

# PACIFIC NORTHWEST RAILROAD ARCHIVE

## NORTHWEST NEWS

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

### Covid-19 Effects the Archive

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

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

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

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

### Community Outreach

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

## Preservation Activities

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

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

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

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

Stacy Sauer donated 27 original track-related engineering drawings.

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

## Become a *Friend of PNRA*

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

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



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

## Facilities

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

## Administration

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

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

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

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

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

Gary Tarbox  
PNRA Executive Director  
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