

The



TRAINMASTER

Official Publication of the Pacific Northwest Chapter, National Railway Historical Society.



JANUARY 1986

Number 281

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CHAPTER TIMETABLE OF EVENTS:

- | | | | |
|-----------|----------|---------|--|
| 9 Jan 86 | Thursday | 7:30pm | JANUARY BOARD MEETING. First meeting of the new BOD. Meeting @ Columbia Gorge Model RR Club clubhouse @ N. Russell. All welcome. Notify President if you wish to address the Board. Runs til about 11pm.
DEADLINE for Banquet Reservation @ \$10 each. |
| 17 Jan 86 | Friday | 7:30pm | JANUARY BUSINESS MEETING AND PROGRAM. Located @ the PGE Auditorium on SE 17 between Powell & Holgate. The business part of the meeting begins @ 7:30 & Raffle & snacks available during intermission. NEWSREEL of up to 6 recent rail slides by members. PROGRAM will involve 16mm movies of old & new equipment on the Chicago South Shore & South Bend RR by Rich Carlson. |
| 25 Jan 86 | Saturday | 6:30pm | ANNUAL BANQUET @ Imperial Hotel. Advance reservation needed. If you want to try & get in at the door, it costs \$13. No host social hour at 6:30, full sitdown dinner at 7:30. TICKETS available from JIM WHALEY.
(DEADLINE FOR \$10 Banquet tickets is 10 January) |
| 13 Feb 86 | Thursday | 7:30pm | FEBRUARY BOARD MEETING @ Columbia Gorge Model RR C.H. Please check in with President if you wish to address the Board. All welcome. Runs til about 11pm. |
| 15 Feb 86 | Saturday | midnite | DEADLINE for payment of 1986 DUES if you want to be in our 1986 Member Directory. |
| 21 Feb 86 | Friday | 7:30pm | FEBRUARY BUSINESS MEETING AND PROGRAM. Usual Third Friday of the Month membership meeting @ PGE on SE 17 between Powell & Holgate. Program to be set up. Bring 6 good recent slides for NEWSREEL. |

SATURDAY LUNCHES MOVED AGAIN

Each & every Saturday at noon a group of these members meet for a no host lunch. Come out and join these friends. BUT due to technical reasons, the location for JANUARY is up at the ROSE MANOR @ Holgate & McLoughlin at the restaurant.

For February, the place may switch back to the Semaphore @ 17th & Holgate, or else it will remain at the ROSE MANOR. MARILYN REHM is in charge of making the decision and she needs your input. Keep an ear open at the Banquet to find out where we are in FEBRUARY. And then be sure to join in.

PACIFIC NORTHWEST CHAPTER - REGULAR CHAPTER MEETING - December 20, 1985

The meeting was called to order by President Rich Carlson at 7:56 PM in the PGE Auditorium.

The minutes of the November meeting were approved as read.

Treasurer Vija Keeler reported the following balances in the Chapter's accounts as of 11/30/85:

General Account	\$59,296.11
CDIC Account	34,885.69

Report and announcements from President Rich Carlson:

- In connection with the cars in Illinois which the Chapter wants to buy, Rich has contacted Howard Kallio of the B.N. and has requested that the BN move the cars at no charge to the Chapter. Rich and Dave Duncan are now working with the BN committee which will decide on the donation of the move. It appears that the move will be donated.
- Expo '86: Rich Carlson advised that the 4449 may move to the exposition via the U.P. The state of Oregon still does not have money for promotions under which the 4449 falls.
- Disney Productions is having insurance problems with the S.P. which must be resolved before the movie in which the 4449 will appear can be shot.
- The City of Portland has advised Rich Carlson that the Chapter should keep in close touch with proposals for a convention center in order to preserve the Union Station in case it is included in any of the proposals.
- Chapter Committee for 1986: Rich Carlson asked that the committee interest questionnaires be turned in as soon as possible. Committee chairmen for 1986 will be selected at the next board meeting and committee membership will be finalized by the January business meeting.
- There is nothing new to report on the Chapter's efforts to obtain by donation or purchase the two coaches traded to the S.P. for the solarium car.
- Black and white photos are needed of the

light rail cars and other events for the Chapter's annual report for the NRHS Bulletin.

1986 Chapter Budget: Rich Carlson advised that the board has postponed the vote on the Chapter's 1986 budget because it is not ready. The board has voted to recommend to the membership that the 1985 budget be extended one month. Moved by Doug Auburg, seconded by Terry Parker, to extend the 1985 budget for one month until the 1986 budget is ready for a vote. Motion passed.

Caboose at Albany: Bob Hoffman and Terry Parker reported that a very old wood (ex-CB&Q) caboose with wood beam trucks is available from a restaurant site in Albany, OR. The caboose has some fire damage. Bob Hoffman is getting costs on hauling the whole caboose and also on hauling only the trucks and hardware. The demolition contractor is cooperative with the Chapter's efforts to save the car. By a show of hands the membership indicated interest in following up on the possibility of saving the caboose and developing costs for moving it to Portland.

Upgrading Chapter Computer: Rich Carlson advised that the Chapter board has recommended spending \$600 to improve the Chapter's computer. Memory capacity will increase and the computer will operate more efficiently, especially with regard to handling the mailing list. Moved by Kerrigan Gray, seconded by Vija Keeler to approve spending \$600 to improve the Chapter's computer. Motion passed.

Mary Lou Weaver reported that effective 1/12/86 that several of Amtrak's Portland to Seattle trains will be cut back to three times a week due to Federal budget cuts.

Fifty-four (54) members and guests attended the meeting.

Respectfully submitted,

/s/

Chuck Storz, Secretary

PACIFIC NORTHWEST CHAPTER - BOARD OF DIRECTORS MEETING - December 12, 1985

The meeting was called to order by President Rich Carlson at 7:40PM.

The minutes of the November board meeting were approved as read.

Treasurer Vija Keeler reported the following balances as of 11/30/85:

General Account	\$59,296.11
CDIC Account	34,885.69

President Rich Carlson reported on the following:

1. A membership questionnaire was included with the December Trainmaster. Committees for 1986 will be chosen based on response to the questionnaire. The questionnaires should be returned by the December general meeting or sooner. Committees will be selected by the January general meeting.
2. Rich Carlson advised that he plans to write the annual report on the Chapter for the national Bulletin. Ed Immel pointed out that the NRHS requires that the report be done by the Chapter's national director.
3. Rich Carlson reported that he is working on a special postmark and cachet envelope for the opening of the light rail line in 1986.

Committee reports

Library: Dale Hammersly reported that copies of the World's Fair Daylight Commission report are available for loan from the library.

Concessions: Doug Auburg reported that about 120 pins for the 1985 circle trip have been sold.

Rolling Stock: Bob Hoffman reported that the cold weather has limited work. Some work has been done on car 6200 and baggage racks are being installed in car 3300. There is a possibility that they can acquire a U.P. express refrigerator car.

Finance: John von Gaertner reported that Aetna is tentatively the new insurance carrier for the Chapter's cars. Photos are needed to provide a record of car interiors. Mary Lou Weaver stated that she is in the process of taking the needed photos.

Excursions: Mary Lou Weaver passed out to the

board copies of a financial breakdown for a proposed winter trip to Chemult. She advised the board that the excursion committee recommends that the Chapter not run this trip due to the short selling time available and the need to sell over 600 tickets to make a profit. The committee feels that the proposed price of the trip, \$99, is the highest that the Chapter can charge for a one day trip (the last Chemult trip sold for \$78). Al McCready moved, seconded by Chuck Storz, to accept the committee's recommendation and not run a trip to Chemult. Motion passed. Mary Lou advised that the excursion committee will review all costs for the car Mt. Hood for several years past before finalizing new leasing prices for the car. The Spokane trip carried 743 people and made a profit of \$35,806.85. Mary Lou advised that she is making a cost summary of all Chapter trips for the past four years. The board approved payment of several bills owed the Portland Terminal RR. Co. Payment of the bills had not been made due to their being misplaced.

Museum: Terry Parker asked for more information on the proposal from a Lake Oswego party to develop the Jefferson St. line for a tourist operation.

Swap Meet: Terry Parker reported that flyers for our swap meet were sent to meets in Seattle and McMinville. The 1986 swap meet will be at the National Guard armory again. Table reservations will be taken after Jan. 1, 1986.

Vija Keeler asked President Rich Carlson when the Chapter will receive back the money advanced for the Union Station sign restoration project. Rich said that repayment is being delayed until it is certain that the signs are operating reliably.

Locomotive 4449: Rich Carlson reported that he had received approval by phone from the board to spend \$1000 on bearings for locomotive 4449. Doyle McCormack explained to the board the circumstances of the recent move of the 4449 to Eugene for repair. Doyle also reported to the board that he had personally purchased ex-U.P. RPO car no. 5811 for use as a crew and equipment car for the 4449. This was done because of not being able to count on the availability of Chapter Car 3300. Contents of Car #76: Doyle McCormack advised that most of the tools and material in car 76 either were purchased for the Freedom Train or came West with Doyle. The contents of the car

DECEMBER BOARD MINUTES - CONCLUSION

became the property of the engine crew and Doyle stated that he will use them for maintaining the 4449. Doyle presented \$1000 in additional bills for repairs to the 4449. Moved by Vija Keeler, seconded by Al McCready, to pay \$1000 in new bills for 4449 repairs from the budget amount for the locomotive. Motion passed.

Chapter Survey: Mary Lou Weaver advised the board that she will report on individual comments from the survey at the January board meeting.

Roger Peck Payment: Action postponed until the January meeting of the board.

Walt Disney Productions Use of the 4449: Rich Carlson advised that the Southern Pacific is asking very high insurance coverage for use of their trackage for the Walt Disney movie. The matter is being negotiated now by all parties concerned.

Toledo Excursion: Rich Carlson advised that no Amtrak equipment would be available for an excursion to Toledo, OR. Mary Lou Weaver advised that there is a restriction on 85 ft. cars on the Toledo branch. Al McCready stated that he will work closely with the excursion committee on the project.

Purchase of Ex-8N Sleeper Cars: Rich Carlson reported that he is working with the B.N. to get a free move of the cars from Chicago. There appears to be no great urgency in completing the purchase of the cars from the dealer who now owns them.

S.P. Cars 4461 and 4500: Rich Carlson advised the board that the Chapter will probably have to bid on S.P. cars 4461 and 4500 (traded by the Chapter to the SP for the Santa Inez). The S.P. is working on terms for the bidding.

Computer: Doug Auburg proposed the purchase of a hard disc and addition of memory capacity for the Chapter's computer. Doug offered two options for

the change. Option 1 would include 256K of memory and the hard disk. Option 2 would modify the existing 64K memory board and include the hard disk. (Copy of proposal attached to original copy of the minutes.) Moved by Al McCready to purchase the components for Option 1 and to appropriate \$600 from the office supplies budget to cover the cost. Motion passed. The surplus parts from the change are to be advertised in The Trainmaster. Doug Auburg has offered \$75 for the parts not needed as a result of adopting Option 1.

1986 Budget: Moved by Al Viewig, seconded by Bob Slover, to extend the 1985 budget (1/12 of the amount) to cover January 1986 until the Chapter's 1986 budget can be finalized and passed. Motion passed.

Oregon Symphony Fund Raising: Moved by Al Viewig, seconded by Jack Pfeifer, to give the Oregon Symphony three days free rental of the car Mt. Hood as part of a fund raising auction. Motion passed.

Rich Carlson presented a request from Pat Patterson of Garibaldi to run an excursion involving S.P. tracks along the coast north of Tillamook. The board asked Rich to notify Pat that the excursion is not possible due to the present status of the trackage involved.

Present: Board: Keeler, Weaver, Storz, Carlson, Dorsett, Viewig, McCready, Slover, and Pfeifer.
Members: Rodabuagh, Hoffman, Auburg, Larry Miller, Van Sickle, von Gaertner, Parker, Brewer, Hodson, Immel, Hammersly, Ken Keeler, McCormack, Duncan, Berntsen, Lavacot.

The meeting was adjourned at 11:52 PM.

Respectfully submitted,
/s/
Chuck Storz, Secretary.



The President's Page by Rich Carlson

A happy and prosperous New Year to you all!

Our hopes for running a "Snowflake Special" excursion train to Chemult were dashed by a combination of insufficient time to sell enough tickets and the high contract price for the train. Selling train seats in the winter is always more difficult, and Amtrak recognizes we need more lead time than was given us on this occasion. Hopefully our plans for a Madras trip in May will work out better.

Nothing is yet firm as to the Madras or any other excursions in 1986, including the running of steam locomotive ex-SP 4449. Negotiations by the city and state continue, but essential agreements are still not made either as to the "Disney" or the SteamExpo projects. Oregon's Expo 86 Committee remains committed to running a train to Vancouver as the special event. The chairman has no illusions about the costs or the details that need to be worked out. As to the use of the engine in the Disney film, "Tough Guys," starring Kirk Douglas and Burt Lancaster, the city is determined that the engine will return in time to make the Expo 86 run. However, the formal agreement between the city and Walt Disney Productions has still not been made.

However, in anticipation that things will somehow come together, the board did authorize spending a total of \$2,000.00 on 4449 in December for parts necessary to get the engine operational. Under Doyle McCormack's direction work is proceeding, and we can only hope for the best.

My plans are to select chairmen for the committees at the January 9 board meeting. Once that is accomplished, I will confer with the committee chairs to name the members of each committee, which will occur at the January 17 regular business meeting. A large number of members submitted the questionnaires that were sent out with the last issue of The Trainmaster. Thanks to all of you for your interest and cooperation.

Not everyone is likely to be appointed to their first choice on a committee, but I am confident that you will understand that it is impossible to give each person what they want each and every year. The main thing we hope to strive for is fairness and consistency, commensurate with ability and demonstrated dedication and interest.

The news on Christmas day that the "Pioneer" will run only on Tuesdays, Fridays and Sundays, starting Sunday, January 12, 1986, and the "Mount Rainier" only on Friday through Mondays, while not unexpected, was still most disappointing. Portland has been enjoying relatively good service, and although these cuts will hurt, at least it appears "The Pioneer" will return to full daily service come March 20. Considering the fact that a year ago no one could be sure we would even have an Amtrak at this time, I guess we have to be glad things didn't go any worse than they did.

Despite continued money problems, the opening of the Light Rail Transit line to Gresham remains on schedule for Labor Day, says Tri-Met. I have received word back from the postal service that they will honor my request for a special pictorial postmark for both Portland and Gresham. Over a year ago the chapter purchased 10,000 of the commemorative "streetcar" stamps, and we have held these to be used on a special cacheted envelope, such as we had for the "Louisiana World's Fair Daylight" train. If anyone has a good 'dramatic' shot of an LRT car or train, please let me know. We need one for the engraver to use for making the cachet. The general plan is to offer the specially stamped and postmarked covers as attractive souvenirs of the first day of operation of the Banfield Line.

Last August I wrote the management of the Benson Hotel to see whether they might be willing to relight the "tiki torches" over the marquee of Trader Vic's at S.W. Broadway and Stark. They had been extinguished back around 1973 during an "energy crisis." I didn't hear back until mid-December when a letter came stating they would do it, and just before Christmas the gas was turned on. Between the Union Station neon and the torches, things have gotten a little brighter downtown this year!

MUSEUM COMMITTEE REPORT

Although the committee chairpersons have not been selected for 1986, an enormous job remains to be accomplished by this committee. Looking towards the 1986 committee, the following three part plan should be implemented:

1. Assign all committee members a responsibility such as the proposed mini-museum in the baggage car, keeping tabs on the Jefferson Street Branch, checking into various properties, etc.
2. Working in part with the media and public relations committee, and with the information already gathered from various railroad museums, obtain political and business leader support for the development of a railroad museum.
3. Continue the good working relationship with the rolling stock committee for obtaining and maintaining equipment that will eventually be a part of a museum.

Respectfully submitted,
/s/ Terry Parker

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EXCURSION COMMITTEE REPORT

The Excursion Committee met December 3 at Marilyn Rehm's home. After much discussion we decided to look at the Mt. Hood expenses over the last three years before making specific recommendations about leasing.

Also discussed at length was the fact that after the December Board meeting we began pursuing the possibility of an excursion to Toledo next summer. At the following membership meeting Al McCreedy was appointed to handle the excursion and report directly to the Board. We discussed possible duplication of efforts, the role of the Excursion Committee in the past, the need for better communication, and possible confusion which could result by having different people or groups negotiating independently on the same project.

Another meeting was held on December 11th at Room 1 to discuss the February Excursion. We decided to recommend not running this trip for the following reasons:

1. The ticket price would have had to be approximately \$125 (previous ticket price was \$75)



EXCURSION - CONCLUSION

unless we sold several hundred more tickets than on the last Snowfall Excursion.

2. We did not believe we had sufficient lead time to sell the required number of tickets particularly during the holiday season.
3. There was no way to cut costs which would make any significant difference in the ticket price.

The committee was enthusiastic about the trip itself but felt out primary purpose was to make recommendations based on an objective assessment of the financial possibilities.

It was also noted that the recommendations of the Excursion Committee adopted by the Board in 1984 included a Director of Special Projects who would serve a one or two year term and a Personnel Director to be named by the Director of Special Projects each December.

Since the President declined to appoint a Director of Special Projects in 1985, we are unable to follow those recommendations as originally intended. We recommend that Ed Immel be named Excursion Manager and given the duties specified by the committee for the Director of Special Projects (that title would be dropped) for 1986. We also recommend that Jack Pfeifer be Personnel Director for excursions in 1986. We will meet in January to review our 1984 recommendations further.

Due to the holiday season and the amount of research necessary for the Mt. Hood leasing report, we will probably not have our next recommendations ready for the Board until February.

(submitted by) M. L. Weaver

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ROLLING STOCK COMMITTEE

The unusually cold weather and the holidays have slowed down the Rolling Stock activities considerably. The Mt. Hood sustained some freeze damage due to some improper water piping and pump placement. The heat exchanger has been repaired and repair work on the rest of the frozen piping is underway. The Hood should be ready to roll again soon, according to Larry Miller. The last trip to Seattle was a real humdinger in the cold weather. May it never happen again.

The 6200 Coach is getting the seats repaired and covers cleaned. Dave Stimac indicates that the batteries and electricity on board are the next major project, so we can plan to work on the car while it is in the roundhouse. Window replacement will start soon. Hopefully the 6200 will be ready to roll in April.

The 3300, Miln Giles pie, has had a part of the luggage racks restored. The rest of the racks and carpet will be finished soon, according to Carl Rodabaugh. No freeze damage has been found and the batteries are OK.

Negotiations are still underway for the Pullman cars near Chicago. The former SP&S "Portland" sleeper, hopefully, will belong to the Chapter soon so we can restore it and make it serviceable to go with the Mt. Hood.

The CB&Q 4 window - 6 window wooden caboose with steel underframe and wood beam trucks, located at a former restaurant along the river in Albany, was burned with the restaurant and must be removed from the property with the demolition of the remains of the restaurant. The restaurant has already been removed. The contractor has been contacted by the Rolling Stock Committee Chairman regarding salvaging the caboose as a whole or at least the wood beam trucks and the brake gear, steps, ladders, etc. for the museum. The trucks are dated 1896 and are worth salvaging. More details will follow on this great chance.

The Mini-Museum baggage care, PNWC 55 is getting the rusted-out coving and ceiling removed from the inside in preparation for some roof work, reports Steve Howes. Most of the wooden roof work looks OK. Plans for display areas are in the thinking stage.

Our thanks to all who have worked on the Rolling Stock this past year. Most of our equipment is in better shape now than how it appeared just one year ago, but some of our Rolling Stock did not get worked on this year. We hope all of you signed up for another year on the Rolling Stock Committee so we can continue to work together this coming year. There is lots to do. Have a good and prosperous New Year.

/s/ BOB HOFFMAN - Chairman

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MEMBERSHIP COMMITTEE REPORT

The recent New Member ORIENTATION session was successful. There will be future sessions since we will now have it at least as an annual affair. The new members who attended the ORIENTATION were invited to tour the Rolling Stock equipment that is owned by the Chapter, but sadly the weatherman did not cooperate and that will be rescheduled to a day when we cannot have an ice storm.

The Membership Committee sadly announces that the February issue will be your last TRAINMASTER if your 1986 dues are not received by the 15th of February. If you do not get the March issue and you think you paid your dues, give CONNIE McCREADY a quick call.

The names of the paid-up members will appear in our March Chapter Directory. Please take a moment to re-check the listing we had for you in the 1985 edition to see if you wish to make any changes.

Remember, when you see a new face at one of our meetings, please go forward and introduce yourself and make that new face into a friend.

Sincerely submitted,

/s/

CONNIE McCREADY - Chairman



Steam engine 4449 may star in Disney film

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By TIM PRESO
of The Oregonian staff

For Southern Pacific Engine 4449, the locomotive that toured the nation as the Freedom Train during the Bicentennial celebration, the next scheduled destination may be the nation's movie screens.

The 400-ton steam engine owned by the city of Portland caught the attention of the production staff at Walt Disney, said Jack McGowan, press aide to Mayor Bud Clark. He said Disney officials contacted the city about a month ago to discuss renting the engine for a film called "Tough Guys," slated to star Kirk Douglas and Burt Lancaster. McGowan said the film was scheduled to begin production early next year.

He said contract talks were under way between the city and the studio and estimated an agreement might be reached "in about a month." No one was available Friday at Walt Disney Productions to comment on the production.

Richard Carlson, president of the Pacific Northwest chapter of the National Railway Historical Society, official custodians and operators of Engine 4449, said one delay in reaching an agreement for use of the locomotive was settling insurance problems.

"They want to make sure that if any of their stars get hurt on the train, the railroads can't be sued," he said.

Carlson said the locomotive was built in Ohio in 1941 and spent most of its working days in California, pulling Southern Pacific's Daylight passenger trains between San Francisco and Los Angeles.

"It was one of the largest passenger locomotives built," he said. "It uses water and oil at a humongous rate."

Carlson said the engine used about 10 gallons of water for every gallon of oil and cost about \$60 per mile to operate.

He said the locomotive was decommissioned in 1955 and in 1958 was donated to the city of Portland, where it spent several years on display in Oaks Park.

The engine received a \$250,000 renovation before it toured the nation during the 1976 Bicentennial celebration, Carlson said. He said the locomotive had made a few trips since it returned to Portland in 1977, most recently to the 1984 World's Fair in New Orleans.

The engine is in Eugene, Carlson said. It is scheduled to be in Portland during February to prepare for a trip to Expo 86 in Vancouver, British Columbia. The engine will arrive at the fair for an event called Steam Expo 86, running from May 23 through June 1.

Bridges. The world's longest spans of the various types built up to 1962 are listed in the table. There was no change in the table during 1962.

World's Longest Spans by Type of Bridge

Type	Bridge	Location	Year Completed	Span (in ft.)
Cable suspension	Golden Gate	San Francisco	1937	4,200
Transporter bridge	Lake Zürich	Switzerland	1960	3,300
Cantilever	*Quebec	Canada	1917	1,800
Steel arch	Bayonne (Kil van Kull)	New York-New Jersey	1931	1,652
Eyebar suspension	*Florianópolis	Brazil	1926	1,114
Concrete arch	Sandö	Sweden	1943	866
Continuous girder	River Sava	Belgrade	1956	856
Continuous truss	Dubuque	Mississippi river	1942	845
Simple truss	*Metropolis	Ohio river	1917	720
Vertical lift	*Arthur Kill	New York-New Jersey	1959	558
Wichert truss	Homestead	Pittsburgh	1937	533½
Swing span	*Fort Madison	Mississippi river	1927	525
Prestressed-concrete girder	Bettingen	Germany	1961	462
Tubular girder	*Britannia	Manal straits	1850	459
Timber span	*McKenzie River	Coburg, Ore.	1926	380
Bascule	*Sault Ste. Marie	Michigan	1914	336
Simple girder	Harlem River	New York	1951	330
Masonry arch	Plauen	Saxony	1903	295
Single-leaf bascule	*16th Street	Chicago	1919	260
Concrete girder	Villeneuve	Selne river	1939	256

*Railroad bridge.

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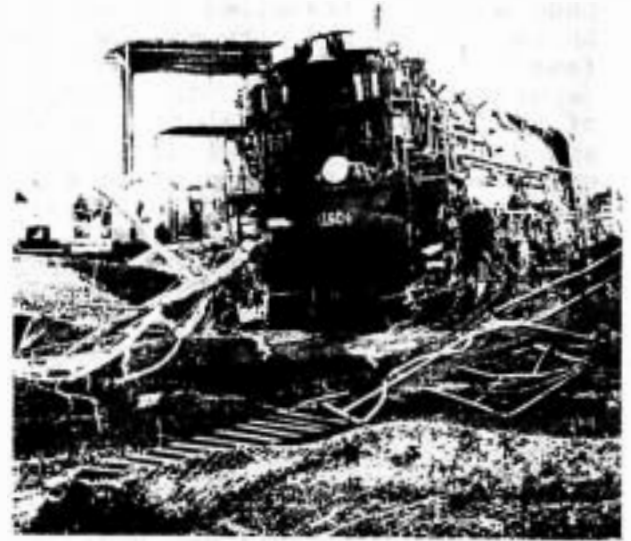
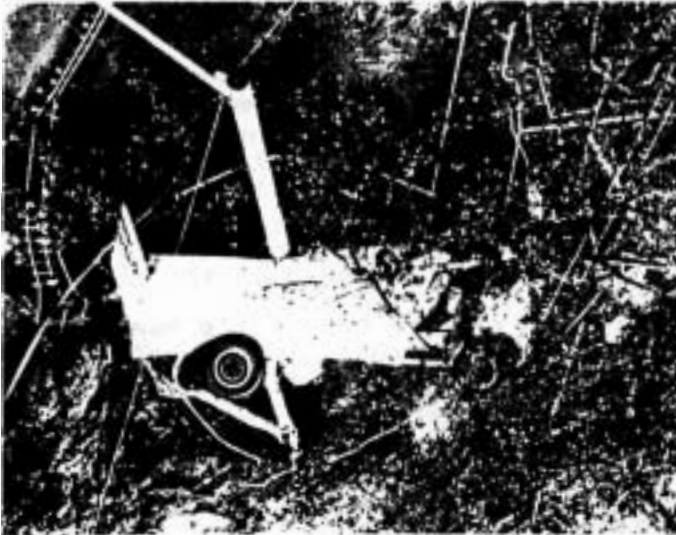


Please check this list of bridges from the 1963 Year Book of the Encyclopedia Britannica. Is there still a big wood bridge over the McKenzie River near Coburg? Do you know when it came down and/or which railroad used such a large timber bridge?

Roanoke Transportation Museum Flood Disaster

On Monday, November 4, 1985 the Virginia Museum of Transportation (formally known as the Roanoke Transportation Museum) suffered devastating losses in a tremendous flood (see photos). Many of you may have seen national news coverage of the multi-million dollar floods throughout southwestern Virginia and West Virginia.

Five feet or more of water from the nearby Roanoke River rushed through the entire Museum grounds, inundating all buildings and exhibits. The \$250,000 station and the small memorabilia, papers and photos and a large fully scened HO model railroad exhibit within were extensively damaged or destroyed. The powerful water flow swept away more than 2/3 of the protective fencing, washed an antique bus and N&W piggyback trailer more than 500 feet downstream and displaced several small locomotives. The water also caused extensive scoring of the soil on the museum grounds as well.



C&O Alleghany #1604 weighing 750,000 lbs. was washed against the concrete bridge pier causing extensive damage to the cab area. If the bridge pier had not stopped it the locomotive would have toppled on it's side.

Photo by Jeff Sanders

Roanoke Chapter NRHS, a long time backer and affiliated organization of the museum is spearheading the solicitation of financial donations from all NRHS Chapters as well as individual members to help pay for the restoration of exhibits.

What was once one of the top rail oriented transportation museums in the country has, in less than 24 hours been transformed into a tremendous disaster area.

Please help us assist in the restoring the museum to the place of beauty and quality it once was. Please notify your chapter members through your newsletter and at your meetings. Individual donations, however small, are of course, welcome and tax deductible.

Please make all checks payable to: The Virginia Museum of Transportation and mail to:

**Roanoke Chapter, NRIIS
P. O. Box 13222
Roanoke, Virginia 24032**

Thank you for your help,

Sincerely,

***Roanoke Chapter National Railway Historical Society
P.O. Box 13222, Roanoke, Virginia 24032***

NATIONAL DIRECTOR'S REPORT

Al Kerr

The Fall Director's Meeting of the National Railway Historical Society was held on Sunday, November 10, 1985 at the Landmark Hotel, Metairie, Louisiana. The meeting and other events were hosted by the Ponchartrain Chapter, located at Kenner, Louisiana.

Once again, I travelled to and from New Orleans via Amtrak, using the Lake Shore Limited and City of New Orleans. The Lake Shore provided a smooth, fast ride, arriving at Chicago Union Station almost on time after a tardy departure from Depew. The "City" was equally as nice, covering the main line of the Illinois Central Gulf between Chicago and New Orleans usually at high speed. I noted several diesel units, still in original Gulf, Mobile & Ohio color and lettering, as we left Jackson, Miss. To be expected, by now, were varying qualities of dining service on Amtrak. Where the breakfast on the westbound Lake Shore was really awful, dinner on the eastbound Lake Shore was really nice. Even so, the ex-Great Northern diners were in excellent condition and attractively decorated. Layover time at Chicago allowed a meeting with my friend of many years, Vic Wagner, lately of Phoenix, but formerly from Oak Park, Illinois. We made a round trip to Gary on the Chicago, South Shore & South Bend, the last of the heavy interurbans. South Shore's new cars were fast and quiet, but, alas, the real interurban flavor of the old cars has vanished forever. Not to be missed is a great view of the Chicago skyline at night, as the "City" made its way over the St. Charles Air Line, leaving Chicago.

Ponchartrain Chapter, our host, sponsored a chartered street car over the St. Charles line of the Regional Transit Authority, formerly New Orleans Public Service, Inc. Unfortunately, our uncooperative operator made slower than scheduled time over the line, and then refused to make any photo stops. However, all was made up by a great inspection tour of the car house and shops of the rail system. RTA is presently engaged in a rebuilding program, to include all remaining street cars, and they are performing a beautiful job from the wheels up. Purchased back are a total (so far) of three street cars originally donated to the Southwest Railway Historical Society at Dallas and the Atlanta Chapter, NRHS. The two Dallas cars were available for inspection and at a later date, they will be completely rebuilt. These cars, and more, are required for proposed extensions to the rail system. A visit to the Louisiana State Railroad Museum at Kenner was also included in the tour.

The Treasurer's Report was submitted in detail at the Director's Meeting by our capable National Treasurer, Richard M. Billings. Balance on hand, as of October 31, 1985 was \$126,130.40. Dick patiently and accurately entertained several questions from the floor, after which the entire report was accepted. President Bowers brought the newly revised membership application form to the Directors' attention and complimented the application committee for a fine job. This application form is now available for our use; however, the old form may be used until the supply is exhausted.

In the absence of Chairman Harold Ahlstrom, committee member Greg Mulloy presented a brief report of the Long Range Planning Committee and indicated that after their next meeting in January a more detailed report will be submitted. All National Officers were reelected, as were most Regional Vice Presidents, including our own Ray Wood. The new South Central VP is now our good friend Glenn Mays of Old Smoky Chapter. Presidential appointments included Greg Mulloy to the position of Assistant Secretary. The NRHS Library of American Transportation is now open for inquiries using the computer catalog.

Convention activities included the report that Lancaster (1985) was a success, showing a surplus of over \$5000. Advance plans for the upcoming Boston Convention were distributed and same will be mailed to all members shortly. Boston has managed to cover 99% of everything possible, both rail and boat! If you want it, they are providing! Still required are railfan artists to display paintings at the Boston Convention. Roanoka, VA will provide the 1987 convention with both steam and vintage diesels. Kansas City and Tri-state (NJ, NY, PA) are expected to submit bids for 1988.

Best rumor: Conrail is interested in acquiring a steam locomotive for excursion service IF they win over NS.

(BORROWED FROM THE "EMPIRE STATE EXPRESS" DEC 1985, BUFFALO CHAPTER NRHS)

REVIEW OF STEAM-EXPO REPORTS IN 1985 ISSUES OF TRAINMASTER

With STEAM-EXPO 86 right around the corner and with the Chapter's role still unsettled, this is a review of the progress reports that appeared in the various issues of the Chapter's newsletter, THE TRAINMASTER, in 1985. Each time Steam-Expo was mentioned in any issue of THE TRAINMASTER in 1985 is reproduced below.

FEBRUARY 1985, "President's Page", found on page 3:

EXPO 86, the 1986 World Exposition in Vancouver, British Columbia, Canada, will run from May 2 through October 13, 1986. The theme of the fair is "World in Motion/World in Touch" --transportation and communications. A major event at the exposition will be "STEAMEXPO," to run ten days from Fri., May 23 through Sun., June 1, and I have been advised that the Oregon EXPO 86 Special Events Subcommittee is planning to include 4449 as part of Oregon's participation at that time. Current thinking is to have the train originate at Eugene, and possibly further south. Many details remain to be decided, but it's a certainty that Oregon will have a special train as its iron ambassador!

MARCH 1985, report of the Pacific Locomotive Association, found on page 17:

The CLUB CAR, No. 257

Train Expo '86?

We had a visitor Sunday. A man, (didn't catch the name), from Portland Oregon who is affiliated with the 4449 crew. He asked Louie if he would like to lease out the dome car for the '86 Train Expo in Vancouver B.C.. The Association will probably get an invitation to participate with some of our equipment, (if we can find a sugar daddy to move it).

-Pacific Locomotive Association-

APRIL 1985, March BOARD Meeting minutes, found on pages 5 and 6:

Expo '86: Rich Carlson asked Ed Immel if there were any developments about the State of Oregon's participation in Expo '86. Ed reported that the state committee has still not submitted a budget request to the legislature.

Chapter Management: Member Doug Auburg spoke at length to the board about a number of management deficiencies in adhering to the new by laws and in the management of excursions. Specific problems pointed out by Doug include: 1) An annual report required by the by laws in January was not presented; 2) A large increase in the budget for the Madras trip which was not submitted to the general membership for approval; 3) Not reading the minutes of board meetings at general membership meetings as required by the by laws; 4) An annual audit of the the Chapter's books has not been done as required by the by laws; 5) The status of the proposed trip of locomotive 4449 to Expo '86 including evaluation of the proposal by the excursion committee, status of the initial proposal from the State of Oregon as outlined to the board by Ed Immel, and Ed Immel's official position with the Chapter relative to the Expo '86 proposal. Doug pointed out that Ed Immel's roll in connection with Expo '86 is very confusing because Ed is 1) An employee of the State of Oregon, 2) A consultant to Expo '86 itself and 3) appears from the minutes of the February board meeting to be representing the Chapter in determining what the Chapter can and can't do to make money on the trip to Expo '86. Doug stated that he (Doug) feels that this creates

continuation - REVIEW OF STEAM-EXPO REPORTS IN 1985 ISSUES OF TRAINMASTER

APRIL 1985, March BOARD Meeting minutes - CONTINUED - found on pages 5 & 6:

at least an apparent, if not actual, conflict of interest for Ed in that Ed cannot fully represent the interests of the State and the Chapter at the same time. Doug asked the following questions about the Expo '86 proposal:

- 1) Is the proposal the best the Chapter can achieve?
- 2) Why is the Chapter acting to buy insurance for the State?
- 3) Why are no extra coaches available for ticket sales on the trips to and from Vancouver?
- 4) Why is the Chapter being made responsible for the repair costs for locomotive 4449 for what is essentially a State public relations trip?

Doug suggested that a solution to what he feels is a complex problem would be the appointment of a new Special Projects Director for the period between now and the end of the operation of the 4449 to and from Vancouver in 1986. This new person could negotiate the Chapter's terms with Ed or whoever the State designates. Doug concluded by reminding the board that several of them ran on a ticket of improving the management of the Chapter. Much pro and con discussion followed Doug's statement. Several members of the board felt that someone should be appointed now to represent the Chapter in Expo '86 matters. Rich Carlson stated that he would appoint a Chapter representative for the project when he (Rich) feels the time is right.

APRIL 1985, "President's Page", found on page 19

I also appointed a "troika" of Ed Immel, Jack Pfeifer and Patrick Tracy to represent the interests of the chapter in the ongoing developments regarding the possible run of 4449 to Vancouver for "Steamexpo" at EXPO 86. If you have questions or thoughts, contact any of these people. We all want to see the steam train run and while the chapter is by city ordinance the official custodian and operator of the engine, the running of any special trip requires the cooperation and approval of many different public and private organizations. Your ideas are welcome, but keep in mind that unchanneled efforts can sometimes be counterproductive to the chapter's goals.

MAY 1985, "EXPO 86 Committee Change", found on page 6

E X P O 8 6 COMMITTEE CHANGES

Ed Immel announced at the April monthly business meeting that he will no longer serve on the Chapter's EXPO '86 Committee. Pat Tracy and Jack Pfeifer remain as the two members on the Chapter's Committee. Any questions or suggestions now about the Chapter's role in Expo '86 should be directed to Jack and / or Pat, or contact President Rich Carlson with your ideas.

continuation - REVIEW OF STEAM-EXPO REPORTS IN 1985 ISSUES OF TRAINMASTER

MAY 1985, reproduction of news article on Burlington Northern ban, page 15

BN Ban on Steam Locos Perils Expo 86 Pageant

By Mark WILSON

Journal of Commerce Staff

VANCOUVER, B.C. — Burlington Northern Inc. has placed a 25,000-mile obstacle in the way of organizers for Expo 86, a world's fair with a transportation theme to be held in Vancouver next year.

Expo 86 has announced plans for a steam locomotive pageant, with 28 operating machines, drawn chiefly from Canada and the United States, parading along the Vancouver waterfront and then going on display for 10 days in May.

BN, according to spokesman Howard Kallio, has notified Expo 86 that it will not accept steam locomotives being worked or towed over its sprawling system. BN is the only U.S. carrier with direct service to Vancouver.

Said Mr. Kallio: "They were told by Thomas Harmening, our vice president of corporate communications, that we couldn't take steam locomotives because their weight and configuration can damage signals, switches and equipment detectors. In addition, there is the real risk of mechanical breakdown on the road with equipment this old.

There is also the drawback that this equipment tends to delay other trains and we won't tolerate that. Our primary responsibility is to provide a transportation service using modern equipment."

BN is willing to transport light locomotives on flat cars at "greatly reduced rates or at no charge at all, depending on number." But large locomotives cannot be moved in this fashion.

Mr. Kallio said the ban on steam extends to a line between Portland, Ore., and Tacoma, Wash., used by the Union Pacific Railroad Co. under a lease arrangement.

Union Pacific is considering sending its 4-8-4 Northern type locomotive No. 8444 to Expo 86. The engine traveled under its own power from Omaha to the World's Fair in New Orleans in 1984.

UP spokesman George Skorney said: "BN has the most direct route to Vancouver, but we can go the long way around if we have to." UP has a border connection with CP rail north of Spokane, Wash.

THE TRAINMASTER

MAY 1985

NEW YORK JOURNAL OF COMMERCE
APRIL 29, 1985

REPRINTED WITHOUT PERMISSION FROM A PHOTO COPY

JUNE 1985, May BUSINESS Meeting minutes, found on page 2

Expo '86: Rich Carlson reported that nothing new has happened with regard to the state's participation in Expo '86. The state legislature still has not acted to appropriate funds.

JUNE 1985, April BOARD Meeting minutes, found on page 4

Expo '86 Committee: Ed Immel was not present. Jack Pfeifer and Pat Tract has nothing to report.

continuation - REVIEW OF STEAM-EXPO REPORTS IN 1985 ISSUES OF TRAINMASTER

JUNE 1985, "President's Page", found on page 7:

An apparent ban on steam locomotives by Burlington Northern has been reported, and there is no action out of Salem on funding a run by ex-SP4449 to Steamexpo 86 in Vancouver. Even if BN does approve use of its tracks for trains heading there, it's apparently 50/50 whether the Oregon legislature will appropriate funds for an Oregon pavilion or the train. EXPO 86, however, shows every sign of being a truly great world's fair with 38 nations participating as of now, including the United States, Soviet Union, China, West Germany, United Kingdom, France. There are tickets available at a discount, so if you plan to go, buy before October 13, 1985, and save one-third! For example, a 3-day ticket in advance is \$29.95(Canadian) vs. \$45 at the fair.

JUNE 1985, two page "EXPO NEWS RELEASE DATED 22 APRIL 1985" found on pages 8+9:

EXPO ANNOUNCES FIRST STEAMEXPO PARTICIPANTS

VANCOUVER: The coming of the steam locomotive changed the world in a few short years by increasing the speed of travel and broadening our mobility.

EXPO 86 will feature one of the largest gatherings of these "iron horses" in North America during its special STEAMEXPO event. Among the collection of more than 25 locomotives plus vintage railcars at STEAMEXPO from May 23 to June 1, 1986 will be:

Royal Hudson: British Columbia's own and most famous steam locomotive will lead the grand parade of steam on May 23. Built in the 1940s, this Royal Hudson is the last of its line built for CPR. The Royal Hudson saw the end of its in-service life steaming between Vancouver and Revelstoke. During its time, it also ran in the prairies. It now operates as a tourist attraction during the summer months. During STEAMEXPO, locomotive 3716 will fill in on the Hudson's regular run between North Vancouver and Squamish.

Two Spot: This shay-type locomotive was built in 1912 and retired in the late 1950s. The Two Spot spent its entire lifetime working the forests around Port Alberni. It was returned to steam by volunteers from the Alberni Industrial Heritage Society. Currently it is on display at the Alberni Valley Museum. In addition to this locomotive, the Alberni Valley Museum is bringing two loaded log cars, two steam donkey engines, a 14-ton switching locomotive (built in New Westminster) and a 1947 Hayes logging truck. During STEAMEXPO volunteer crews from Port Alberni will put the Two Spot to work with actual steam logging operations.

Inyo #22: One of the locomotives built by the Baldwin Locomotive Works in 1875, Inyo #22 was a prized possession of the Virginia & Truckee Railroad, which ran between Reno, Nevada, and Virginia City. Retired from the railroad Inyo #22 was purchased by Paramount Studios and featured in several western movies. It was repurchased by the State of Nevada and restored to original condition complete with brass trim and fine paint. Joining Inyo #22 is another Virginia & Truckee Railroad treasure - Caboose #9. It too has been refurbished and is once again complete down to spitoons built into the floor. The Inyo comes from the Virginia & Truckee Railroad Museum in Carson City, NV.

The Gypsy: A unique, little logging locomotive, the Gypsy is the proud possession of the Northern Counties Logging Interpretive Association from Eureka, California. Measuring about six meters long, Gypsy has four driving wheels, the usual boiler, an open cab and a steam-operated winching machine on front. This part-locomotive, part-log-loader, part-yarding engine is the only one of its type in existence. During STEAMEXPO, Gypsy will be accompanied by two log cars and a redwood log two meters in diameter and five meters long. Gypsy's enthusiastic crew, dressed in authentic loggers' clothes from the early 1900s, will entertain with several demonstrations.

continuation - REVIEW OF STEAM-EXPO REPORTS IN 1985 ISSUES OF TRAINMASTER
JUNE 1985, two page "EXPO NEWS RELEASE DATED 22 APRIL 1985" - CONTINUED :

Two historic locomotives, as yet to be announced, from the California State Railroad Museum in Sacramento, California, will also share STEAMEXPO's platform space. This museum, one of the finest in North America, features a multitude of exquisitely restored locomotives.

EXPO 36 CELEBRATES BYGONE ERA OF STEAM

VANCOUVER: STEAMEXPO, the largest-ever assembly of steam locomotives since the 1943 Chicago Rail Fair, joins the roster of EXPO 86 "once-in-a-world" Special Events. More than 25 operating steam locomotives plus vintage rail cars will gather in Vancouver, British Columbia, from May 23 to June 1, 1986.

This splendid celebration of the bygone era of steam enhances the 1986 World Exposition's transportation and communication theme. It also marks the centennial of the completion of the transcontinental railroad in British Columbia. As well, the May 23 opening date of STEAMEXPO commemorates the arrival of the first transcontinental passenger train in Vancouver in 1887.

"STEAMEXPO is guaranteed to make train buffs of hundreds of thousands of visitors," says Claude Richmond, minister of Tourism/EXPO 86. "It's a thrilling addition to the Exposition's already unparalleled programming."

Initial response to STEAMEXPO has been overwhelming. All participating nations have been invited to send steam locomotives for public display and demonstration. From North America alone more than 25 groups have now expressed strong interest. Participants will absorb their own transportation costs.

STEAMEXPO will be held at the CN railyard on Terminal Avenue, adjacent to the East Gate on the main Expo site. EXPO 86 is upgrading the display area and will contribute to participants' expenses during this Special Event.

STEAMEXPO will generate enthusiasm and excitement amongst railway affectionados around the world. Inquiries are already pouring in to EXPO INFO from all corners of the world for information on the STEAMEXPO Special Event.

STEAMEXPO is coordinated by Granville Transportation Consultants Ltd. of Vancouver.

Other Special Events at EXPO 86 include the Tall Ships, the DC-3 Air armada and the Innovative Vehicle Design Competition. All Special Events are included with the price of admission.

The 1986 World Exposition will be held in Vancouver, British Columbia, Canada, from May 2 to October 13, 1986. More than 40 international participants are expected.

For further information, contact: GAIL FLITTON
Director of Media Relations
EXPO 86
PO Bx 1986
Station A
Vancouver BC CANADA V6C 2X5

continuation - REVIEW OF STEAM-EXPO REPORTS IN 1985 ISSUES OF TRAINMASTER

JULY 1985, May BOARD Meeting minutes, found on page 4:

Expo '86: Rich Carlson reported that the Oregon legislature has not appropriated any money as yet for the state's participation in Expo '86. The B.N. has refused to operate steam locomotives over its tracks to Vancouver, B.C. The whole project is up in the air at this time.

JULY 1985, June BOARD Meeting minutes, found on page 7:

Expo '86: Rich Carlson reported that there is nothing new on Expo '86. There is no definite word on what the Oregon legislature has or hasn't done.

JULY 1985, "President's Page", found on page 9:

The Oregon legislature adjourned after appropriating only \$2 million for the Oregon EXPO 86 Pavilion, leaving the Oregon Promotional Fund, which included the possibility of running 4449 to Vancouver in limbo at this writing. The Oregon Expo 86 Committee is looking hard at the remaining options now, and while it is too early to say, and time is running short, it may be possible to put together a package that will work. The Burlington Northern ban on steam running over their tracks apparently remains unrescinded, which further complicates matters, but we will just have to see what, if anything, can now be done.

JULY 1985, reproduced from "YARDBULL" Newsletter on BN THROWS RED BLOCK, page 12:

KILL JOYS!!

BN THROWS RED BLOCK AT EXPO '86

The Vancouver exposition's plans to put on a pageant of 28 operating standard gauge steam locomotives on the Vancouver waterfront in May, 1986 were threatened when BN announced it will not allow operation of any steam engines on its property, either under their own power or in tow. BN stated that the weight and configuration of the steamers "can damage signals, switches and equipment detectors." The Union Pacific is planning to send ~~8444~~ to Vancouver by way of Spokane International (a Union Pacific subsidiary) tracks to Eastport-Kings Gate and thence by Canadian Pacific to Golden, B.C. and west on the CP main line to Vancouver.

INLAND EMPIRE RAILWAY HISTORICAL SOCIETY

June 1985 Vol. 19

YARDBULL newsletter

No. 6

Page 1

continuation - REVILW OF STEAM-EXPO REPORTS IN 1985 ISSUES OF TRAINMASTER

AUGUST 1985, July BUSINESS Meeting minutes, found on page 2:

Expo '86: Rich Carlson reported that as of now the B.N. won't allow steam locomotives over its line to Vancouver, B.C. Jack Pfeifer reported that the State of Oregon Expo '86 committee is at least \$500,000 short of the amount it needs to complete its plans. The cost of operating the 4449 and train to the Expo is \$45,000. Jack's impression is that the committee wants to run the train but that nothing formal has been decided as of now.

AUGUST 1985, Editors Report on personal knowledge of Steam-Expo, found on p 13:

EDITOR'S PERSONAL KNOWLEDGE ON 4449 TRIP TO STEAM EXPO

This will have to serve as the official report on 4449 going to Expo 86 since no one else submitted anything and time has that way of slipping by. Any error is not intentional and corrections will gladly be printed in the TRAINMASTER. Since the editor is on the Board of Directors you would assume he would know a bunch about the movement. So far, he don't know nuthin. Why is this a secret?

AUGUST 1985, NRHS Report on Steam-Expo, found on page 13:

NRHS REPORT ON STEAM EXPOSITION

"By now you've seen considerable press on the STEAMEXPO events of EXPO 86 to be held in Vancouver, British Columbia. Marking the centennial of the completion of the transcontinental railroad into the province, more than 25 operating steam locomotives plus vintage rail cars are expected to gather in the events from May 23 to June 1, 1986. British Columbia's own ROYAL HUDSON will lead the grand parade of steam on May 23rd! (During STEAMEXPO engine 3716 will fill in on the Hudons's regular run between North Vancouver and Squamish). Get on the list for your own personal mailings: STEAMEXPO .. Box 34105 (Station "D"), Vancouver, BC CANADA V6J 4M1

SEPTEMBER 1985, August BUSINESS Meeting minutes, found on page 2:

Expo '86: Rich Carlson reported that the Union Pacific is offering to cooperate with the Canadian Pacific to run trains to Vancouver, B.C. if the B.N. won't allow its tracks to be used. It looks doubtful that the B.N. will relent. The Oregon Expo '86 Committee has indicated that any train will be a VIP affair going to the fair. State money is still not available to run a train. Alan Viewig questioned why the Chapter hasn't done anything to organize a trip if the state won't. Rich Carlson replied that the Chapter simply doesn't have the money to finance a trip on its own.

SEPTEMBER 1985, July BOARD Meeting minutes, found on page 5:

Expo '86: Rich Carlson reported that the legislature appropriated \$2 million for the state's participation in Expo '86. Jack Pfeifer reported that the state committee wants to use the 4449 but that it appears that private money will be required. Rich expressed concern about the Chapter at least breaking even on any involvement.

continuation - REVIEW OF STEAM-EXPO REPORTS IN 1985 ISSUES OF TRAINMASTER

SEPTEMBER 1985, August BOARD Meeting minutes found on pages 7 & 8+9:

Expo '86: Ed Immel reported that the Oregon Expo '86 committee has re-arranged its budget to provide for the cost of operation of the 4449 and train via Seattle. Ed pointed out that the consist of the train and thus the number of seats is unknown at this time and that the State of Oregon

Expo '86 committee will decide on the consist. Discussion followed about the Chapter's interest in locomotive 4449 and arrangements for the possible sale of seats.

Discussion of Trainmaster Content: Mary Lou Weaver, Randy Nelson, John Holloway, Chuck Storz, Ed Immel, Ed Berntsen and others present had a number of questions and comments about the effect on the Chapter's reputation of material appearing in The Trainmaster. Specifically, in the August issue of The Trainmaster there were questionable comments by the editor on 1) his lack of knowledge of details of the 4449 going to Expo '86, 2) reference again to the 4449 and Expo '86 in connection with payment of 1986 Chapter dues, and 3) an unfavorable reference to certain supposed activities of private car owners. At least two members reported questions about the Chapter from other parts of the country asking what is going on in the Chapter based on these writings. Al Viewig stated that most of what is in question was intended to be humorous. Rich Carlson stated that he would work with Al Viewig to correct objections to material in The Trainmaster.

NOVEMBER 1985, September BUSINESS Meeting minutes, found on page 2:

Expo '86: Rich Carlson reported that the State of Oregon Expo '86 Committee is still trying to arrange for money to operate a train to the fair.

NOVEMBER 1985, September BOARD Meeting minutes, found on page 4:

Expo '86: Rich Carlson reported that the State of Oregon still does not definitely have the money to operate a train to Expo '86. The operation of the 4449 is very much in doubt at this point. More money is to be requested at the November meeting of the emergency board.

NOVEMBER 1985, October BOARD Meeting minutes, found on page 8:

Expo '86: Rich Carlson had nothing new to report. Al Viewig reported that he had heard that the State of Oregon committee is asking for donations from the public.

NOVEMBER 1985, "President's Page", found on page 10:

As the fall wind and rains begin, upcoming events and summer memories are more fun to think about. We remain optimistic that 4449 will run to EXPO 86 in Vancouver, B.C. Virtually everyone would like to see it steamed up. The major hurdle as always is money, up-front money. Further complicating things is BN's policy of not permitting steam locomotives to operate over its tracks, and it appears unlikely there will be any shift on this prior to Steamexpo, which is set for May 23-June 2, 1986. Thus, if the engine is to run, it would likely travel on UP tracks via the Gorge, Hinkle, Spokane and Eastport, Idaho, thence by CP to Vancouver. This would about triple the mileage required, and increase costs of operation proportionately. It looks more and more that a combination of significant private donations and excursion revenues would be needed to make it happen. The prospect of public moneys is very slim.

We learned a lot from the LWFD Commission report, and one of the important findings is that sufficient time for advance planning and marketing must be allowed. Time to do publicity and advertising is necessary if the requisite seats are to be sold. With time fast running out and myriad details left unsettled, we'll have to see what develops.

continuation - REVIEW OF STEAM-EXPO REPORTS IN 1985 ISSUES OF TRAINMASTER

NOVEMBER 1985, Reprint of item in TRAINSHEET from Tacoma, found on page 14:

VANCOUVER OR BUST!

Expo 86 continues to make railfan news. The latest news flash was given verbally to your Editor at the unlikely location of Groff's Grove, PA.: SP 4-8-4 #4449 IS going to Expo 86, despite the BN ban, by way of Spokane! Apparently the return trip (only?) will be open to the public, enabling "mileage freaks" to traverse freight-only routes like Golden to Cranbrook, BC; Cranbrook to Spokane via the Spokane International R.R.; and Spokane to Hinkle via U.P.

How did this data get exchanged at Groff's Grove? Your Editor bumped into Ed Immel of Pac. N.W. Chapter in a photo run-by line there, and he volunteered the info! See "Convention Report" elsewhere in this issue as to why we were both there.

Also, Jack Anderson of Mt. Rainier Scenic Ry. reports Heisler #91 may go to Expo 86, if it can be taken on the U.P.-Foss Tug carfloat from Seattle to Squamish. Getting from Mineral Shops to Seattle does not involve any BN trackage! It's Mt. Rainier Scenic trackage rights over Chehalis Western Ry. from Mineral To Tacoma, then U.P. (ex-Milw.) Tacoma to Seattle.

4449
INFO

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Editor: **ART HAMILTON**

SEPTEMBER 1985

NOVEMBER 1985, Bluewater SENTIAL reprint of Steam-Expo, found page 15:

Expo '86, dubbed Steam Expo by fans, promises to be the biggest gathering of operating steam locomotives since steam was retired. Locomotives from all over the world. Among the locomotives are CP #374 a 4-4-0, CP #2860 a 4-6-4, BC Rails 2-8-0 #3716, 4-6-2 #2341, UP #8444, SP #4449, possibly N&W #611. A number of locomotives from around the world including an Australian 4-6-2, an English 4-6-0 a 4-8-4 from Mexico, and a Chinese 2-10-2 (I've heard that this locomotive hasn't been built yet). The Only hitch on the horizon is Burlington Northern's ban on any steam locomotives passing over their rails. BN is the only American rail line servicing the fair town of Vancouver. (info from the Bluewater Sential).

DECEMBER 1985, November BUSINESS Meeting minutes, found on page 2:

5) Expo '86: Rich Carlson reported that the State of Oregon is still looking for financing for its Expo '86 efforts. There is still the possibility of a train. The state committee wants it. Money is the basic problem.

continuation - REVIEW OF STEAM-EXPO REPORTS IN 1985 ISSUES OF TRAINMASTER

DECEMBER 1985, November BOARD Meeting minutes, found on page 4 and 5:

The President made the following report:

- EXPO and 4449: Carlson reported a conversation he had with Bob Stevens of the Oregon Expo Committee. There will be no Tall Ships. There are now no plans to go to the Emergency Board for money. They will go to private people for donations. Goal of \$600,000 just for the pavillion. The 4449 train is still in their plans. Some question if the 611 is still going to Expo. Too early to say what will happen. Now it looks like an excursion trip is possible both ways with maybe the sponsors earning seat miles. The President is encouraged that they will come up with the money.

EXCURSION COMMITTEE by Mary Lou Weaver. The Committee says that there will NOT be a winter trip to Chemult in 1986 due to AMTRAK equipment availability problems in January thru March. Profit of the Spokane trip should be around \$35,000. The Committee believes that the State Expo Committee will go to the E-Board for state funding in December. There are no changes planned for the lease rates for the Mt Hood until 1986. In 1986 the Committee plans a May trip to Madras and a fall trip. The fall trip could be to Vancouver for Expo or Spokane. AMTRAK will not be running a daily train from Seattle to Expo. For the 4449 trip to EXPO the Committee has researched pricing for a maximum of 200 seats.

DECEMBER 1985, "President's Page", found on page 9:

Nothing much new to report on EXPO 86. Work is proceeding on getting 4449 ready to run, but at this time there are no signed agreements on the proposed run, including the routing of the train. Nor has any agreement been reached regarding resumption of Amtrak service from Seattle to Vancouver, which is quite ironic considering that the theme of the world's fair is transportation and communications. Let's hope that at the last minute (and we're close to that point!) things can all be worked out.

DECEMBER 1985, (there was a reprint of a press release printed in "470" of Portland ME

THE 470 (REPRINTED FROM PORTLAND ME) STEAM

NOVEMBER 1985

STEAM EXPO '86 - The latest information indicates that this will be the steam event of the decade. The great steam race will see a number of large mainline steam locomotives heading simultaneously to Vancouver from points all around North America. It will be a "race" in name only. Some will be from overseas exhibitor nations also. All locomotives participating in the "race" will time their arrival in Vancouver for the evening of May 22, 1986.

On the morning of May 23, the anniversary of the arrival of CPR #374 at Vancouver in 1887 they will switch out of the receiving yard and head north to Burrard Inlet in preassigned positions, lead by British Columbia's most well known locomotive Royal Hudson #2860. Taking into account seasonal angles of sunlight, the entire chain of locomotives and their cars will steam west from Columbia Street along the waterfront past the new Advanced Light Rapid Transit station and Canada Place. Over the following 10 days, the locomotives will be on display at a site adjacent to the main Expo '86 grounds.

Committed Attendance at STEAMEXPO

- | | | | |
|------------------------|---------------------|-------------------------------|----------------|
| British Columbia #2860 | Hudson 4-6-4 | British Columbia | Vancouver |
| British Columbia #3716 | Consolidation 2-8-0 | British Columbia | Vancouver |
| British Columbia #1077 | Prairie 2-6-2 | British Columbia | Vancouver |
| Canadian Pacific #136 | American 4-4-0 | Ontario Rail Assn. | Toronto |
| Canadian Pacific #1072 | Ten Wheeler 4-6-0 | Ontario Rail Assn. | Toronto |
| Canadian Pacific #374 | American 4-4-0 | City of Vancouver | Vancouver |
| Southern Pacific #4449 | Northern 4-8-4 | City of Portland | Portland, OR |
| Hotel Plate RR #766 | Rocky Mt 2-8-4 | East Maine Historical Society | East Maine, ME |

