 pm Tuesday through Saturday on a weekly or biweekly basis. [www.willametteheritage.org](http://www.willametteheritage.org) or Peter Kukla, Community Engagement Manager, [peterk@willametteheritage.org](mailto:peterk@willametteheritage.org). **WHC 9/19/2021 email.** [See the October 2021 *Trainmaster*; page 9 for a picture of their restored SP Caboose.]



► King County Executive Dow Constantine on September 20<sup>th</sup> announced that a \$7.5 million investment by Amazon will help King County Parks complete two key segments of an emerging 42-mile regional trail – including the Wilburton Trestle in Bellevue – which will connect to four Sound Transit East Link light rail stations. The transformed century-old, 1,000-foot-long Wilburton Trestle will offer skyline views of Bellevue, connections to other regional trails and high-capacity transit, and will be an icon for EasTrail, the growing north-south trail corridor connecting communities across the Eastside. The total project cost to convert the 100-foot-tall Wilburton Trestle into a segment of EasTrail is \$32 million. Amazon's combined \$7.5 million in investments include \$5 million to complete Wilburton Trestle and \$2.5 million to complete the nearby Wilburton Trail Segment. The wooden trestle was built in 1904 by Northern Pacific Railway. **King County 9/20/2021 news release.**



► North American Railcar Operators Association returned to Coos Bay Rail Line for Teddy Bear Toy Express October 8<sup>th</sup> and 9<sup>th</sup>. Some 25 motorcars participated in the event in partnership with the Port of Coos Bay and the Coos Bay North Bend Rotary Club doing the run and collecting donations. Toys were also dropped off at the Railroad Museum for Rotary distribution. **Oregon International Port of Coos Bay 9/16/2021 news release.**



► While not a PNW item, Shay locomotive moves are, I think, always of interest. Moving operations began October 6<sup>th</sup> for the 36-ton Shay locomotive outside Stephen F. Austin State University's Forestry Building in Nacogdoches, Texas that is headed to the Harbor Springs Area Historical Society in Harbor Springs, Michigan. The locomotive will introduce visitors to the contributions of Ephraim Shay, inventor of the Shay locomotive and longtime Harbor Springs resident. Since its inception in 1990, the historical society has focused on the acquisition and restoration of Ephraim Shay's many artifacts, including the steel-clad Shay Hexagon House constructed in 1892 and the all-steel vessel, the Aha, built by Shay in 1894. **The Daily Sentinel 9/21/2021.** [Interesting note: On page 21 of *The Shay Locomotive, An Illustrated History* book, this move is described. I understand that Martin E. Hansen was instrumental in the move and the book entry.]

► The Sandpoint Junction Connector bridge project is proceeding on or ahead of schedule. As of September 3, all but three piers have been installed for the Lake Pend Oreille bridge, as well as eight spans of girders. Contractors are currently working on the superstructure of the bridge. Progress continues on the installation of the Sand Creek bridge and will continue into the winter months as the lake level draw down continues. The railroad bridge at Bridge Street is substantially complete. **Sandpoint Junction Connector Project Update – September 2021.**



Bridge at Sandpoint

► Nearly seven years in the making, the Iron Goat Trail officially opened to hikers on October 2, 1993 at the Martin Creek Trailhead, located in King County off U.S. 2 about six miles east of Skykomish. Built along the grade once used by the Great Northern Railway, the four-mile hiking trail completed the first phase of a joint project between Volunteers for Outdoor Washington, the U.S. Forest Service and the Washington State Department of Transportation. **HistoryLink.org Essay 9319.**



► An interesting antidote posted on the Facebook Logging Railroads of the Pacific Northwest on September 22<sup>nd</sup> by Martin E. Hansen: In 1947 an unusual wreck in Bend on Shevlin-Hixon's logging railroad got the attention of a 13-year-old who until the wreck had never thought of taking a railroad picture. The young lad took his very first railroad picture of the wreck, his name: **Jack Holst.** Thanks Martin.

► Port of Portland Expands Container Service. A year and a half after weekly container service returned to the Port of Portland's Terminal 6 – thanks to South Korea-based carrier SM Line – more container service is coming to help address critical supply chain issues for local businesses, farmers and growers, and consumers. The new business at Terminal 6 includes: An SM Line expansion that will add two additional vessels per month; An additional weekly container service operated by MSC, the second-largest carrier in the world; and new private charter vessels and domestic 53-foot containers. With many ports and inland container yards continuing to experience record congestion, large shippers have opted to use

charter vessels to get their goods in a timely fashion. Three shippers – DSV, Seko and DHL – are bringing their products to Terminal 6 on chartered vessels. Vessels began arriving in mid-August and will continue to discharge 600 containers every three weeks. These are one-off vessel calls and not part of a regular service. Similarly, eight vessels containing 53-foot domestic containers – rather than the standard 20-foot size – will call at Terminal 6, starting in August and running through 2022. Each vessel will have 200-300 containers to unload. In June, BNSF Railway also signed a one-year contract to handle intermodal containers between Seattle, Tacoma and Terminal 6. This continues to be a time-saving alternative for some shippers who face delays from truck congestion at ports to the north. BNSF has been handling containers through Terminal 6 since January 2018. **Port of Portland 9/7/2021 news release.** [Terminal 6 is a 419-acre facility featuring 5 ship berths and a on-dock rail yard. Located at 7201N Marine Drive in Portland it has 8 multi-use tracks, 7 general purpose /container cranes (4 post Panama), a double stack car capacity of 82, and 620 refrigerated container connections.]



► Cosco Shipping Lines is offering shippers an expedited intermodal service to get their goods from China to Chicago in the US. Shippers are now given the option of shipping from Shanghai, Ningbo and Qingdao to Prince Rupert port in British Columbia, Canada, from where the containers can be railed to Chicago. While the China-US west coast voyage itself takes only 14 days, ships are currently waiting around nine days to get a berth at Los Angeles and Long Beach ports. Add time needed for unloading and the bottlenecks in US cargo logistics, and it could take a month for goods to reach Chicago. Cosco claims its intermodal solution can get them there in just 19 days. **The Loadstar 08/10/2021.** [We are all experiencing these logistic issues!]



► A September 22<sup>nd</sup> Volkswalk out of downtown Ridgefield, Washington found the newly opened road overpass of the double-track BNSF mainline to be open and nicely done for vehicles, pedestrians, and photographers as it connects to the very busy boat launch and the Ridgefield National Wildlife Refuge.

► After over a year of construction to build the bridge's foundations, the Portland Bureau of Transportation's (PBOT) Earl Blumenauer Pedestrian and Bicycle Bridge is ready for the next phase of its installation. The approximately 450,000 lb. and 400-foot-long bridge will be lifted and rolled into place over Sullivan's Gulch the weekend of October 8<sup>th</sup>. The bridge will then be attached to a temporary tower between the I-84 freeway and railroad tracks. Following the initial bridge placement, crews will connect the bridge to the north landing as part of the final phase of construction. When complete, the Blumenauer Bridge will connect pedestrians and people biking on NE 7<sup>th</sup> Avenue. When it opens in Summer 2022, the bridge will be seismically resilient and serve as a backup route for emergency vehicles over I-84 in the event of an earthquake. The bridge's iconic arch design was designed by the Portland-based firm KPFF Consulting Engineers and the landing plazas were designed by ZGF Architects. **PBOT Traffic Advisory 9/24/2021.** [I am looking forward to UP Graham Line photo opportunities from the new bridge.]



► On September 25<sup>th</sup> George Lavacot made a final test run of his 2-6-2 steam locomotive Santa Maria Valley No. 205 before its move, after some air pump work later this fall, from Independence to Lebanon, Oregon and the new owner Albany & Eastern Railroad. Bruce Carswell on September 26<sup>th</sup> posted on *YouTube* an excellent 15-minute video showing the 38, yes **38**, year restoration effort. To find the very well done video do a *YouTube* search on **Steam Locomotive SMV 205 Restoration**. Congratulations, George!

► **CORRECTION:** In last month's PNW Rail News I wrote that the *Reno* had been purchased by the Nevada State Railroad Museum. Martin E. Hansen quickly noted that this information was incorrect and that the *Reno* was purchased by the Virginia & Truckee Railroad Museum in Virginia City. This August 24<sup>th</sup> photo of the *Reno* is upon arrival in Virginia City taken by Luke Johnson. Thanks for reading and the correction Martin.



Locomotive *Reno* Arriving in Virginia City

► The October issue of *Trains* magazine had two interesting PNW articles:

- *Freight Car Doctors* by Robert W. Scott describing the Greenbrier Chehalis, Washington shops.
- *From Here to There*, also by Robert W. Scott describing the operations of Scott Hutton's Sumpter Valley Machine Works LLC.

► On October 3<sup>rd</sup> the Oregon Historical Society held their first ever virtual History Makers Awards ceremony. One of the four 2021 honorees was the Lake Oswego based Greenbrier Companies.

► Due to the oversized load and for the safety of travelers, the delivery and unloading of 100-foot steel girders for the Red Electric Trail Bridge Project will require temporary traffic delays and lane closures on SW Beaverton-Hillsdale Highway and SW Capitol Highway near the intersection of SW Bertha Boulevard



on September 29<sup>th</sup>. The Red Electric Trail Bridge includes a 10-foot-wide trail from the intersection of SW Bertha Boulevard and Beaverton-Hillsdale Highway, traveling south over a ravine on a 12-foot-wide bridge where it will intersect with SW Capitol Highway. The project will be completed in Spring 2022. **Portland Bureau of Transportation 9/28/2021 email.**

▶ The September 18<sup>th</sup> Legends of Steam Dinner with Doyle McCormack for the American Steam Railroad at the Mad River & NKP Railroad Museum in Bellevue, Ohio was reportedly a great success. Doyle says his presentation was about 1.5 hours in length followed by a very long question and answer session. Organizers of the event have told Laurie McCormack that a recording of Doyle's presentation will be forthcoming soon. Be looking for word on the availability of a video of his presentation ([www.americansteamrailroad.org](http://www.americansteamrailroad.org)).



▶ The September-October 2021 issue of Oregon AAA *Via* magazine's cover: "Autumn is peak season to visit Spokane, Wash. and Gonzaga University, situated along the Spokane River." A beautiful picture of fall colors, the Spokane River and the 1902 GN Depot's clock tower. The clock tower is all that remains from the Great Northern Depot that was demolished for the 1974 World's Fair. Not sure why AAA chose to only identify the tower as the "landmark clock tower", but then they are an automobile magazine.

● And speaking of the Spokane Riverfront Clock Tower: The City of Spokane and Mayor Nadine Woodward will honor the man who spearheaded the community effort to save the clock tower in Riverfront Park 50 years ago. The ceremony was held October 13<sup>th</sup> at the base of the clock tower. **Jerry Quinn, Sr.** along with the Spokane Ad Club led the effort beginning in 1971 in an attempt to save the stations with the campaign *SOS – Save Our Stations*. While the campaign failed, enough community support was developed to save the GN station clock tower as part of the Expo 74 re-development of the train yards. Jerry also believes his campaign helped convince BNSF of the long-term value of retaining historic structures and keeping stations including Tacoma, Livingston, Helena and Missoula. **City of Spokane 9/23/2021 news release.**



▶ After some weeks of work by our lead Kathy Goeddel, co-chair of the Arlington Heights Neighborhood Association the green light was received from the Oregon Zoo and Metro to move forward on the Geotechnical Study Refresh to determine what all needs to be done to get the railroad again operating to the Rose Garden. On October 6<sup>th</sup> the investigation team including members of the Shannon & Wilson, Geotechnical and Environmental Consultants did an on-the-ground inspection of the line. With donated funds, including \$1,000 from the PNW Chapter, Shannon & Wilson has been contracted to do the Refresh for \$10,442. The Refresh will update the GeoDesign, Inc. reports that were done in 2014 and 2015. This is step #1 in getting the Zoo Railway back operating to the Rose Garden. Operations to the Rose Garden were suspended in 2013. A recap meeting was held at ORHC on October 11<sup>th</sup> with the report to follow. A first step to be accomplished will be to get approval to fix the drainage issues and remove the invasive vegetation.



● On October 4<sup>th</sup> Metro announced that Heidi Rahn has been appointed to the position of Oregon Zoo Director. Heidi has been serving as the Interim Director since August 1<sup>st</sup>. Heidi worked at the zoo from 2013 to 2018 directing implementation of Metro's \$125 million zoo bond program. Heidi becomes the Oregon Zoo's first permanent director since the departure of Don Moore, who retired last year. **Metro News 10/4/2021.**

▶ On October 2<sup>nd</sup> Sound Transit opened the Northgate light rail extension. The 4.3-mile extension adds three new stations to the system, at Northgate, Roosevelt and U District. **Sound Transit 10/1/2021 news release.**



▶ On September 28<sup>th</sup> TriMet broke ground on their MAX Red Line extension. TriMet's \$125 million "Better Red" project will provide a direct line from Hillsboro to the airport, and will add nearly 8 miles and 10 more stations to the Red Line route. Four new light rail cars are included in the project. The project will also fund a second set of tracks between Northeast Portland's Gateway Transit Center and the airport. The extended line is set to begin running in 2024. The Federal Transit Administration dedicated a \$99.9 million grant to this light rail project. **The Oregonian 9/28/2021.**



▶ County approves Chapman Landing rezone. The Columbia County Board of Commissioners voted to rezone a 13.2-acre portion of Chapman Landing from rural industrial to community service recreational, which will allow the property to be developed into a park. Chapman Landing is the northern end point of the Crown Zellerbach Trail, a 23-mile rail to trail that stretches from Scappoose to Vernonia, Oregon. While the site is outside the City of Scappoose limits, it is owned by the city. **Columbia County Spotlight 9/26/2021.**

▶ The Eagle Cap Excursion Train's final run for 2021 will be on November 6<sup>th</sup> after a limited number of runs due to the COVID virus during the year. All runs originate and return to Elgin, Oregon and run on the Wallowa Union Railroad. Both the Friends of the Joseph Branch, operator of the excursions, and Wallowa Union Railroad are hoping for a better 2022. [eaglecaptrainrides.com](http://eaglecaptrainrides.com).

▶ The Santiam Excursion Trains running out of Lebanon, Oregon are looking for volunteers. "This is for our much-anticipated Steam Engine rides AND our current rides. If you are someone who loves to meet people, appreciates antique



trains and want to ride with us, send us an email at [marketing@santiamexcursiontrains.com](mailto:marketing@santiamexcursiontrains.com). We have many volunteer opportunities available!" **Santiam Excursion Trains 10/6/2021 email.**



► Mazzella Companies is pleased to announce the acquisition of Pope Rigging Loft, Inc. The acquisition further strengthens Mazzella's footprint west of the Mississippi River. Pope Rigging Loft, Inc. has been in business since 1946 and serves a variety of industries including Construction, Industrial, Marine, Municipal, Railroad, and Towing out of their location in Northwest Portland, Oregon. **Mazzella Companies 10/2/2021.**

► Included in the Interstate Bridge Replacement Program – October Newsletter [The project inching its way forward to replacing the two bridges] included the following: **Myth vs Fact: Myth:** The Interstate Bridge can be seismically retrofitted instead of being replaced. **Fact:** It is not practically feasible to retrofit the existing Interstate Bridge to current seismic standards. One span is over 100 years old and the other is over 60 years old, both spans are vulnerable in the following areas:

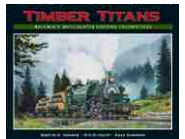
- The foundation is set in loose, sandy soil that is deep and highly susceptible to liquefaction in an earthquake. Liquefaction of the soil below will cause the piers to shift and move, leaving a compromised support system and movement of the entire structure.
- The towers holding up the massive counterweights on each of the two bridge lift spans are at risk of falling over during an earthquake.
- The concrete piers that support the truss portions of the bridge do not contain the necessary support to prevent them from slipping off from movement in an earthquake.

From the [www.interstatebridge.org](http://www.interstatebridge.org) web site: Electric streetcars operated across the Interstate Bridge from the day it opened in 1917 until 1940. [The Interstate bridge crosses the Columbia River connecting the states of Oregon and Washington and is part of the I-5 freeway. Bridge lifts allowing ship movements occur during non-peak vehicle traffic periods. Anyone else remember the tolls? As a Clark College student in 1960 I remember getting the gate to raise (or is it rise?) with 18 pennies versus the 20-cent toll.]

► As we move closer to the nation's Sestercentennial (250<sup>th</sup> birthday) in 2026, planning for the commemoration is moving forward. The Southern California Railway Museum (SCRM) is adding former Atchison, Topeka & Santa Fe Railroad diesel-electric freight locomotive to its collection that had been painted in a special bicentennial paint scheme to celebrate America's 200<sup>th</sup> birthday in 1976. Built by Electro-Motive Division of General Motors Corporation in 1973, the 3,600-horsepower SD45-2 type locomotive was one of five painted in a commemorative red, white, and blue scheme by Santa Fe at its San Bernardino, California shops in late 1975 and early 1976. With multiple donors' participation, SCRM is having the BNSF donated locomotive repainted into its bicentennial livery before it is moved from Kansas City to Perris, California. Long range SCRM plans are to return the Santa Fe 5704 to operation. More information about SCRM: [www.SoCalRailway.org](http://www.SoCalRailway.org); more information about America 250: [america250.org](http://america250.org). **SCRM 10/6/2021 news release.** [I wonder what ORHF is planning for 2026?]



► Congratulations to the authors Martin E. Hansen, Steve Hauff, and Dale Sanders of the book *Timber Titans – Baldwin's Articulated Logging Locomotives* and publisher White River Productions as the book is coming out with its second printing in early October.



► While not all about railroads and railroad history, the new 2021 book by Anderson Cooper and Katherine Howe, *Vanderbilt – The Rise and Fall of an American Dynasty* provides a great deal of insight into the Vanderbilt family history and their two empires: shipping and railroads.

► The Dixie Fire was responsible for the destruction of over 963,000 acres in northern California, and according to fire officials it is now 94% contained. That's good news for BNSF, which is expecting to have a portion of its Gateway main line back in service by late October. Some of the Class 1's property was part of the 963,000 acres that succumbed to the fire. Two bridges and a tunnel were damaged between Stockton, California and Klamath Falls, Oregon. The Gateway Subdivision has been out of service since July 21 while crews make the necessary repairs. BNSF says Tunnel 4 should be open in the next week or so as work is wrapping up on the roof and walls. The two bridges that were damaged were at Mileposts 199.66 and 198.5. Both spans had steel spans and substructures, so the only sections that needed replacements were the timber decks. **RT&S 10/8/2021.**



### Donald Ora Leap

November 15, 1948 – September 16, 2021

A very active volunteer with the Association of Oregon Rail and Transit Advocates (AORTA) and the AORTA Government Affairs Director. Rest in peace Donald !

► Trolley Project explores history of PNW F Line. John Miller, a local enthusiast and founder of the Trolley Project is uncovering the history of the Metropolitan Railway Company's F Line that was founded in 1890. Little remains of the F Line today but a curious observer, guided by the numerous resources, maps and images provided on the Trolley Project's website, would still be able to find trenches, walls and piers left over from the line. The Pioneer Log, Lewis and Clark College, September 17, 2021 via Meghan Sheldrake [granddaughter]. [Electric Trolleys to SW Portland Cemeteries in 1890-1930's, dialectrix.com/trolley/]

😊 Thanks to our many readers and contributors....may you all have a **great** Thanksgiving.

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## October Membership Call-In Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on October 15, 2021

The October 2021 membership meeting was called to order at 7:50pm by President Mark Reynolds.

The minutes of the September meeting were reviewed. Michael Byrnes noted that it was he who suggested the Two RDCs that the chapter owns may have a fit with the Albany and Eastern Railroad. The idea is being investigated. Michael Byrnes also noted at the previous meeting that he suggested that PNWC should have a Facebook page. Bryan Ackler said he would look into it. The modified minutes were then approved.

Keith Fleschner was not present to give the Treasurers report. Mr. Hickok reported that he is on track to have the Chapter non-profit tax forms filed by the required date. President Reynolds said the NRHS grant check for the Library/Archives projects has been received.

President Reynolds said that there will be a information meeting in about two weeks at ORHF to set up the Holiday Express volunteer sign-ups. [Editor's Note: See volunteer information and meeting dates on Page 11]

President Reynolds said that Keith Fleschner is making good progress on the work on the 6800 car; the steel for the side sill project has been delivered and he will be needing help in the future. He also reported that the recovered seat has been sent from Chicago along with a kit to recover another seat, which will be evaluated and installed when it arrives.

President Reynolds said there are three sections of the model train layout now at ORHC and that money has been donated for a study for the second floor addition to house this model railroad.

President Reynolds reported the shelving is to be ordered for the Library/Archives. George Hickok and Bob Jackson have investigated repairs to the air-conditioning unit and determined a new unit is preferable. Several companies have been initially contacted for the new air-conditioning installation. George Hickok said we will have a long term lease now on rooms 1 and 1A.

Mark Reynolds said a few folks attended the BNSF Virtual Gorge Rail Summit on Oct. 12<sup>th</sup> and might have information for a future program presentation.

Arlen Sheldrake reported that the geotechnical on-site refresh & review has been completed by Shannon & Wilson Inc. on the Washington Park and Zoo Railway portion within Washington Park. The report is being compiled and should be out soon. He said the zoo now has a permanent Director.

President Reynolds reported that ORHF continues fundraising for the turntable. Also ORHF has given a grant to the Oregon Pacific Railroad for rail tie replacement and the work has started. He also reported that the railcars at the 217 location have been broken into again, and we need to be active in getting the cars disposed of.

Jan Zweerts reported that the *Pirates Of The Portal Stone* Halloween weekend program, at the Oregon Electric Railway Museum at Powerland Heritage Park is operating at near sellout. He also reported that the Willamette Shore Trolley out of Lake Oswego is continuing on shortened runs due to existing track & bridge concerns. He also said the steam engine at the Washington Park and Zoo Railway is now running.

Arlen Sheldrake reported that the OMSI lot across the street from ORHC now has a curb cut for an entry point, placed there for future construction staging activities. He asked about if COVID-19 UV Light protocols like used on buses could be used in the Holiday Express railcars. President Reynold said that it was found to be non-effective.

Michael Byrnes asked if the dates of the next two chapter board meeting could be published in *The Trainmaster*. President Reynold said that should not be a problem, but board members know the dates and do get notifications.

President Reynolds reported that we needed candidates for the upcoming annual elections. George Hickok said Grant Carson, Ron McCoy, and Arlen Sheldrake have entered their names.

The meeting was adjourned at 8:28pm.

Trent Stetz then gave a photo presentation of two rail history museums that he recently visited in Northern Ohio.

Respectfully submitted by Jim Hokinson, Secretary.

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# HOLIDAY EXPRESS VOLUNTEERS

If you want to help create and experience first-hand the Holiday Magic of Holiday Express, please volunteer!

Like the Oregon Rail Heritage Center, Holiday Express is volunteer based—and more holiday spirited volunteers are needed!!!



Volunteers are needed on trains as Car Hosts and other helpers to keep passenger cars tidy and clean, and help Santa hand out gifts to children; and at the Oaks Park depot area to direct parking traffic and pedestrians; and at the tent to sell souvenirs; and at the train to collect tickets,

and help with train boarding and de-boarding.

(Don't tell the kids, but we also need volunteers to be Santa! Costumes are provided.)

Come share your passion for trains at the holidays with your like-minded fellow volunteers.

**Information Meetings will be held  
at 10am at ORHC  
on Sat. Nov. 13th and Sat. Nov. 20th for  
Holiday Express Volunteers.**

Join in the fun! Inquiries welcome; email volunteer coordinator Ron Nierenberg (ron1230@comcast.net) or call the ORHC office at 503-233-1156.

## Report Your Volunteer Hours

Please report all PNWC volunteer hours to Secretary Jim Hokinson. ([jhokinson@comcast.net](mailto:jhokinson@comcast.net)) This information is needed on almost all grant requests. The better the numbers, the better the chance of getting the grant!

## Bill of Lading

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## Chapter Officers

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

## Chapter Directors-at-Large

Don Klopfenstein (1st Term)	2019-2021	503.777.8209
Chuck Fagan (2nd Term)	2019-2021	
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	503.226.6747
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
Elections	Jim Loomis	503.253.3926
Flanger Restoration	Phil Barney	503.706.0498
Library	Bruce Strange	503.901.7815
Operations Manager	Bob Weaver	503.806.4955
Library & Archives		
Meeting Programs	Al Baker	503.645.9079
Membership	Lila Stephens	503.246.2165
Rolling Stock	George Hickok	503.649.5762
	Keith Fleschner	503.516.9272
Chief Mech. Officer	Peter Rodabaugh	503.701.7040
Car Rental Agt.	Bob Jackson	503.231.4808
Safety Officer	Keith Fleschner	503.516.9272
S-2 Restoration	Mark Reynolds	503.638.7411
Webmasters	Jim Long	360.228.5523
	Mark Whitson	503.533.7005

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# **PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 712**

**Nov. 11: 7:30pm. Call-In Chapter Board Meeting:** Open to all Chapter Members. Contact Mark Reynolds  
**Dec. 09: TBD** at [ma.reynolds.consulting@gmail.com](mailto:ma.reynolds.consulting@gmail.com) or (503) 523-9740 for participation information.

**Nov. 19: 7:30pm. Call-In Chapter Zoom Meeting. Video Presentation:** 1968 Flying Scotsman Documentary in Color. *The Flying Scotsman in 1968 made an attempt to recreate its historic non-stop run from London to Edinburgh that it had made 40 years previous. NOTE: Fifty years ago, in September 1971, the Flying Scotsman steam locomotive passed unceremoniously through Oregon on the Oregon Trunk, headed to San Francisco and an uncertain future during its 1969 to 1971 US tour. 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 Nov. 19<sup>th</sup>, use the computer/tablet/smartphone connect info sent via email. If you just want to use your phone/cell phone, just call (Toll) **1 253 215 8782 US** (Tacoma) followed by (Meeting ID) **875 5973 0968#**, followed by (Passcode): **521512#**. So please call in and join in the information sharing!

**Dec. 17: 7:30pm. Annual Chapter Meeting TBD.** Election of Officers, Review of 2022 Budget.

**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](mailto:backler@ix.netcom.com)

**Check [www.PNWC-NRHS.org](http://www.PNWC-NRHS.org) for updates**

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## **NOTABLE NON-CHAPTER EVENTS**

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

- Nov. 6-7 Steam Train Weekend, Northwest Railway Museum, Snoqualmie, WA, ([www.trainmuseum.org](http://www.trainmuseum.org))
- Nov. 13-14 Columbia Gorge Model Railroad Club, first of four weekends, Portland, ([cgmrc.com](http://cgmrc.com))
- Nov. 13-14, 20-21, 27-28 and Dec. 3-5, 10-12, 17-19 The Polar Express, Chehalis-Centralia Railroad & Museum, Chehalis, WA, ([www.trainmuseum.org](http://www.trainmuseum.org))
- Nov. 20 Last 2021 Oregon Pacific Railroad train ride out of ORHC, ([www.portlandtrainrides.com](http://www.portlandtrainrides.com))
- Nov. 26 – 28 The Polar Express, Canyon County Historical Society, Nampa ID, ([www.canyoncountyhistory.org](http://www.canyoncountyhistory.org)) and Dec. 3-5, 10-12
- Nov. 26 – 28 The Holiday Express, Oregon Rail Heritage Foundation, Oaks Amusement Park, ([www.orhf.org](http://www.orhf.org)) and Dec. 4-5, 11-12, 18-19
- Nov. 27 - Dec. 19 Candy Cane Express, Oregon Coast Scenic Railroad, Garibaldi, OR, weekends, ([oregoncoastscenic.org](http://oregoncoastscenic.org))
- Nov. 27 - Dec. 19 Christmas Special Trains, Chelatchie Prairie Railroad Yacolt, WA, weekends ([www.bycx.com](http://www.bycx.com))
- Nov. 27 - Dec. 19 Yuletide Express, Northwest Railway Museum, Snoqualmie, WA, weekends ([www.trainmuseum.org](http://www.trainmuseum.org))
- Dec. 4-5, 11-12 Simpson Santa Special, Shelton, Washington, ([www.simpsonrailroad.org](http://www.simpsonrailroad.org))
- Dec. 10-12, 17-19 Powerland Holiday Sparkles Drive Through, Powerland Heritage Park, ([www.antiquepowerland.com](http://www.antiquepowerland.com))
- Dec. 11-19 Santa Limited, 2-hour, Northwest Railway Museum, Snoqualmie, WA, ([www.trainmuseum.org](http://www.trainmuseum.org))
- Dec. 17 - Jan. 02 Model Train Festival, Washington State History Museum, Tacoma, WA ([WashingtonHistory.org](http://WashingtonHistory.org))

☆ ☆ ☆ ☆ ☆ ☆ ☆ 2022 ☆ ☆ ☆ ☆ ☆ ☆ ☆

Feb. 4-12 Portland Winter Light Festival. ([www.pdxwlf.com](http://www.pdxwlf.com))

Mar. 19-20 Winterail, Corvallis High School ([www.winterail.com](http://www.winterail.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 third quarter of 2021.

### **Annual Meeting**

The PNRA Annual Meetings will be held **November 3, 2021 at 7:00 PM via Zoom**. This is the event where we review the past year's results and activity with the members, elect At Large Directors and the board elects the 2022 Officers. In addition, new business from the members will be addressed

### **Community Outreach**

We have assisted the Washington Department of Natural Resources with information and maps of GN Bridge 36 (north of Mt Vernon) related to the current BNSF plans to replace the bridge.

PNRA made a presentation at the Northern Pacific Railway Historical Association convention in Missoula this past September. About 125 convention attendees received a review of Archive progress, a virtual tour of the building and an overview of AtoM our future public collection access system. After the presentation individual demonstrations and questions were also answered.

An environmental review study near Bossberg, WA (north of Spokane) has requested information on railroad spurs in that area. Several right-of-way maps were provided.

Video producers for a program about NP locomotive 1762 (in Kalama, WA) have visited PNRA several times for assistance with still photos. Our volunteer Jack Christenson has been interviewed on camera for the program.

On September 11, 2021, we had 149 people attend the Burien Arts-A Glow event where the Boeing Club teamed with the Archive to have an open house. A large lighted archway was installed in the front of the building as the grand entrance. Many of the people attending were inspired by the "glow" event and wore costumes incorporating lights.

### **Preservation Activities**

The Thomas Dill photo collection arrived on August 23. This collection contains 13 banker's boxes with thousands of prints from almost all areas of the Southern Pacific in Oregon as well as many areas in California. A number of these photos were used in the books authored and co-authored by Mr. Dill, a well-known Northwest author and photographer. His collection represents several photographers. The Walt Paschelke portion of the collection is around 3,000 prints and negatives of primarily SP steam locomotives from the late 1940's to 1950's. Jim Paschelke is represented with approximately 2,000 prints of primarily SP diesel locomotives and trains from Oregon & California and were taken from 1959 to the



*SP&S 865 and Western Pacific 916-A stand in the GN Yard at Klamath Falls, Oregon June 3, 1957. Jack Bowden photo, Thomas Dill collection, PNRArchive.org.*

1990's. Andy Payne adds 1,500 prints of SP, Texas & New Orleans, and San Diego & Eastern steam locomotives.

The Dallas Gilbertson group provides almost 2,000 slides from 1952 to 1971. The largest part was taken in Northern and Southern California of railroads such as SP, Santa Maria Valley, Pacific Electric and more, in addition the Dill collection has 2,000 negatives of SP steam locomotives and diesels from many different photographers. Gordon Ramsey has several hundred negatives of SP trains. Additionally, these boxes have 1,000 slides taken by many photographers, a number of who worked for the Southern Pacific such as Jack Bowden from the Klamath Falls area. Other slides are from Ron Kuykedall, Rick Kang, Stan Kistler, Donald Duke, Bob Searles, and others. Rounding out the collection are four photo albums mostly of SP steam locomotives, two folders of Southern Pacific photos taken by roundhouse foreman Ed Maas with many from the 1930's and 1940's, SP employee timetables for most areas ranging from the 1910's to the 1960's, and six spools of 8MM movie film of SP subjects. John Bell a member of the Southern Pacific Historical and Technical Society has started indexing the Walt Paschelke photographs.

The Bay Area Electric Railway Association is planning to transfer eight boxes of northwest related materials to PNRA, arriving this fall. Wayne Monger has volunteered to deliver the materials to PNRA. This exchange is part of an ongoing relationship of shifting materials to institutions near where the history happened. NP, GN and BN materials relating to the Northwest were also transferred from St Paul to PNRA this fall. When PNRA has surplus or out of scope materials we also transfer them to appropriate organizations. Currently we are working with

# PACIFIC NORTHWEST RAILROAD ARCHIVE

a State Archive in the Southeast and have duplicate items ready to transfer to the Northwest Railway Museum Archive.

## Volunteer Activities

Dan Cozine is building a new map storage cabinet using “Role-A-File” tubes that are two- inches square and attach to each other to form a sturdy cabinet. The donated Role-A-File tubes will stand three feet wide and six feet tall when assembled. Once completed the first maps placed will be the James C. Mattson, Great Northern collection of over 750 Station Plats, Right A Way maps and geographic maps.

Tim Repp is working at home with the Bob Johnston negative collection. These negatives were part of the Warren Wing collection preserved at PNRA by Walt Ainsworth. 2,600 black and white and color 6x6 (120) negatives are in the first phase of this work. These include all of Bob’s work up to November 1969, just before the BN merger. Bob continued to take many more photographs after merger day, an additional 12,000 negatives will be worked on in the future. First step was to manually transcribe some 75 pages of Mr. Johnston’s notes into MS Excel to allow sorting and easier access to specific topics. To date, over 1000 negatives have been scanned. These include all the Northern Pacific, Union Pacific and SP&S images, and about half the GN images located west of Pacific Junction MT.

Gary Tarbox is recovering from the health emergencies that forced his June retirement as Executive Director. He is now focusing his volunteer time on helping PNRA leadership transition into their expanded roles, and moving content from our SharePoint website system to PNRA’s new Access-To-Memory website operating system. In addition, Gary looks forward to researching his favorite subjects at the Archive for future articles.

Kurt Armbruster has been working at PNRA to consolidate, sort and catalog the Burlington Northern materials that had been in our holding area. We have now added more than 500 new items to the existing 449 items earlier inventoried. This work is being coordinated with Ed Berntsen who is the Curator of our BN collection. In addition, Roy Gelder is continuing to catalog BN photos at his home in the Chicago area. The photo scans, from the Ainsworth collection, were completed by John Mantle and Bill Kajdzik, then sent to Roy to complete the digital inventory.

Rich Wilkens has continued to sort backlogged incoming materials at PNRA. These items have been in storage due to limited resources during the health situation. We use a standard process to sort and evaluate, then consolidate and re-box prior to placement on shelving for future cataloging. As part of this backlog clean up Randy Hammond is working to complete an inventory of the Jerry Masters papers.



*Southern Pacific Cab Forward 4253 leads a drag out of Oakridge, OR on December 5, 1954. Walt Paschelke photo, Thomas Dill collection, PNRArchive.org.*

## Administration

We have noticed a drop off in individual contributions to PNRA in the first half of 2021. Analysis has determined that some of the reason is the uncertainty of the current health situation and its potential impact on the economy. The Board has reviewed this financial information within the context of our four main income sources: Railroad History Organization’s membership fees, fulfillment work, donations and grants. They also reviewed our rainy-day-fund status and our investments. Their conclusion was we are on a sound financial footing. Further, the Board also authorized the following cost saving actions: 1) Refinancing of the building mortgage to take advantage of the currently low interest rates. 2) Proceeding with a plan to replace incandescent and four-foot fluorescent bulbs, with LED bulbs through Seattle City Light’s COVID Small Business and Non-profit Support Program. When the eight-foot tubes are also replaced electrical cost savings are estimated at \$400 annually.

Additional building security actions have been completed including activating the building security system. We are in a test period to get everyone experienced with the activation and de-activation of the security system at this time. Additional outside lighting has been installed in the back of the building to improve our security in the alley.

A new Archive phone number (206-402-6519) has been established for public access to PNRA. There will be several phones in the building and we will be able to access messages remotely. We will also be systematically transitioning all the printed and online media to incorporate the new number.

Bob Kelly, Board President

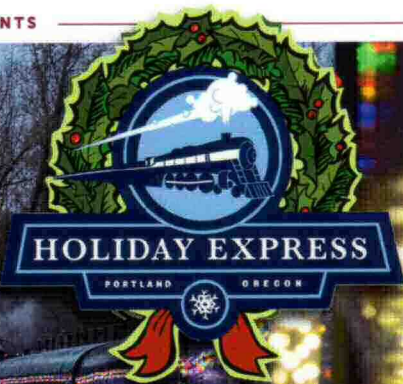






OREGON RAIL  
HERITAGE CENTER

PRESENTS



A PORTLAND TRADITION SINCE 2005

# Capture the holiday magic of a live steam locomotive!

Ride along with Santa in vintage rail cars pulled by the powerful, world-famous SP 4449 steam locomotive.

Enjoy a 45-minute ride from Oaks Park on the Oregon Pacific Railroad tracks beside the wintry Willamette River. Feel the raw power of the steam locomotive and train, both decked out in holiday lights. There is plenty of free parking, train-themed gifts and of course, **Santa!**

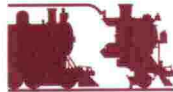
HOURLY DEPARTURES FROM OAKS PARK  
Nov 26-28 | Dec 4-5 | Dec 11-12 | Dec 18-19

TICKET PRICES  
\$25 adult | \$20 child  
*Family rates available.*

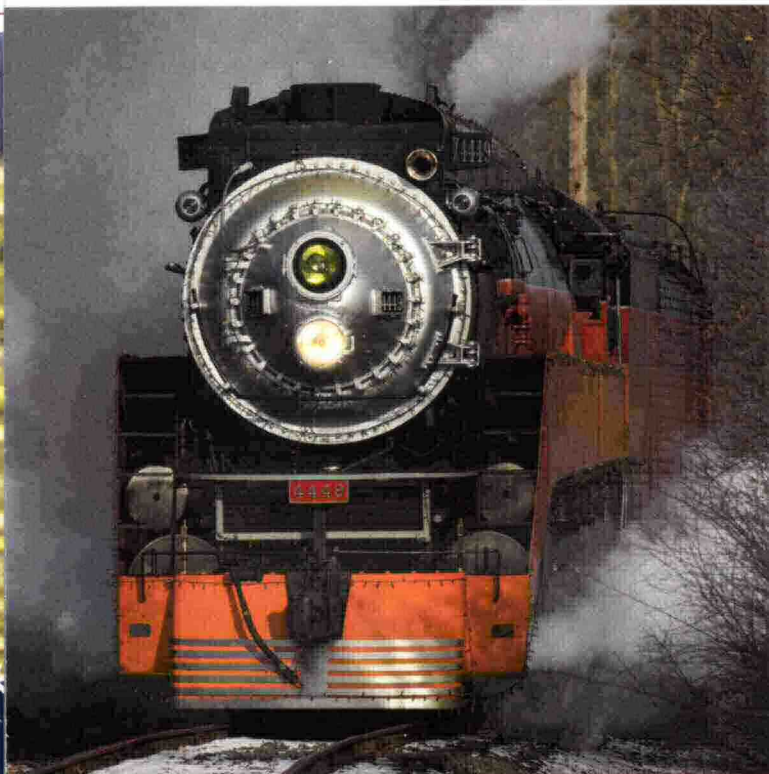


**Join the tradition!**  
[orhf.org/events/holiday-express](http://orhf.org/events/holiday-express)

[www.orhf.org](http://www.orhf.org) 503.233.1156  



OREGON RAIL  
HERITAGE CENTER



## All aboard for year-round fun

Visit the 4449 and its sister steam locomotives in their Enginehouse at the Oregon Rail Heritage Center.

2250 SE Water Ave on the MAX Orange Line near OMSI and the Tilikum Bridge. **Admission is free.**

*We follow Multnomah County/Oregon Health Authority Covid-19 guidance.*



[www.orhf.org](http://www.orhf.org) 503.233.1156  